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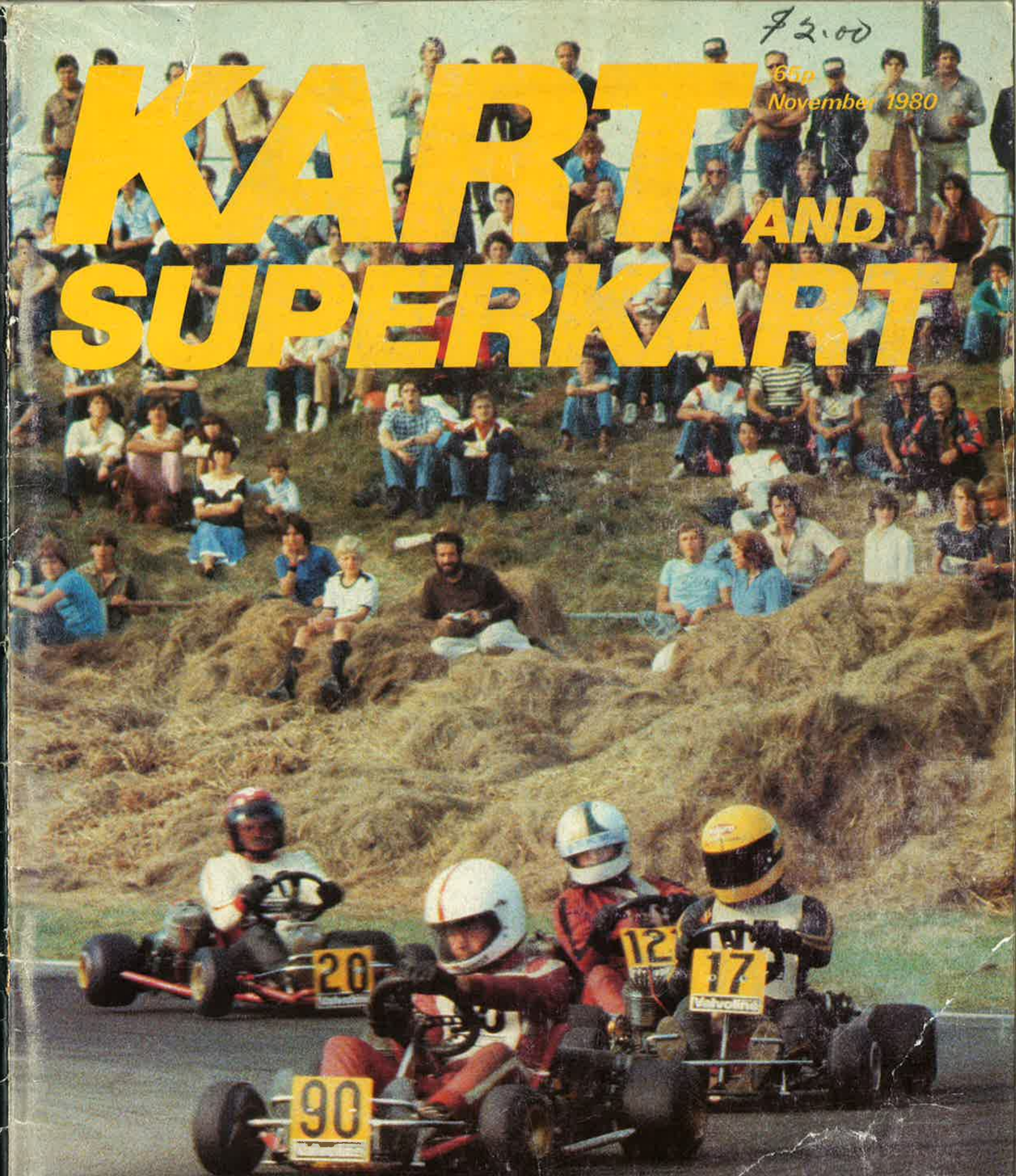


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There is an old racing saying that goes "To win, first you must finish. . ." On the evidence of the recent World Championships, the catch-phrase looks like needing a small addition — "... and you'll probably need to cheat as well!"

The numerical restrictions on engines and tyres certainly seem no bar to the more ingenious of the people who have more equipment than they know what to do with. Certainly the well equipped team at Nivelles had sets of number stamps, paint spray cans and rapidly constructed tyre branding tools, and the several who are known to have used them, got away with it. Since the meeting, the karting "grapevine" has carried disturbing rumours about fuel additives in use, again seemingly undetectable using the basic "water" test. . .

As in all restricted classes of racing, these basic numerical restrictions are theoretically there to reduce the advantage of the super-wealthy driver (who could otherwise start virtually every race on fresh new equipment) and thus promote a basi-ally even competition.

In the face of such evidence that these regulations are being broken at will, there are two alternatives:

1: Abandon all controls at this level of meeting and let it be "open."

2: Improve the somewhat basic control systems currently in use.

The latter is obviously the most desirable of the two, and thus the C.I.K. should over the next few months, investigate the possibilities seriously. It can be done.

As a footnote, a relief to our more patriotic readers will be the fact that none of the cheating seen or heard of at Nivelles involved British teams. Long may that continue.

However, technical problems aside, the Championship, as it always seems to do, produced three magical finals, with last minute disappointment for British hopes of a win, but a worthy new Champion of the World, who will carry the crown well.

CHRIS LAMBDEN

FRONT COVER:

The big second final battle at the World Championship. With Fullerton gone, de Bruyn (90), da Silva (17), Gates and Gysin find themselves fighting out the lead and, in the end, the World Championship. A section of "England Hill" looks on. Our coverage of this year's Championship begins on page 23. (Photo: John Pudney)

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KART AND SUPERKART

Monthly

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NEXT MONTH:

**K & S — The Finale
Japan
Donington Superkarts**

ON SALE — 4th DECEMBER

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

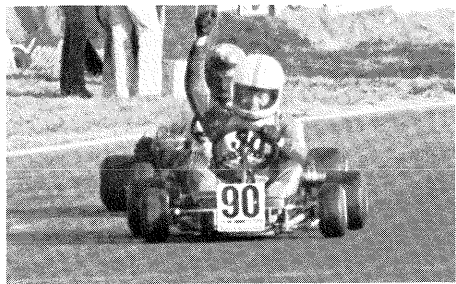


Mazda Day on ITV

This Saturday (8th) sees the first televised kart racing for quite some time, in the form of the Mazda Cars Race of Champions at Rye House.

Promoter Nick Brittan has, in a remarkably short time, collected together an impressive array of 100 International Champions to do battle over one 25 lap race, with £500 waiting at the finish line for the winner. A Junior Britain race will also go out live, and there is also a 125 race on the programme for spectators.

World Champion Peter de Bruyn heads the International race entry list, which also includes 1979 Champion Peter Koene, World Junior Champion Berndt Schneider, Lars Forsmann, Japan GP winner Mike Wilson, (driving for Italy) and Alan Gates (driving for South Africa). Harm Schuurman, works Dino driver, will drive a Sisley Cobra kart on a one-off basis. These, plus more, will take on six top Englishmen — Fullerton, Allen, Lane, Smart, Jackson and Lockheed Champion Grice. European Champion Zoserl wanted considerably more than the standard "start money", but with 4 current or ex World Champions appearing, was told "we can manage! . . ."



Star entry — World Champion de Bruyn.

As we close for press, the full entry is:

Netherlands: de Bruyn, P. Koene, F. Koene, Schuurman.
Great Britain: Fullerton, Allen, Lane, Smart, Jackson, Grice.
Italy: Lanzetti, Giugni, Wilson.
Germany: Schneider, Bertzen.
Switzerland: Meier, Singenburger.
South Africa: Gates.
Sweden: Forsmann (90% sure).
Denmark: Rossell.
France: Raphanel.
Ireland: Smyth.
Middle East: Mills.

ITV Commentator Andy Marriot will be assisted by McLaren F1 driver, John Watson.

International free practice is at 9.30 a.m., timed practice 12 noon, the Junior race starts at 1.30 p.m. with the Mazda Cars International at 2.00 p.m.

If you can't be there, don't miss it on ITV's World of Sport.

RAC News

As we go to press, news comes of the recent Kart Committee meeting. Since the last meeting, the decision to allow the "double" engined karts in 250 International has been under much discussion throughout the sport. Two independent surveys of 250 drivers have shown almost unanimous rejection of the "double" and with these results in hand, and various letters, the Committee was asked to reconsider it's decision.

The result? A statement reading, "A recent meeting of the Kart Committee confirmed the decision regarding the admission of double engines to this class."

Any doubts as to whose interests are best served by the governing body have been clearly answered — certainly not those of the drivers. As usual, no reason is given in the press release for the decision, so exactly what "anti-double" parties can do is not clear. But as Mr. Langford said — "I very much doubt that is the end of the matter." . . .

Anyone disheartened by the above, can take some heart, however, from the second item.

Engine homologation, downgrading of engines into National and Britain etc. was discussed at the meeting, with various engines accepted, and one importer's application rejected as it was apparently late. However, some hasty representations by that importer (in fact, before the press release was compiled!) resulted in the following:—

The RAC MSA is conscious of the fact that it failed to implement the undertaking given last year that the Trade would be informed of the succeeding year's price limits in advance of the homologation application date. These prices for 1981 are printed above.

In view of this it has been decided that homologation applications for 1981 will re-open and any additional applications must be received by this office by first post on 5TH NOVEMBER. Applications will be considered immediately and applicants will be informed of the decision. The 10 engines will then need to be produced for inspection by the end of November.

It has been decided that in future the following timetable will apply for homologations.

1. Price limits will be fixed in July and the Trade will be informed immediately.
2. Homologation applications must be received by the 14TH AUGUST.
3. The 10 engines must be available for inspection six weeks from the date of the applicant receiving notice of the basic acceptance of the application.

It is hoped that in this way full opportunity will be offered to the Trade to plan for their engine programme for the following year.

Other Items:

● **Price Limits.** The following price limits have been established for 1981.
 Chassis: 100 Britain — Maximum price in kit form, £305; Assembled, £335.
 Engine Prices: Junior Britain and 100 Britain — £220; (Spares, £330). Junior National and 100 National — £250; (Spares, £375). 125 National — £700. 250 National — £775.

● **Bubble Shields.** Bubble shields may be used on all gearbox classes from the 1st January 1981 on both long and short circuits provided they comply with the following definition:
 The shield must be made of a non-metallic material with no sharp edges and so fixed as to retain its shape. It must not project on a horizontal plane above the top of the steering wheel nor totally cover the driver's legs when seated in the normal position, nor terminate below the normal position of the ankle. Maximum dimension: overall length 50cms, overall width 50cms when measured cordally.

● **Number Plates.** For long circuit events, number plates must be carried front, rear and on the side facing the Timekeeper box. The plates shall be square having sides of 30cms. The numbers shall be of a height of 25cms and with a minimum stroke of 3cms. The plates must be fixed in such a manner so as not to bend or deform in the air flow.

● **Side Tanks.** Although publicity has been given previously to the fact that new regulations will exist in 1981 for side tanks, following is the regulation as it will appear in the Year Book:

Side Tanks. The front and full side of the tank shall be protected by a bumper consisting of a single tube of adequate strength (minimum diameter of 15mm) and which shall not be in contact with the tank at any point and presenting no sharp ends. Along the side of the tank, the bumper must be parallel to the ground and 25mm above the rear axle centre.

Between the rear end of the bumper and the chassis a plate shall be mounted to prevent any backward movement of the tank. Irrespective of any other method of fixing, the tank shall be held in place by a strap.

For 1982, the side tank will not be allowed to have a capacity greater than 10 litres and may require to have a full rollage type of protection.

Wilson In Japan

After bad luck in a lot of the International meetings he has contested, and even missing the World Champs this year, Mike Wilson finally took a major win, by scooping the Asian Open Championship at the Sugo Raceway, Japan, on October 12th.

After a disastrous practice, in which he blew several engines and eventually had to borrow one to race with from Peter de Bruyn, Mike won the first two finals to sew up the title, and then "team drove" team-mate Forsmann to victory in the third, assuring the latter of second overall. Third was Yamaha works driver Shigeo Sugiyama. Toni Zoserl finished eighth, using Yamaha engines, de Bruyn thirteenth, and Cathy Muller twenty second.

An interesting footnote is that Australian John Pizarro was apparently fastest equal in timed practice, going on to finish fourth. We hope to have full coverage next month.

1st	Mike Wilson	Birel/Parilla
2nd	Lars Forsmann	Birel/Parilla
3rd	Shigeo Sugiyama	Yamaha/Yamaha

JNR OR SNR BRITAIN OUTFIT. LYNX GB '80 with super quick Gillett tuned Hewland Arrow + set of wets on rims, sprockets and many spares. Complete set up £420 no offers, but all the help and advice you want. Cobham 7756 (day) Dorking 880582 (evenings).

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In a Word . . .

●Daytona is on again this year, and U.K. Superkart drivers interested in participating can obtain entry forms from us, or Daytona International Speedway, (Attention Jim Foster), Drawer S, Daytona Beach, Florida 32015, U.S.A.

The event, along with 15 other Enduro classes, takes place in the period 26 – 30th December. Three heats and a final make up the Superkart programme.

●The prizegiving function for the Lockheed and Road & Racing Racewear Championships will be at Automotive Products base in Leamington Spa on Saturday 15th November. Beginning at 12 noon, a buffet lunch and bar facilities will be available. All competitors and their supporters welcome.

●The 1981 French Championships have resulted as follows: 100 International — Marc Boulineau (Birel/Parilla); Junior — Eric Bernard (Zip/Parilla); 100 "National" — Mora (Zip/DAP); 125 — Dominic Tiercelin (Zip/Honda).

●Last month's reference to the possibility of WPT backing a Superkart team, including Steve Styryn and John Ball, has apparently been taken by some to mean that Styryn would be leaving the Aero Kart Equipe. This was certainly not implied, and is incorrect. Barry Loakes of Aero telephoned recently to let us know that Styryn would be continuing his happy relationship with the team.

Late News

Donington Superkarts

1st Calvin Fish Hermetite Zip/Yamaha
2nd Paul Elmore Hermetite Zip/Yamaha
3rd Martin Hines Hermetite Zip/Yamaha

Class wins to: Hill (125), Ansell (210) and Deal (250 Nat.).

Kart & Superkart Championship
Final Round — Wombwell

Ian Ross Johnson (Zip/Sirio) takes a superb win after a drive from the back. Neil Hann (BM/Hewland) second, but Carr (TKM/TKM) snatches the Championship from Tredwell (Birel/K80) at the last, with third.

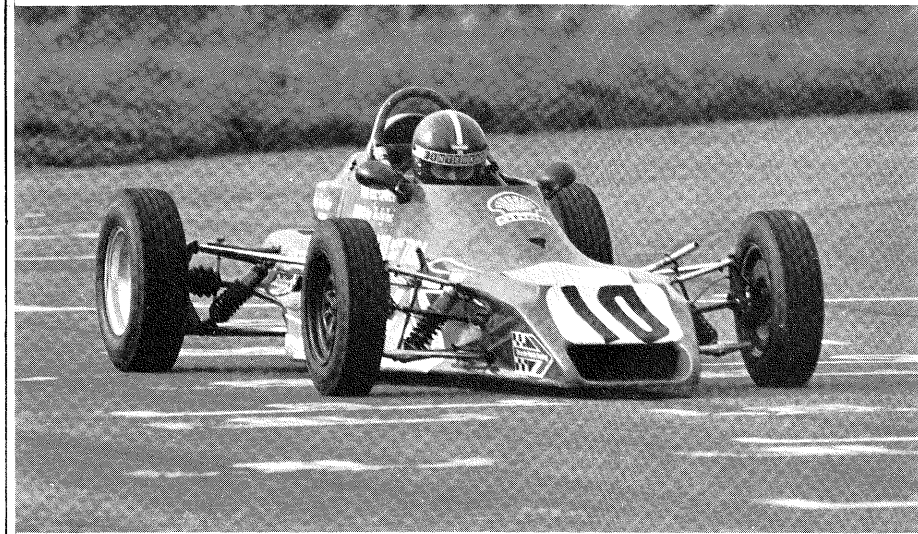
Mills (Zip/DAP) wins SAM 80 race from Devine (Reema/Hewland) and Sisley (Kestrel/Hewland), but the title goes to Terry Williams, from Cleveley and Rochford.

FULL COVERAGE OF BOTH NEXT MONTH.

FRIGGIT



Karters Rule In F. Ford!



Tim Davey en route to the Dunlop Champion-ship with the Interkart Tiga.

●You may wonder what a cycle manufacturer is doing advertising in a karting magazine (see page 25), but there is a connection!

Trusty Viscount's Managing Director is Alan Johnson — British Kart Team Manager up to 1978, when we won the European Team Event at Hagen. Having been "drummed out" by politics, Alan now spends his time worrying about the professional riders in his KP Crisps backed Viscount "works" cycle team.

His best known rider is Tony Doyle, and the story of how he became part of the KP/Viscount team just goes to show that karting isn't the only sport that rubs shoulders with officialdom! . . . Doyle was selected to go to the Olympics for Great Britain. In MOSCOW, the British Team Manager suddenly decided that he was not good enough to enter the 4,000 metres pursuit event, and replaced him with a rider who got nowhere (sound familiar!).

A fuming Doyle returned to England, immediately turned 'pro' and was signed up by A.J. within a week. He then won the British 5,000 metres pursuit (pro's do an extra 1,000m), beating the defending Champ — both Viscount team members anyway — and then went on to the World Professional Championships and won the 5,000 again!

From the Viscount base in Potters Bar, Alan Johnson keeps an eye on team operations, whilst overseeing the production of an excellent range of cycles. By the way, for those who feel Superkarts to be expensive, it seems that to run just one professional cycle rider amounts to well over £20,000 per year. To start with, there are 6 bikes at £2,000 each! . . .

Once again, karters on the move into the ranks of car racing are setting the world alight. Ex 100 International drivers Tim Davey and Dave Coyne have spent this year fighting out the "Dunlop Star of Tomorrow" Formula Ford 1600 Championship. The two fought it out all the way to the second-to-last round, where Davey finally tied it up with pole position, fastest lap and a win, in the Tiga F.F. car, backed amongst others by "Interkart," Richard Galvani's karting concern.

Coyne guaranteed his runner-up spot in the Championship at the same time.

Both are now looking towards Formula 3 for next year, sponsorship money being the obvious necessity.

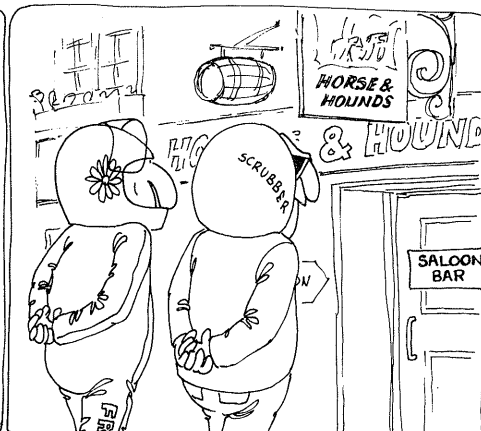
Letters

Dear Sir,
The decision by the R.A.C. Kart Committee to change the allowed engine ruling for the 25C International class is causing considerable concern amongst the drivers and the kart trade in that class. At the R.A.C. arranged meeting at Silverstone it was almost unanimously agreed that the double 125 engine and gearbox principle was a non-starter, but that water cooling was again almost unanimously accepted for future regulation consideration. The Kart Committee have decided to implement regulations for 1981 that are exactly contrary to the findings of the Silverstone meeting.

As neither the R.A.C. nor the kart trade have any value without the ordinary competitor's support I thought that it was about time



BY BARRY FOLEY



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layer eye-hole £16.10

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Standard £11.32
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STAND 21
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Microsplit 420/430 Carry Case £ 15.47
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Microsplit 235 Taylor Action £ 56.97
Microsplit 120 Split Action £ 52.92
Microsplit 400 Single event £ 52.35

MISCELLANEOUS
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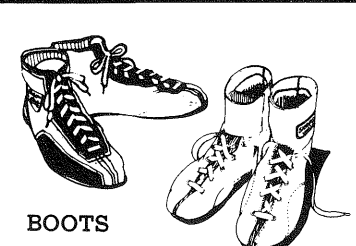
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RX-1. Flame retardant lining and life support manifold. Integral bib. Filtration in nose piece. White, black, silver. £168.00
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continued . . .

3rd Dave Barron TR Zip/DB Yamaha

250 International
1st Sandy Taylor Zip GP/TR Yamaha

2nd Gordon Petrie Lynx/GBRD Yamaha

3rd Lesley Cranston Zip/Cranston Yamaha

Rowrah

Sunday 5th October, cold and damp, was the scene for 81 karters rearing to go.

Junior Britain & Junior National

These two classes ran together for the heats. Junior National saw Mandy Roue lead for the first lap then lose it on the second to Richard Burr who succeeded in winning all three heats. Brad Temple finished with two seconds and a third.

For the final it was a flag to flag win for Richard Burr with Brad Temple second and Neil Brayton third.

Junior Britain's first heat went to Jason Plato with a flag to flag victory followed by David Burwood and Alistair Reed third. Heat two was a win for Reed, Plato failing to start. Heat three: Plato made sure of this one with Reed second and Patrick Walsh coming third.

The final was a win from flag to flag for Plato, second going to Reed and third to David Price who got things sorted out for the final.

100 National

This class at Felton always attracts a large entry, providing us with two grids and some really first class racing.

Heat one: for the first four laps it was Mike Ballantyne with second and third place alternating between father George Turner and son William Turner but coming up fast from the back of the grid were Brian Parias and Ian Williams and by lap eight, Parias was in the lead with Williams second. But on lap nine the places altered with Williams in the front and Parias second and this is how it ended at the flag.

Heat two; this was a flag to flag win for Parias with Williams second and Andrew Keenan third.

Heat three: a win for Williams, second to George Price.

Heat four: this looked like a win from flag to flag for Price, but alas it all went bang on the last lap leaving first place to a closely following Keenan, with once again a fine drive from the back by Parias to gain second place, and Mike Ballantyne third.

The final: this was a win from flag to flag, except for the first lap, for Ian Williams with Brian Parias second and Mike Ballantyne third.

100 International

A small entry of ten but we still manage to get a grid of Internationals.

With three wins Paul Browning was on pole for the final but he never came round for the second lap having had a mishap on the hairpin. What a final this proved to be with Mike Little in front, Nigel Davison in second place, then on lap three no Nigel Davison so Stephen Burr moved into second spot. Then on lap nine the

leader went missing and so Burr moved into the lead and held it to the flag with Gary Ashurst second and Tommy Curry third.

125 National and 210 National

These classes ran together.

125 heat one: Pete Shaw led for two laps, then Bob Thompson moved into the lead until the last lap when Bill Henderson moved in to take the flag. Heat two: Thompson won this one even beating the 210s, Henderson second. Heat three: once again it looked like a win for Thompson but on lap seven a mishap dropped him down to fifth place, and so a win for Henderson, giving him two firsts. The final: this was a clear win for Thompson with Max Richardson second and Pete Shaw third.

210 heat one: the first three laps were led by Des Davison, followed by Bill Cole who led on laps four and five only to go missing on lap six leaving the next four laps and the chequered flag to Davison with Andy Martin second, Stewart also third. Heat two: was a win for Martin, Davison second and Terry Ramshaw third. Heat three: once again disaster for Bill Cole on lap six, and so second place Gordon Brown shot into the lead followed by Des Davison and Geoff Preston and these were the positions at the flag. The final: from flag to flag with a really great drive, Des Davison, followed by Bill Cole after getting it sorted out, and Andy Martin third.

250 Internationals and National

Heat one: was a win from flag to flag for Brian Reader with Nigel Young second and Mike Brewis third. Heat two: Reader took the chequered flag again, Brewis second and Young third. Heat three: flag to flag Reader, Brewis second, Young third.

The National driver, Mike Livingstone certainly gave a good account of himself against the twins.

The final: was a run away victory for Robert Johnstone, who incidentally only completed one lap in the three heats, with second place going to Nigel Young.

Results:

Junior Britain
1st Jason Plato Sprint/Mistrale Arrow
2nd Alistair Reed Zip/TKM
3rd David Price MM2/G.E.P. DAP

Junior National
1st Richard Burr BM/DAP
2nd Brad Temple Zip/K80
3rd Neil Brayton UFO/TKM

100 National
1st Ian Williams Wilson/Parilla
2nd Brian Parias Zip/Dickson TKM
3rd Mike Ballantyne BM/BM

100 International
1st Stephen Burr Zip/BM
2nd Gary Ashurst Zip/K77
3rd Tommy Curry Zip/TKM

125 National
1st Bob Thompson Star/Yamaha
2nd Max Richardson Star/Yamaha
3rd Pete Shaw Barlotti/Rotax

Due to shortage of space, Club Scene coverage from Tibenham and Mondello Park has been held back, and will appear in next month's issue.

CLUB SCENE

210 National
1st Des Davison Zip/EDD Villiers
2nd Bill Cole Barlotti/Villiers
3rd Andy Martin Blow/Villiers

250 International
1st Rob Johnstone Barlotti/ARD Yamaha
2nd Nigel Young Barlotti/Yamaha

250 National
1st Mike Livingstone Sprint/Bultaco

Kalendar

NOVEMBER

8 RYE HOUSE (Hoddesdon) Mazda Race of Champions - International

9 CLAY PIGEON (Midway Yeovil and Dorchester, on A37)

TILBURY (Dunlop Road)

KIMBOLTON (10 miles s.w. of Huntingdon)

WOMBWELL (Dorothy Hyman Stadium, nr Barnsley)

CHASEWATER (Pleasure Park, Brownhills, off A5)

15 SURBITON (Worcester Park)

16 NUTHAMPSTEAD (1¼ miles east of Barkway, off B1368 Cambridge to Ware road)

SHENINGTON (8 miles from Banbury, off A422 Banbury to Stratford road)

3 SISTERS (off Junction 25, M6, nr Wigan) Bolton Kart Club

23 FULBECK (8 miles from Newark)

BLACKBUSHE (Airport, off A30, near Camberley)

DECEMBER

7 TIBENHAM (2 miles from Long Stratton, south of Norwich)

KIMBOLTON (10 miles s.w. of Huntingdon)

14 TILBURY (Dunlop Road)

CHASEWATER (Pleasure Park, Brownhills, off A5)

WOMBWELL (Dorothy Hyman Stadium, nr. Barnsley)

21 TIBENHAM (2 miles from Long Stratton, south of Norwich)

3 SISTERS (off Junction 25, M6, nr. Wigan) Cheshire K.C.

SHENINGTON (8 miles from Banbury, off A422)

28 BLACKBUSHE (Airport, off A30, nr. Camberley)

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continued . . .

that he was consulted. So at the October 12th National meeting at Donington Park I circulated a questionnaire amongst the 250 International section of the paddock.

The questionnaire asked one basic question. "What do you want?" regarding engine regulation changes for the future in 250 International. I suggested 4 options as follows:-

1. Double engine principle. i.e. 2-125 engines & gearboxes.
2. Rules as 1980. i.e. no change; air cooled TD3's etc.
3. Water cooling on piston or reed induction for 1981.
4. Watercooling on piston or reed induction for 1982, but allow gradual changeover during 1981.

A copy of the questionnaire with 70 signatures is enclosed for your information, but basically the results were as follows.

- Option 1. Double engine - 69 voted NO - 1 voted YES.
Option 2. Aircooled as '80. 51 voted NO - 16 voted YES. 3 Blank.
Option 3. Watercooled in '81. 48 voted YES - 21 voted NO. 1 Blank.
Option 4. Watercooled in '82. 67 voted YES - 1 voted NO. 2 Blank.

It can now be quite easily deduced that there is very minimal support for the double concept, whereas there is almost total support for water cooling in '82 with a gradual change over in '81. Options 2 and 3 indicate that there is a sizeable minority who still have serviceable air cooled engines that they do not wish to discard immediately, but would rather wear out and then change to water cooling.

I would be most grateful if you would make these findings known to the next gathering of the Kart Committee on Wednesday.

Bob Clowes, Stoke-on-Trent.
Copies to RAC, "Karting"
and "Motoring News".

Dear Sir,

Through the columns of your magazine I would like to offer my most sincere thanks to Zip Kart, and in particular to Mark Hines for his very generous help and assistance over recent weeks. Zips' backing enabled me to compete at rounds 5 and 6 of the Kart and Superkart Championship, and also the British Championships, and for this I will be eternally grateful.

Paul Carr
Shipston-on-Stour

Dear Sir,

I, and three other members of Cardiff Kart Club, attended the Kart Open Day at Belgrave Square on August 20th. I assumed that the Open Day would be conducted along the lines of the old Kart Conference that it seems to have replaced, and accordingly I sent two items to be placed on the agenda.

Let me state here that I have never attended a meeting so badly conducted and lacking in any form of order, in my life. If there was an agenda, a copy was not made available to the delegates - the Chairman's agenda seemed to be a bundle of letters on his table, to which he referred once to ask "if Mr. was there as he didn't quite understand his letter."

Eleven delegates assembled with the members of the Kart Committee in a basement room, in which, if any more had turned up, we would have been reduced to sitting on each others lap. If it had been dark, it would have made

Guy Fawkes feel at home! One delegate opened the (erratic) proceedings by asking why we didn't get a greater attendance at these meetings. From past experience I would have told him, but having not attended the last three Conferences/Open Days I thought things may have improved. Believing in the old saying "Cheer up, things could be worse", I cheered up and, fair enough, they have got worse. If this delegate still wonders why we don't get more attending the meetings, I don't know what it's going to take to explain it to him. As it was, the meeting degenerated - no, not degenerated as it never got to any semblance of order - into an argument between two major manufacturers, with very little of the remarks being addressed through the chair. The normal method of catching the Chairman's eye sometimes worked but the main method seemed to be whoever spoke up loudest got listened to. The arguments contained phrases like "as you said to me at dinner not so long ago" and "when we met at so and so's" and I was left wondering how much Kart Club business is done at Belgrave Square and how much is done over a thick steak! In spite of a meeting being held before the Silverstone G.P. to discuss the future of 250 International, the debate on 250 International was resurrected again and again. Any other classes or subjects the delegates wished to discuss was swamped by the arguments on 250 International, team selection and noise levels.

We left the Conference feeling that the loss of a day's pay by my two fellow delegates, a day's leave by myself, and a day's housework by my wife, (not to mention a 300 miles round trip by car and about £30.00 out-of-pocket expenses) was just a terrible waste, and with a growing conviction that the control of karting had passed from the Kart Committee to the kart manufacturers. What the other delegates had to report to their Club members on any subject they were asked to place before the Committee I shudder to think, for I had nothing.

I hold a National Scrutineers' Licence and it is overdue for renewal. The lack of information and identification of engines is a matter I had hoped to discuss with Committee at the above meeting, but was unable to do so. All requests for information on specific matters to the British Motor Sport Council have always brought vague and non-committal, not to mention contradictory, replies, and so I am seriously considering the non-renewal of my licence. If I have a query, I expect a clear and concise reply in writing so that in the event of any ruling on decisions I may make, I can back up with an official statement. The lack of these makes the job of anything like efficient scrutineering impossible.

As to my National Clerk of the Course Licence; my son enjoys racing 100 International and I accompany him to most of his meetings. Under the new regulations he won't be allowed to race if I officiate. With the new Per Capita charges and insurance charges, I don't suppose he will be able to afford to race anyhow! Of course his licence fee will be "frozen" at the 1980 charge of £8.00, but he will only save money if he buys a licence and doesn't use it! . .

In conclusion; many years ago I wrote a letter to Kart magazine and in it I suggested that perhaps the time had come for karters to examine the possibility of leaving the R.A.C. and forming a Federation of British Kart Clubs, run by karters. I think the time has definitely come, if not passed, when British Karting should be considering an alternative governing body for our sport. If the British Motor Sport Council wants to continue the control of our sport it must hold an Open House, not an Open Day, and publish all its facts, figures and finances in connection with Karting and then

have its Committee formed of members elected by Kart Clubs, not by invitation. I also suggest that we do this before we get into the morass of regulations that must surely lay ahead of us in 1981.

Mr. & Mrs H. G. Maund
Cardiff

Dear Sir,

Having been an avid reader of your magazine for more than a year now, I find it is about time after reading the September '80 issue to put pen to paper.

Having just finished reading the column "Ponder with Pudney" I am totally disgusted at the remarks aimed directly at the man who he chooses to call "The Dinosaur" who, he says is "perfectly depicted" in the pre race publicity posters. "PERFECTLY DEPICTED" he may be, but, on seeing the posters myself I thought it showed 100%, that the rich and not so rich could race at an event of this status side by side without any back-biting or bickering from such people as your supposedly "WELL IN" Mr. Pudney.

Since the instigation of the so called prestigious Grand Prix, karting as I once knew it has taken a turn for the worse, mainly due to comments made by such non caring contributors such as Mr. Pudney. By non caring I mean, not caring who they single out, pick on, or throw nasty comments at as long as they get their say.

However having raced at the same meetings as the aforementioned "DINOSAUR" for over 5 years now, he has appeared to me, though not personally, as one of the characters of our once pleasant karting fraternity, and has been actively involved in karting long before Mr. Pudney's much more appreciated "Immaculate Paul Elmore" left Junior School.

Therefore I feel that our world of karting can well do without the snobbery and oneupmanship of people such as Mr. J. Pudney and at least give some support to the unsponsored, "working", people who are the "REAL" nervecentre of karting, the NON GRAND PRIX karters. . .

Philip Deville
Nantwich

Pudney says:

"I do take your point, and I do realise that there must be a place for the longer-standing and perhaps less well "heeled" kart drivers of this era. However, my grouse is with Hermetite for depicting your friend on their pre-race publicity, so indicating to the general public that many karts are still as they would imagine them, with the exception of only a few modern ones.

I cannot agree that the sport has taken a turn for the worse since events like Silverstone - in fact, to the contrary. I personally think that karting has taken a massive step forward in terms of publicity and public awareness. You must agree that any growing sport needs a showpiece, and that showpiece, be it the GP or whatever, must be promoted on the most attractive basis, to attract the initial interest of newcomers."

Dear Sir,

Through your magazine I would like to thank most sincerely, Hewland Engineering for their ultra quick engines, and especially Dave Evans who was the tuner. I would also like to thank Lane's for the excellent results their karts have given me, Peter Wardle who organised a wonderful R & R series, and all the competitors in Junior Britain who made it possible for me to win.

Especially my family who put in a wonderful effort to help me do well.

Nicholas Crabtree
East Molesey

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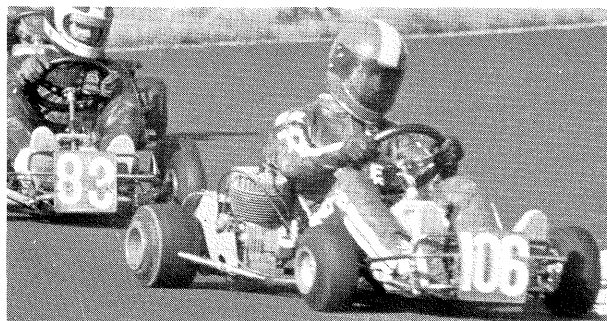
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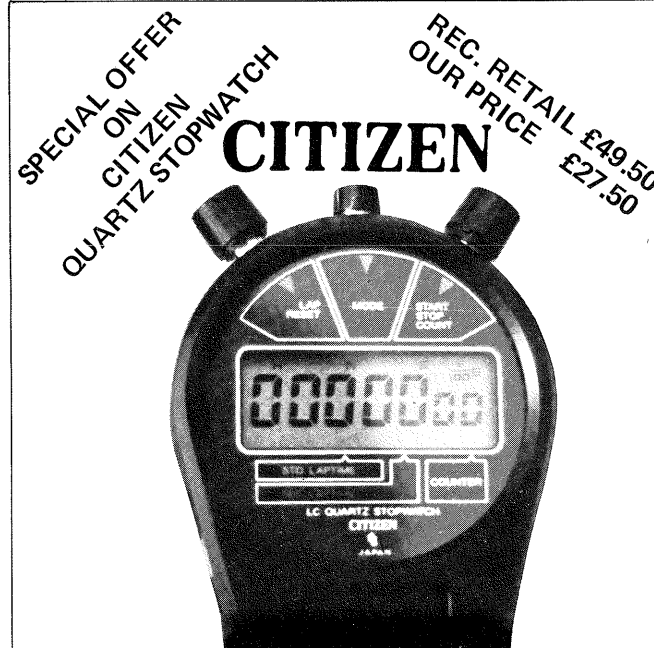
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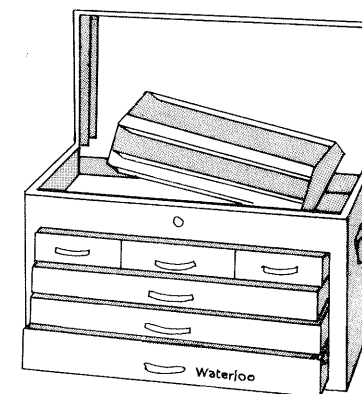
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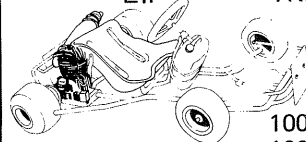
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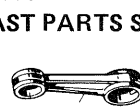
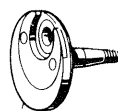


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Hines powers out of the hairpin ahead of early challenger Stylin.

The 125 race, running at the same time, was somewhat more exciting, with a bunch of drivers, including Mark (I'm famous you know") Allen, Derek Price, Michael Henry and Stuart Ziemelis having a go for the first half-dozen laps. The battle was however allowing Roy Wooldridge to catch them all, and at the end of lap 6 he burst through almost from nowhere and shot off into the distance. Price held second, some way behind, splitting the usual Rotax domination, with Henry and Neil Myers not far behind.

And now another rocket-man appeared. From row 5, Brian Hill latched on to this bunch, picking them off one at a time, to go into second on lap 10. Having got clear of the traffic he set off to try and catch Wooldridge, and by lap 12, after a record lap of 1:10.4 (76.70 mph) he was right on his tail. Roy rose to the challenge however, and was able to fend off the challenge pipping Brian by a couple of yards at the flag, followed by Rice, Myers, Allen and Henry.

1st	Roy Wooldridge	Zip/Merlin Rotax
2nd	Brian Hill	Aero/Rotax
3rd	Derek Price	Sprint/HPM Honda

Hughes in a hurry

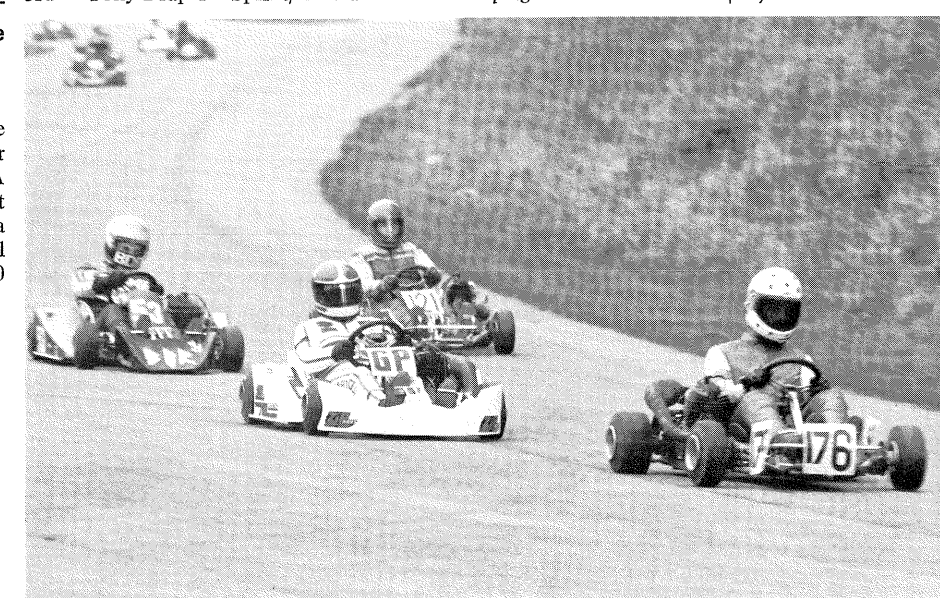
Three heat winners in class 210. John Hughes took one, Ansell two, but above all it was a very welcome sight to see John Newton taking the flag first after a long, long spell in the doldrums. Although Ansell appeared favourite, 210 racing is always close and usually provides a few incidents as well. To predict the outcome of the final would have been futile. . .

Ansell, Hughes, Gardiner and Bruce Austin were on the front row, with Longden on row 2 and Newton on row 7. As they came down towards the hairpin, it was Ansell, 3 yards clear of Hughes and Austin, with the rest of the field packed in behind. Lap 2 and it was Hughes in front, Douglas 2nd, Austin 3rd and Newton already up to 4th, although several yards behind the leaders.

Where was Ansell? He was up on the hill with his motor seized absolutely solid! By lap 5 Newton had passed Douglas and was closing

250 National was disputed between Draper (176), Deal (GP) and Taylor (12). 125 campaigner Richard Horwell (53) looks on.

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



Silver Set

Another Hermetite team clean up by Hines, Fish and Buttigieg. Ball best of the rest in fourth. Smith's superb second taken away by mechanical problems. Gange sixth first time out in new team. Hughes, Wooldridge and Deal take class wins.

Report and photos: Dave Smith

The final meeting at Lincolnshire's Cadwell circuit, for the 1980 Autumn Championships saw the Hermetite Zip team dominate yet again in 250 int., although a strong challenge from Steve Stylin's Aero almost split Hines from his team-mates. A biting, blustery wind, and the occasional light shower made conditions far from ideal, but despite the weather, lap records fell.

he had the odd dice with any handy 125 driver who happened to be around, and towards the end of the race slowed right down to allow Taylor and Tony Draper, (who were arguing about second) to catch up, before tootling off into the distance again. . .

Have you ever heard of a driver arriving at the circuit without his machine? Well this reporter managed to forget the film for the cameras! A 42 mile round trip to Mablethorpe on the coast meant missing most of the heats, and was a wasted journey anyway, but help from local photographer David Gordon (who sponsors 210 National driver Jon Pycock) saved the day!

Status quo

The 250 National grid was a little on the small side, with only eleven lining up for the final. Tony Taylor had taken heat 1, and Gary Deal heat 2, and although it took Gary three laps to get into the lead, once there he never looked like being caught - unless he wanted it that way! Gary later admitted to being a little bored out on his own, and so to liven things up a bit

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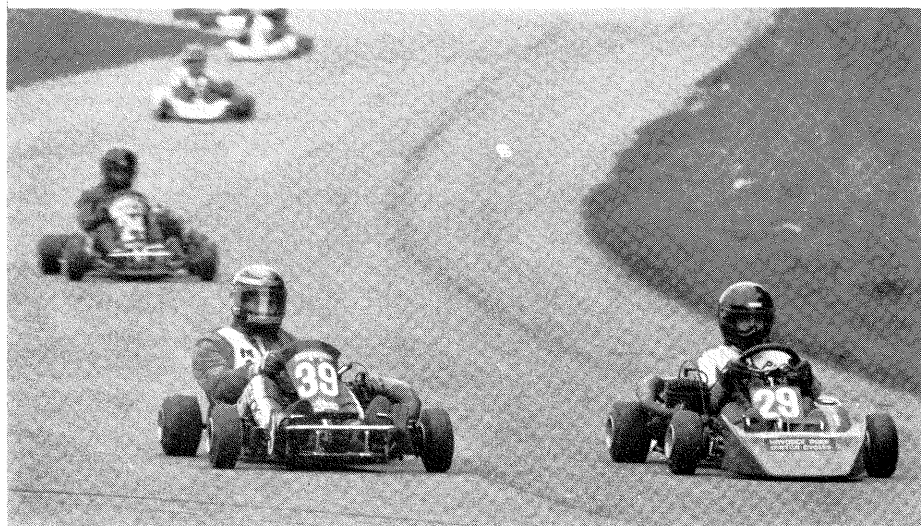
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Mark Allen (39) and Derek Price (29) were early leaders of the 125 final.

continued . . .

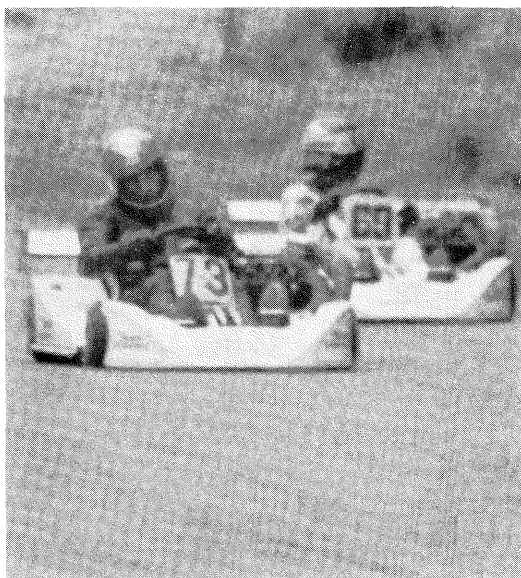
on Austin, now 30ft down from Hughes, and on lap 6 was through to second and beginning the chase. Lap 8 and only a matter of inches separated them. As they swung out of the hairpin, Newton got a little too enthusiastic and appeared to just clip the back of Hughes' machine, spinning himself round and off onto the grass. Hughes was on his way unscathed, but Newton was out of the race – despite desperate pleas to the marshall to give him a push! Hughes couldn't now be caught, Austin was 2nd and Gardiner 3rd, marginally ahead of Bill Longden with John Hennell and Barry Yallop next in line. A last lap swap saw Longden

steal 2nd from Austin to leave the final positions Hughes, Longden, Austin, Gardiner, Hennell and Yallop.

1st	John Hughes	Wolf/CTB
2nd	Bill Longden	Barlotti/Upton
3rd	Bruce Austin	Zip/APV

Simply Silver

The Superkart heats saw wins for Calvin Fish(2), Paul Elmore and Reg Gange, with Martin Hines taking a second and a third. John Ball and Derek Rodgers were in contention with a second place each, as was Steve Styryn, also with a second and third to his credit, putting him on the front row. Surprise of the day was that Dave Buttigieg had to qualify via



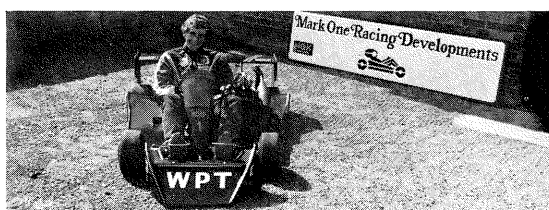
the 'B' final, although this in itself was a bit of a waste of time as there wasn't a high enough entry to fill the grid in the first place!

For the final then, Fish was on pole, with Styryn, Hines and Elmore alongside him. Nigel Smith continued his recent fine run and headed row two, with Rodgers, Dalgarno and Childerhouse for company. John Rees was on row 3, Carolyn Grant-Sale row 4, Dennis Crompton row 6, Will Hoy row 7, Reg Gange back on row 9 after non-finishing his second heat, Brian Heerey row 10, and poor Butty on row 11!

First time down the Gooseneck it was Hines out in front, already a couple of yards clear of Styryn, Ball, Fish and Nigel Smith, with Elmore not far adrift. For five laps, Martin pulled out a couple more yards at a time, taking Styryn with him as Ball and the rest fought for third

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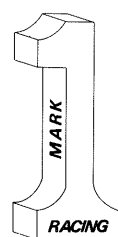
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Junior National

Coming through to the final on pole position and looking favourite was Philip Paterson (Forgue). Claiming No. 2 on the grid was Niall Smith (Cruden Bay) while in 3rd and 4th were Andrew McLean and Brian Ewing (both Ban-chory). Behind sat Elaine Buchan (Fyvie) and Colin Bird (Golspie). Completing the first lap in the lead was Smith followed by Paterson, McLean, Ewing, Buchan and Vass. Paterson moved into the lead and these top 6 began to pull away from the rest of the pack. However the whole order of things was changed on lap 11 as Vass, Buchan and Williamson appeared in second, 3rd and 4th places – Ewing and Smith had "exited" through the bales – and McLean came back in 6th spot. Paterson by now, had opened up a very convincing lead which he held to take the chequered flag. Vass and Buchan came in 2nd and 3rd with McLean, Bird and Sutherland 4th, 5th and 6th.

210 National

Proving himself the man to beat, sitting on pole for the final was existing 210 Champion George Bett (Thornton). Other top contenders were Bill Stoddart (Glasgow), Brian Smith (Stranraer), Andy Whitefield (Wishaw), Kenny McKay (Whitehills) and Les Campbell (Arbroath). The old master himself took an immediate lead off pole followed by Smith, McKay, Barbour, Stoddart and Whitefield. Whitefield and Stoddart had ploughed through to 2nd and 3rd spots by lap 6, and indeed Whitefield began to close the substantial lead that Bett had on him. But he also had Stoddart behind him showing his front wheels at every opportunity! Mackay took Smith on lap 20 as they picked their way through the back markers, with Campbell 6th. These top 6 places remained unchanged for the remaining 5 laps and the Championship was retained by a delighted George Bett.

100 International

The defending Champion Andrew Buchan (Fyvie) came through to No. 1 spot on the grid for the final. Alongside was Stuart McSporrin (Dunfermline) while on the second row sat Graeme Foubister (New Deer) and Colin Robson (Gartly) with John Robertson (Forfar) and Andrew McKenzie (Stranraer) behind. The defending Champion led off the grid with Robson, Foubister, McSporrin, Brown and Knowles tucked in behind. Foubister took Robson coming out of the left hander on the 3rd lap and set his sights on Buchan. Robson retired with a puncture and McSporrin claimed 3rd spot with Murray and Brown nose to tail, and Robertson 6th in this fast and furious final. On lap 14 Murray took McSporrin going up the straight and had a 3 lap breather until Brown came up behind him again on lap 17. The battle continued between Murray and Brown until lap 20 when Brown slipped past Murray to claim 3rd place and so it was to the flag – Foubister, Buchan, Brown, Murray, McSporrin and Robertson.

125 National

The Scottish Championships brought two familiar faces out of retirement – our worthy Chairman, Davy Barron (Montrose) and ex 250 National driver Granville Grubb (Banchory) and these two really upset the apple kart! (If you'll pardon the expression!) Grubb took two of the heats and Gavin Nicholson (Invergordon) took

CLUB SCENE



one. So as everyone waited with baited breath they lined up for the final. . .

Junior National Champion Philip Paterson, receives his trophy from the Scottish "Pinta" Princess.

At the drop of the flag, first into the hairpin were Grubb, Ian Grant (Elgin), G. Nicholson Barron, Paul Cook (Balmedie) and Jim Murray (Arbroath). Nicholson took Grant on lap 3 moving up into second spot. Now could he do anything about Grubb? By lap 6 Barron and Cook had moved up, claiming third and fourth spots, two laps on and after several attempts Cook took Barron for third while Ian Nicholson had worked his way through to 5th place. By lap 17 Nicholson was closing the gap between himself and the leader but his Championship hopes completely disappeared as he made an uncharacteristic error and made a dramatic exit through the bales at the grid corner! He did however get himself back into the race to finish 5th. This left Cook second and Barron third and possibly too great a distance and too few laps for them to do anything to close Grubb's lead. Ian Nicholson came in fourth and Ian Grant 6th.

250 International

Sandy Taylor (Crimond) set the pace in the heats as he won all three. No. 2 on the grid was Bevan Fraser (Embo). Alongside was Gordon Petrie (Alford) and Gilbert Kennan (Glasgow). As the flag dropped and the Yamahas screamed into action Taylor started as he meant to finish – in the lead. Keenan tucked in behind, followed by Rob Logan (Stranraer) the title holder, then Alan Wilson (Glassel) Fraser and Leslie Cranston (Inverness). Logan and Petrie worked their way through the pack until they slotted into second and third respectively. On lap 6, Fraser and Keenan "came into contact" and both left the circuit. Fraser re-started, but

was unfortunately black flagged for a technical fault.

On lap 6 Petrie took Logan and from second spot set his sights on Taylor who had meanwhile shown a clean pair of heels! By lap 20 positions were unchanged, Taylor with an impressive lead, Petrie desperately catching him, Logan with Cranston putting on the pressure in 4th place, Ferguson 5th and Gallant challenging in 6th. So it was to the flag, Taylor winning back the title he wanted so badly and second place man Petrie driving a brilliant second place in his fourth drive in 250.

Jenny Taylor

Results:—

Junior Britain

1st	Craig McWilliam	Sprint/LDR Manx
2nd	Jonathon McDonald	Kestrel/Arrow
3rd	Michael Barron	Zip/TKM

Junior National

1st	Philip Paterson	Zip/TKM
2nd	Gordon Vass	Zip/TKM
3rd	Elaine Buchan	Zip/Arrow

100 National

1st	Peter McCallum	Le Spectre/Arrow
2nd	Colin Robson	Sprint/TKM
3rd	Duncan White	Sprint/Sirio

100 International

1st	Graeme Foubister	Birel/FRP Parilla
2nd	Andrew Buchan	Zip/Hewland
3rd	Alan Brown	Ferrari/Parilla

210 National

1st	George Bett	Barlotti/Bett
2nd	Andy Whitefield	Skelly Zip/ANS
		Upton
3rd	Billy Stoddart	Barlotti/Upton

125 National

1st	Granville Grubb	Zip GP/Rotax
2nd	Paul Cook	Zip GP/Merlin
		Rotax



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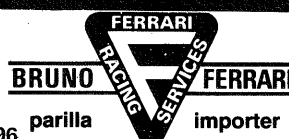
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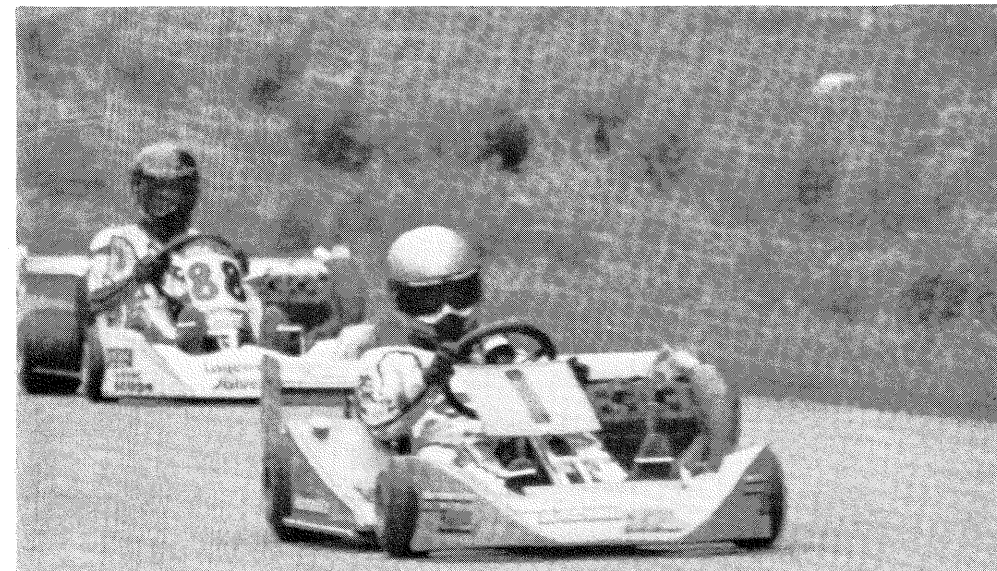
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Left: Buttigieg (1) blasts out of the hairpin trailed by Ball (88), Atherton (73) and Smith (69). Middle: John Hughes turns into the hairpin, leading the 210 final. Bottom: First lap of the 210 final - Ansell (GP), Hughes (112) and Austin (24) lead the snaking pack.



place, 30 yards behind the leading pair. With Stylin's new colour scheme and the 99 plate, it took a while to sink in who it was who could challenge Hines so fiercely! It wasn't to last though, for on lap 10 Steve finally had to retire with a loose rear axle. So Hines was left on his own, his nearest rivals over 40 yards behind led by Nigel Smith, the rest providing plenty of thrills as they disputed third. Elmore had got through to third on lap 7 and held it for a couple of laps before he too went missing as Nigel Smith took over. Ball dropped to fifth, complaining that his seat stay had snapped on lap 6. Fish, struggling a little, fell back to sixth at one point, but managed to re-pass Ball, and after Stylin's retirement was now lying fourth.

Lap 11, and the positions were Hines, Smith, Ball, Fish and - guess who? - Dave Buttigieg! Dave had carved his way through the field up to 4th, latching onto the battle on lap 12. More drama as Nigel Smith's motor began to splutter. As he put it later, "it missed for just a second, and 'woof' - they were all through!" That dropped him to 4th, ahead of the uncomfortable Ball, but behind Butty and Fish. Another splutter from Nigel's motor, and Ball was up to 4th, and that's how it stayed. Gange came through for sixth, more than happy with his new mount. With backing from Martyn Merritt's firm, Gange was utilising the newly constituted preparation service offered by Zip, merely turning up on the day to drive a fully prepared machine. Reg finished just clear of the ultra-consistent, C.T.R.P. mounted Dennis Crompton.

So it was a silver 1/2/3 again, with the Laycock Solvent sponsored John Ball the first non-Hermetite machine home. A very unlucky Nigel Smith must be heartened by his results since his decision earlier in the year not to quit. Dave Buttigieg said later in the paddock, "that was the hardest race we've had all year!"

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



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CLUB SCENE

Dunkeswell

1980 South West Championships

210 National

Mark Allen came to Dunkeswell for the T.V.M. sponsored meeting and carried all before him – two heat wins, the final and equalled the lap record. None of the local men could stay with him, in fact Alan Jarrett (The Club Champ) blew up in the biggest way possible while chasing Allen.

Come the final it was Allen in front and pulling away. Russ Varney (Upton), John Cooke (K.R.) and Fred Street (P.P.M.) raced hard for a while but were eventually split up by the back markers, so what had the makings of a good dice fizzled into a lengthy procession.

250/125

A disappointing entry in this – expensive karts and low South West wages don't go together! However, Trevor Lucas made a welcome return to Dunkeswell bringing along his smart GBRD/Strand Glass Zip, and proved quick in all the heats. He didn't get it all his own way though as Trevor Horwell equalled the lap record and Malcolm Burnett beat it! Pete Deadman with his Yamaha single put the frighteners on them all by taking the occasional 3rd and 4th and always running strongly with the twins.

Lucas led the final from flag to flag, by virtue of an "impossible" move round the opposition at pit bend. From there on it was Lucas, Burnett and Horwell inches apart in a high speed colourful convoy that really pleased the crowd.

Mark Allen (Maico) found local man Chris Lord (T.V.M./Yamaha) a tough nut to crack in the 125 section, but by dint of some crafty tracksmanship he eventually got by then latched onto Deadmans tail, making it impossible for Lord to retaliate.

100 National

Local man Russell Maple dominated this class with three heat wins, the final and a new lap record. Then his T.K.M. was protested against so the results in this class are provisional! Good in-pack racing went on between the likes of Arthur Wood (K88), Robbie Adams (SS20), Phil Hardy (BM), Jeff Johnson (TKM) Et Al. Nice to see such a variety of motors going well.

100 Britain

This was the class to be in if you wanted real wheel to wheel racing. It would be easier to tell of those who DIDN'T have a turn at leading! The heats produced some epic drives, like Phil Sheldrake's 24th to 7th and Alan Dodds 20th to 2nd. Others to show well were Paul Clist, Andrew Bundy, Pete Knight, Derek Cowee and Ron Shone. Furious though the racing was, no one could approach ex-British Champion Pete Rochford's lap record.

Sheldrake made an excellent start in the final, gained a two length lead that stayed static for a couple of laps but once the pack started tripping over each other the gap stretched to thirty yards. Dodd, Bundy, Clist and Knight slugged it out for the places, weaving and diving in fine style. The crowd loved it.

The first three were – of course – Arrow powered but each drove a different chassis, so there was some variety!

Junior Britain

This was the OTHER class to be in if you wanted wheel-to-wheel racing! It was also the

only class in which each race was won by a different driver. Ross Mason-Smith, Mark Jennings, Richard Marsh and Garry Thomas all scored wins, and in each case was pushed every inch of the way by the others. Real bumper to bumper stuff with lots of late braking and optimistic manoeuvres – very entertaining!

Now, in the first heat Mason-Smith had beaten Thomas into second spot, could he do it in the final? For a while it looked as if he would. For lap after lap Mason-Smith held off the baying pack, but only by the skin of his teeth as there were some great passing attempts. Eventually Thomas squeezed by only to suffer the pressure in turn. Just when the race looked set for a great finish, Mason-Smith suddenly slowed at pit bend and while everyone made phenomenal avoidances, Thomas streaked ahead to a massive three length – and very popular – victory.

Most everyone on Arrows but four different chassis in the first four places, so once again some variety.

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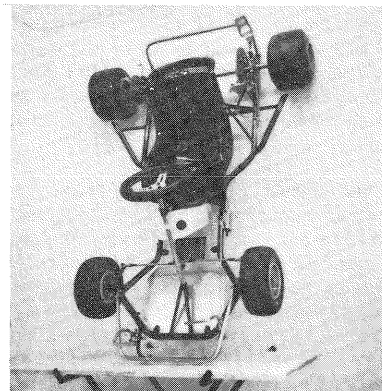
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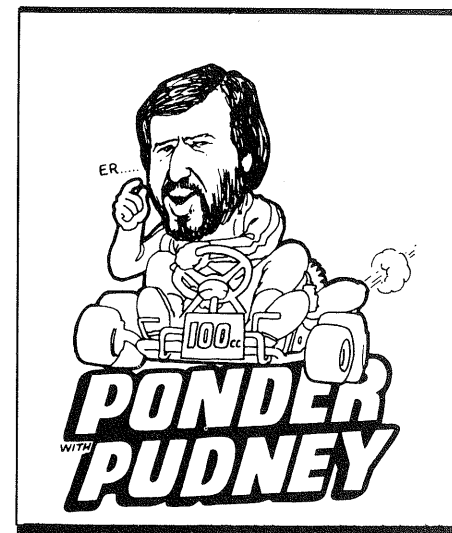
Well it's all over. After the big build-up, the 1980 World Championship is decided and Peter de Bruyn is the worthy new Champion. Our own Terry Fullerton came so close to repeating his 1973 victory, (in fact within 7 laps) — but to win, first you must finish. Terry didn't, de Bruyn did, and that's that. Is de Bruyn a worthy Champion? Personally I think so. Last year in Estoril he came as close as Terry did this year — comfortably leading the second final having won the first, only to lose a chain, and the previous year at Le Mans he was dicing for the lead on the last lap of the first final only to get involved with a puncture ridden Toni Zoserl on the last bend, handing Lake Speed victory on a plate!

The night before this year's finals, at the hotel swimming pool, he forecast his own victory, and drove in the finals with the sort of supreme confidence of one who knows he's got what it takes. His victory was certainly not an easy one. In the first final he came from the tenth row to second; in the second he had a most glorious dice with da Silva, which would have been one of the best I have ever witnessed had I not been so heavy of heart at Terry's retirement; and in the third final he was challenged very hard all the way by Switzerland's Marcel Gysin, (yes the one who took Terry out at Le Mans), but after being passed got back again to take a fine win. He's a nice guy with a very nice wife and this victory will certainly set the seal on a rosy future in car racing, which he aims to take up seriously next year.

And what of my pre-race favourite Toni Zoserl? Frankly, Toni blew it. He was totally dominant in his heats, after demon timed practice driving as if on rails, with no tail out braking for the hairpin etc. The first final found him on pole, alongside local ace Danny Demoulin (or Demolition!). All Toni had to do was get ahead at the start and aided by his demon Bridgestones stroke away into the sunset. But in the event, Danny D. pulled off a surprise passing move (much to the delight of the Belgian crowd) and Toni following very closely, obviously anxious to get back past, could do nothing to avoid ploughing into the back of D. D.'s kart when the unfortunate Belgian's plug lead broke! Of course had Toni won this final as expected, and Terry come second, they would have shared the front row for the second final, and given a straight fight, with the determined mood Terry was in, I reckon I would still have ended up with egg on my face as I feel sure Terry would have beaten him. But then that's all supposition. . .

I often get accused of harping on too much about T.F., but he is an interesting phenomenon, and if he interests me, I reckon his exploits should interest our readers too. It's well known that Terry doesn't suffer fools gladly and there are times when you approach T.F. and times you don't! I've been on the receiving end of Terry's tongue a couple of times for approaching him at the wrong moment and I'm wise now, but poor old Mason Minns got it in the eye once at Nivelles for telling Terry he was late when Terry knew he was late! During any major event, T.F. is pretty highly tuned and the best way to tackle him is to speak when spoken to and not otherwise, any information you require being best extracted from his mechanics. His whole effort during the practice and build-up preceding any big event is towards the goal of winning and nothing, but nothing, stands in T.F.'s way. A typical example was when he had done an absolutely demon lap time in unofficial practice and Helen, his long-suffering and vivacious girlfriend/timekeeper, rushed up to him, very excited, jumping up and down, saying "You've done a 42.7, you've done a 42.7!!!", at which Terry interjected, "I don't

want any emotion Helen, just give me the time!" T.F. is a hard taskmaster as well. During the week of the Championship, I don't think I've ever seen 2 mechanics work harder than did Terry's two, Ashley and Graham. When I saw them on the Thursday night they both looked physically drained and dog-tired, but come Friday, there they were, flat out and at it again.



When T.F. lost his chain on the first lap of the crucial timed practice they both looked horror struck, obviously thinking "did I put the chain on? Is it my fault it came off?" In the event it was no-one's fault, as a previously untried titanium axle, whipped enough to flip off the chain. Ashley also admitted that he was dreading what he would find as they ran back to pick up Terry's kart after it had broken during the second final, in case it was his fault, and T.F. had lost his World Championship chances because of his mistake. Fortunately again, it wasn't! . . .

Terry has admitted that he had a great admiration for Francois Goldstein as a driver, an admiration I share. But as has been reported before, Goldstein always seems to roll up when Terry doesn't want him about — and Nivelles was no exception. Being a Belgian, Francois Goldstein was obviously going to be around at Nivelles, and wherever he went, so did a fair entourage of hangers on. In the crucial build-up to the first final, who should roll up to see what T.F. was up to but Uncle Francois, who was about as welcome in the Fullerton camp as I suppose I would be in Alan Burgess's office! Terry, already pretty psyched up and surrounded by a fair batch of spectators himself, therefore had the unwelcome addition of Goldstein and

his admirers to add to his distractions. Now Terry and Goldstein are not exactly buddies, (in other words they don't even talk to each other!) and F.G., perhaps in a move to unnerve Terry as there was a Belgian driver on the front row, decided to take a ridiculously keen interest in every move Terry and his mechanics made, irrespective of the fact that the preparation they were doing was pretty mundane and he wasn't going to gain any useful information from watching. He stood literally looking over Terry's shoulder for about 10 minutes, even though he was the only person not connected with the Fullerton team within the boundaries of some dividing rope, which had been hastily erected to try to give the team some breathing space. Terry was quite obviously getting a little bit narked and unnerved so I decided the best thing to be done was to lure Goldstein away by attempting to do an instant interview!

I wouldn't say the interview was a roaring success as Goldstein has never been able to understand my French, (although others seem to manage) but with the benefit of an interpreter, he did make some interesting comments. Contrary to various reports, F.G. said he hadn't raced at all since the 1975 World Finals, and has no aspirations to race again. He said that he did fancy car racing, but decided not to take it up due to the wishes of his family. When asked about the current tyre and equipment situation he reckoned that the guy with the best equipment always won nowadays, but declined to comment on who he thought was the best driver. When I asked him who he thought would win the World Championship, he had a long think before saying Zoserl — which just proves that 5 times World Champion's can be wrong as well as me!!

As I walked round the pits I saw a young kid of about 12, who looked remarkably like Francois, and when he had a bit of a tantrum in front of me I thought, "that's got to be Goldstein's son — a real chip off the old block." And I was right. On being asked whether he would like his son to race karts the answer was an unequivocal yes, although it seems he'll have to wait until he's 16, as there is no Junior class in Belgium. My suggestion that he came to England to race was met with a polite smile! . .

As I'm talking of personalities I really must mention Senna da Silva, the young Brazilian who drives for DAP, because I think he is MAGIC. Alan Gates won't agree with me (and I don't blame him, because he suffered from a very dubious da Silva manoeuvre in the third final which caused his ultimate retirement), but

It's hard to concentrate when an old adversary is "spooking" you (Photo: John Pudney)



continued . . .

indiscretions aside, da Silva is rather special. He drives with a flamboyant style, totally and utterly unlike anyone else. It's hard to describe, but it's very, very spectacular to watch, and very different to the norm. Da Silva seems to "apex" very late, flicking into the bend well past the point which the onlooker would judge as being that of no return, but he gets away with it. Some of his overtaking manoeuvres in the tremendous second final were incredible — several at places where you just didn't overtake. Added to this he "chokes" his engine at very odd places — as he exits a bend he'll choke, drop back a little from the guy in front, then rush up to overtake without any choking down the straight. I heard that the reason Gysin gave for "accidentally" taking da Silva out of the first final, was because da Silva brakes early! Frankly, I find that hard to understand and would rather put it down to his unique style. It would be interesting to hear the opinion of someone who has raced against him.

He is certainly a crowd pleaser though, the Nivelles crowd getting behind him, just as the Estoril crowd did in 1979. He responds in typical Latin fashion, with both arms high in the air. One thing is for sure though — he is brilliant, and I for one can't wait to see him in an F.3 car next year.

The crowd supporting British interests at Nivelles was the most patriotic and vociferous since Hagen in '76, and even the hardened campaigner T.F. admitted to getting a boost from the fantastic reception he and all the British lads got. The best place to spectate at Nivelles is undoubtedly on the bank at the top of the circuit which although far from the pits, affords



Da Silva in typical angular pose (Photo: J.P.)

an excellent view of the whole track. The British supporters took over this bank, totally and "England Hill" utterly overshadowed all the supporters of the other nations, including Belgium, in its enthusiasm and noise production. Led by a staunch band of Northern pilgrims sporting a "Terry is Magic" banner, they stood and sung the National anthem in a way that made you proud to be British. The welcome Terry got after he had won the first final was incredible. Such a shame that such a loyal band could not have witnessed his ultimate victory, but frankly I don't know if my ear-drums would have survived. To all that band on the bank, thanks a lot from me — you were great, and certainly made the World Championship a memorable event.

Before I close this month I must give the answers to the little photo quiz set last month and reprint a few of the humorous pigeon-English "Nivellisms" from the programme. The photo showed 8 drivers who can be relatively clearly seen. They were: Bruno Ferrari on a Tecno (No. 2); alongside, the late Roy Mortara on Barlotti no. 8; behind Bruno is Dave Ferris, and almost hidden behind him Stephen South. Kart no. 11 is also a Barlotti, driven by Ken (son of Stan) Owen of C.T.E.S. fame. Alongside him is Buzz Ware, and the guy behind no. 11 is Chris Hampshire, a great friend of Roy Mortara and a stalwart of the Camberley Club. Behind him is a real old buddy — Jon Jon Ermelli, a great sport, obviously back from one of his "holidays". The place? Rye House, about 1967 and I would think that it must have been a team selection meeting to attract Roy Mortara and Chris Hampshire to Rye. I think I'm right on the drivers and the place, but if I'm wrong on the date or the status of the event, let me know. (I bet Mr. Bewlay, with his computer memory, will know). Boo boo of the month in the last issue is the picture in Merlin's column on page 23, purporting to show Stephen South.

It is in fact Ken Owen at Rissington, Ken usually being recognisable because he always drove with his mouth open, catching flies, and usually with his Boeri suit unzipped as in the photo on page 15!

From the Nivelles programme, describing the circuit and the drivers: "The exigent, winding circuit in Nivelles is the appropriate executioner to pronounce the final sentence! (Their exclamation mark!) Precision, smartness, experience, a little luck, but most of all the "art" (they must read my column!) of driving round and round at those extremely high speeds are tremendous trump cards to win this big game. . .

Yet another season has been and gone for the long-circuit brigade, and we come to that part of the year dreaded by most drivers (and loved by most wives!), when they can be called upon to do all those dreadful jobs around the house that have successfully been avoided all year! The "I've got to get ready for Cadwell" excuse no longer applies, and I'm afraid it's back to good old suburban life for many of us for a few months — though February Cadwell isn't too far away. . .

This is the time of year when I can get stuck in to trying a few new ideas properly, and developing the kart a bit more. Obviously, this can be a very satisfying pastime, especially when something a bit wierd works, but there is a fair share of frustration. The actual test driving should normally be the most enjoyable part of the whole thing, although our wonderful winter climatic conditions do take the edge off it. . . We use Snetterton mostly for testing, as it has a fair variety of corners, isn't too far away — although being on the east coast, it does have its share of resident brass monkeys! Anyhow, through the Winter, I'll keep you in touch with developments, both on the equipment and event front.

Talking of events, it seems as though there is the possibility of 2 or 3 meetings at Zolder, in Belgium, next year, with one definitely pencilled in for 12th September.

As you may have heard, I went out to their first experimental event there a few weeks ago — on 13th and 14th September. There were about 20 entries, from Denmark, Holland and Germany, with nobody failing to be impressed by the circuit. It is magic — an excellent surface, very picturesque and very demanding from a driver's point of view. The timekeeping equipment is unbelievable, with closed circuit television carrying information direct to the pits! During racing, the screen is updated every lap, giving the places, numbers, lap times, number



of laps completed, fastest lap, total time etc., for every competitor. (One thing is for sure — I'd hate to be in the stopwatch selling business out there! . . .). The system operates during practice as well, so there's no chance of keeping your times secret, or winding up the opposition with false ones.

The Superkart presence was organised by Belgian C.I.K. delegate, Mr. Knopps and despite the fact that we were only a small part of an International car meeting, we were treated very well, and certainly given equal billing with the cars. They even altered the programme to give us more practice and more time between our two events — can you imagine that at a combined meeting in the U.K.?

Obviously hardly anyone had heard or seen Superkarts, let alone normal 100cc karts, so as you can imagine, it all went down very well, and sufficient interest seemed to have been generated for us now to have another European country joining in the promotion of Superkarts.

Another marvellous element of the Zolder scene is the "Pits Hotel" — actually built on top of the main grandstand. From your room balcony, you look down directly onto the grid.

The hotel has an excellent night club — the Pits Disco, with a motor sport decor including steering wheels etc., from famous racing cars around the walls. The Manager is a racing "nut" so interested in the karts that he allowed me to stay there, buying drinks until 6.30 a.m. — I'm not quite sure who was doing who a favour! Anyway, from all aspects, Zolder looks like a super spot for the Superkart brigade, well worthy of an annual pilgrimage.

After Zolder, we went up the road a bit to see the 100cc World Championship at Nivelles. Mr. Knops asked us to demonstrate the 250 during the pre-final interval on the Sunday, and by all accounts it went down well — including an unplanned over-shoot of the pits hairpin. . .

Again, many of the Europeans hadn't experienced the sight and sound of 250 Karting, but seemed impressed, as did the various C.I.K. members present — which at this time is very important.

I have always been led to believe that the C.I.K. do things *their* way — and are not necessarily influenced by the way we go about Superkarting. However, a good long chat with C.I.K. President, Mr. Buser, and Messrs Alazard and Knops showed the opposite, with Buser asking me to a meeting in London this month to suggest Superkart regulations for Europe as he felt England led the way in this class and had much more experience to draw from. He also said that the only way to get regulations was to talk to the drivers and industry alike. So, hopefully, the C.I.K. rules could be what the drivers, and more importantly the sport, needs for stability.

On the subject of stability — have you all filled in our questionnaire on 250 Regulations? I bet there are a lot of you saying "oh yes, must do that." It's not too late. Every form filled out must go some way to ensuring that you don't get regulations you don't want.

So far, results indicate 100% rejection of the double-engined formula, and a 50/50 split between those wanting no change at all, and those wanting watercooling for reed and piston induction engines.

Bob Clowes conducted a similar survey at Donington, with similar results, and both sets of figures were forwarded to the R.A.C. Kart Committee before their recent meeting. I can't really see that the Committee have any alternative other than to reverse their decision to allow 'double' karts, as surely they are there to act in the interests of the drivers and the sport. Both surveys have given clear guidelines from a fair cross-section of competitors. Hopefully we'll hear something soon. . .

Following the news that "bubbles" are in, we can expect maximum dimensions to be published soon, or it could get out of hand! . .

Thanks to Bruce O'Malley, that flamboyant New Zealander, I can now claim to have owned the fastest kart in the World. Bruce took one of my chassis back with him on Concorde, at twice the speed of sound. . .

WILSON

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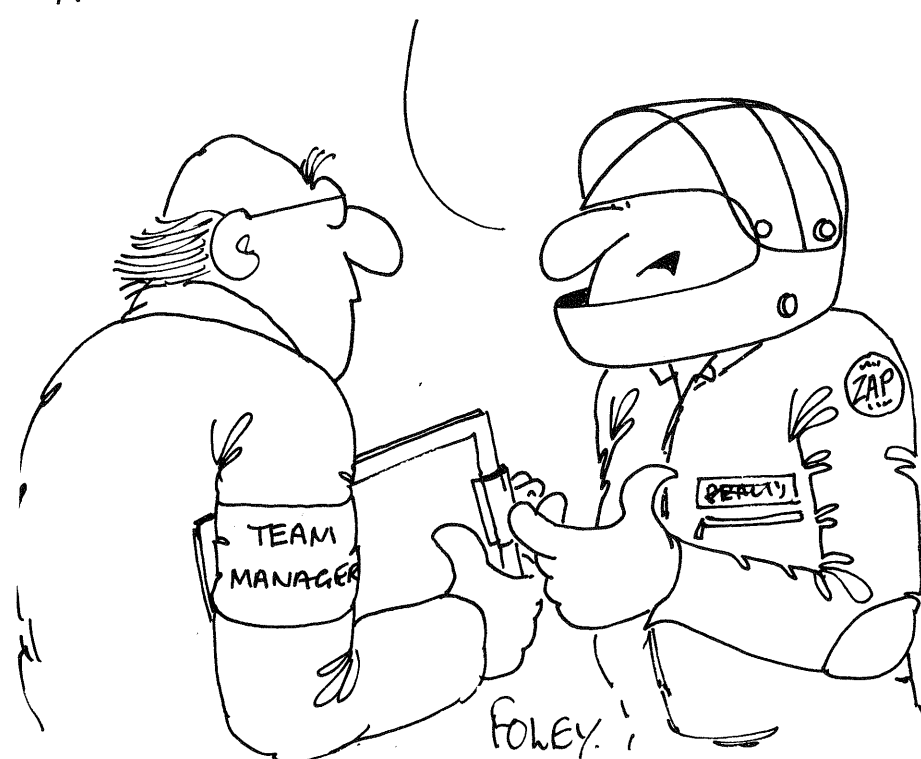
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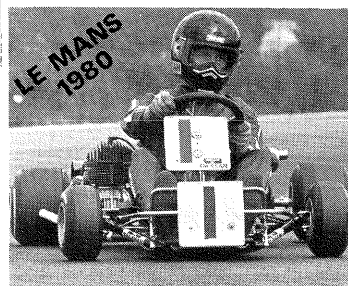
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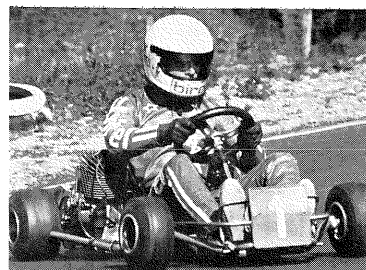
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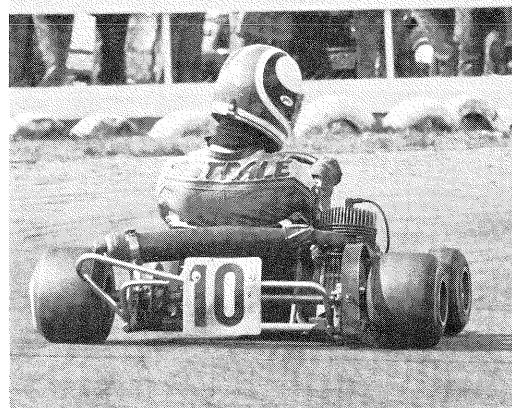
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Euro-Bohlin

Bohlin's 250 European title. Hines and Buttigieg take the places. Smith's superb effort from the qualifying race. Drew Liddle reviews the annual Superkart trek to Denmark.

Once again, "Bert's Tours" had come up with an extremely good value-for-money package, which encouraged 150 souls to venture across to Denmark for the 1980 C.I.K. 250 International Championship. Everyone travelled over on the excellent D.F.D.S. 'Dana Anglia', noted for its comfort and cuisine (for £3.46 one could dine from the Danish 'cold table' and effectively eat one's fill!). Accommodation on the ship is excellent, with all cabins above the water line! Entertainment came from a live band in the main lounge, accompanied by a singer — "Little Eva with the big knockers!"

Bert's drivers' briefing provided consternation for one poor chap who thought he was going to race a 125 — only to be advised that there was no 125 racing this year at Jyllands Ringen! . . . Someone got their wires crossed somewhere!

Once ashore, the drag to Silkeborg began, where for the first time, the party was split between two hotels, somewhat reducing the usual convivial atmosphere — but only a teenie bit!

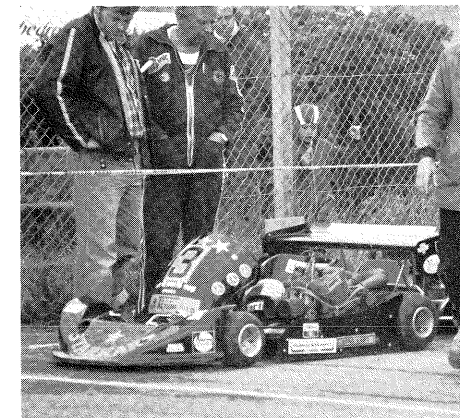
Friday dawned dry and warm, an excellent day in fact for practising, which the majority of competitors used to the full. Jyllands Ringen is a truly excellent circuit for karting, and whilst it is a true car racing circuit, it is sufficiently tight to present a real challenge to Superkarts. The surface is very smooth, but "open" and thus offers excellent grip in both wet and dry. It is one of the few "anti-clockwise" circuits around, and the wide main straight certainly helps avoid any mass startline shunts.

The return leg of the circuit is a series of left and right corners, all fairly open (i.e. one can see round them), but they are deceptively tight and can catch out the unwary or foolhardy driver. There is one quite wide hairpin which leads into a short straight and into a left-hander, which is the "Daddy of them all!" This is a fast, wide, sweeping corner, with positive camber turning to negative — it is the "real thing" and certainly sorts out the racers from the runners. . .

A further attraction of the J.R. is that it is extremely safe, bordered by what is effectively a continuous sand-trap. Although this does stop one hitting anything solid, the sand does

make short work of an engine if sucked into the carbs — and there were several instances during wet Saturday practice of competitors without filters ruining engines. One well known driver was seen with the barrels off his engine, using pieces of paper covered with grease to try and (unsuccessfully) remove sand from the crankcases! . . . After some heavy bartering, Bohlin (who as agent for a particularly efficient brand of filter) was persuaded to part with some filters by an enterprising competitor who had brought some cheap whisky with him. As he later "dropped a wheel over the edge", coming to a sudden, sandy stop, he reckoned it was the best "anti knackerer rip" ever purchased!

Saturday morning dawned very wet and windy, with everybody trying to squeeze into the rather congested paddock. Scrutineering was a saga in its own right, remarkably lax in the bulk of cases, consisting of reading engine numbers and spraying purple paint everywhere! The majority of British competitors were forced to buy extra large number plates and numbers. This seemed a rather cunning rip-off as plates were available at £6 — £9 for a set. . . Competitors who objected were told "no big numbers, no lap scoring." Considering the Formula Ford cars had smaller and harder to read numbers, the Brits. had cause for complaint. . .



Above: Bohlin's Star (note the Aero side pods)
Below: Do the huge number plates affect aerodynamics?



Lennart Bohlin — European Champion

This was of course a C.I.K. event, and when the German C.I.K. delegate started insisting on everyone's tyres being stamped, it looked as though we were in for a long day. However, the problem was overcome by the Godfather Hesketh, who produced a petition showing 100% rejection of the idea — of which, at least 50% of the signatures were "ghost" ones! . . .

Fortunately it dried out for timed practice, but due to the poor p.a., several competitors missed their runs, and found themselves at the back of the qualifying finals, whilst the top 20 went directly to the main racing. But it rained so hard on Saturday afternoon that all racing was postponed to Sunday. . .

Sunday was dry to begin with, but just before the first European final, a heavy shower descended. Bohlin, undeterred, proceeded to give a lesson in racing, lapping everybody up to 6th place — i.e. 33 competitors. His superiority, and that of Christer Johansson, seemed to stem from a wide and very flexible power band, and a well set-up chassis, making most of the British contingent look rather amateurish.

The second final, some two hours later, was held in the dry, and it looked, to an independent observer that this might be the opportunity for the British hot-shoes to avenge their defeat. Bohlin however led from the start, although under quite heavy pressure from Buttigieg and Hines, who were certainly catching him on the return, twisty leg of the circuit, mainly I think, through hard braking. Bohlin however, would pull out at least 20 yards through that difficult left-hander into the main straight, revealing himself as a true and worthy European Champion, who really didn't look like being beaten at any time that day.

The twin Rotax of Lars Johansson performed creditably — 4th in the first final, and 4th in the second until his chain fell off.

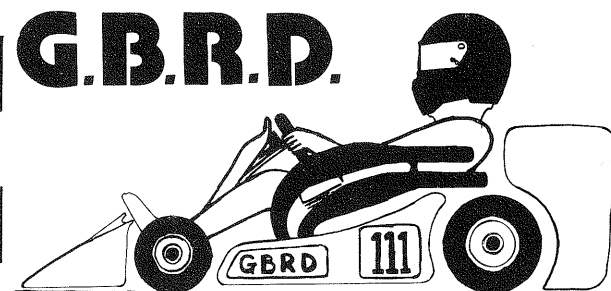
A notable performance came from Nigel Smith — one of those who missed timed practice. After charging through the qualifying races, he carved through from the back of the first final to 13th, and then fought his way up to 5th in the second, to take a rather well earned 4th overall.

A.E. Liddle

Result: European 250 Championship

1st	Lennart Bohlin	Star/Star Yamaha
2nd	Martin Hines	Hermetite Zip/Yamaha
3rd	Dave Buttigieg	Hermetite Zip/Yamaha
4th	Nigel Smith	Team Schemes Zip/Yamaha
5th	Henry Ronnberg	Zip/Yamaha

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Biff Harris (83) leads the tremendous 3 way lead battle from Ricky Grice (number gone!) and Jackie Brown (23), before going on to win.

End of Term

Long overdue victory to Biff Harris, but Ricky Grice scoops the Lockheed Championship with second. Homewood charges through for third. Allen struggles to hold off Fletcher. Cranmer and Higgins score R&R Junior wins, but Crabtree and Sugden take the titles.

Reporting: John Pudney and Peter Wardle

Little Rissington on October 5th attracted a somewhat disappointing entry of only thirty-five 100 Internationals, bearing in mind that this was the final round, and for once the Championship was still pretty wide open. Ricky Grice arrived at Rissington leading on points after his fine win at Wombwell, but closely following, only 2 points behind on 529, was Paul Jackson with Martin Homewood on 525 and last year's Champion Mickey Allen 4th on 509. All Ricky had to do to clinch the Title on this circuit he likes, was to finish in the first three, avoiding any accidents!!

The thing about Rissington is that 100 Internationals generally only race there once a year, and as there is no practice allowed on the previous day, no-one really steals a march on the competition by dint of special shake-down sessions etc. — everyone is equal. Added to this the circuit is very demanding, in particular the 180 degree, flat-out, double right-hander exiting the tight hairpin, which really sorts

chassis and tyres out. All in all then, Rissington does make for interesting and perhaps unusual racing, and this time was no exception.

As the track is so long and the grid was relatively small there was no need for a B final and as the final grid was posted we found good old Biff Harris, really flying in his heats, alongside Mickey Allen. Behind them were Dave Mellish, once again showing his mettle, and Jackie Brown with a flyer of a Zip motor. Championship leader Grice was well placed on the third row, alongside a consistent Dave Button. Other challenges were liable to come from Doug Spencer on row 4, Paul Fletcher alongside Martin Homewood on row 7, whilst Lane was back on row 10 after yet more engine blow-ups during his heats. Paul Jackson and Martin Leach would be other fancied runners and liable to liven the race up with a charge through the field from the 12th and 13th rows respectively.

The friendly organisers delayed the start enough for the Lanes to cure a sticking throttle discovered on the grid, but as the field was flagged out poor Kurt Luby oiled up to really set the seal on a disastrous day for the affable Lancer team, for whom Kurt now drives. Nobody else intended to oil up for sure, such was the pace of the second rolling lap, but come the flag the field were slowed to a respectable pace and Biff Harris snatched the lead from Mickey. The first couple of frantic sort-out laps saw Gary Ward and Richard Lee spin off in one incident whilst Dougie Spencer, Dave Button and Peter Saunders all went off in another.

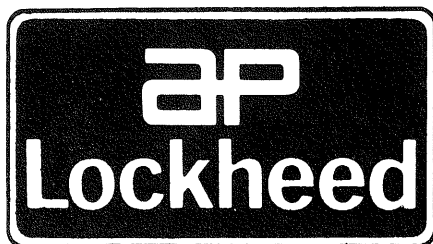
Whilst all this was happening, both Jackie Brown and Grice got past a strangely docile Mickey Allen, and having closed on Biff Harris started a simply glorious 3 way dice. It was kart racing at its very best as Ricky sliced inside Biff, then Jackie outbraked Ricky, then Biff got Ricky back, and so on. Such was the quality of the racing up front that some really excellent drives from further down the grid by Fletcher, Homewood and Jackson were probably overlooked by most spectators, until it was suddenly realised by most that apart from these three, Alan Lane was making one of his great charges up through the field and was actually now up to 5th!

So at this stage of the race — about one third distance — it was Brown leading (briefly!), Harris then Grice. Allen was falling back into the clutches of Lane in 5th while next along was quiet man Chris Needham, going well in 6th, ahead of Mellish and hard chargers Fletcher and Homewood. As Lane was closing remorselessly on the leaders so his engine went bang yet again depriving us of a possible 4 way dice for the lead. Things were getting distinctly hairy up front with Ricky (who only had to stroke home in the first three) very embroiled in the dice which had all 3 protagonists side by side and hanging wheels off the edge of the circuit, with Jackie running up the back of Biff as Biff tried some rather dubious tactics to shake off his pursuers! However like most good things the battle couldn't last, and poor Brown ground to a halt halfway through the flat out right-hander, his engine locked with a broken small end washer. Delayed slightly whilst avoiding the spinning Jackie Brown, Ricky now seemed to realise what he had to do to clinch the Championship and was content to let Harris get away in the lead, as he stroked along in a comfortable second. Had the dice continued, Ricky could well have been lured to his doom! . . .



Team Knapfield offered their man some incentive. . .

Meanwhile, Homewood had got past Fletcher and both he and Mellish had demoted Mickey Allen down to 5th. As at Wombwell, young Dave Mellish was unable to keep Homewood at bay for long, and indeed as the long race progressed also fell back into the clutches of



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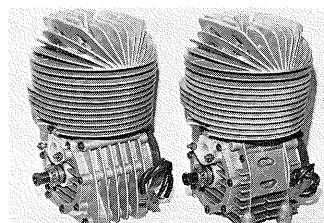
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On my chart Andrew Wood came out of lap one in sixth place. At the end of lap twenty he was still there, having passed no-one and having no-one pass him. Interesting that — wasn't it?

Elliot in charge

By the time the 100 National final was due to start it was getting quite dark as well as cold. The heavy cloud had not broken once during the whole day but at least the rain had managed to stay away.

Thirty starters came to the grid with Peter Elliot on pole and George Price, Terry Lilley and Paul Carr behind him. Mark Tredwell was quite lowly placed (for him) having had his protest turned down. Nicky Fletcher must have been well pleased, making the A final after such a bad afternoon — even though it was only the twenty-eighth place on the grid.

As the whole pack survived the first two corners, the order was Price, Elliot, Lilley, Carr and Wilson. By the time they came round again Elliot had hit the lead and Carr third place. Nigel Smith (yes, "Sideways" of 250 fame, running an interesting 4 wheel brake combination) and Mark Tredwell had a coming together which put them right to the back from sixth and eighth respectively, thus setting the scene for a potentially very exciting race.

Over the next four laps Elliot gradually improved his lead over Price who was also beginning to open out from Carr. Neil Hann had taken sixth place when Smith went out in lap one and nipped past Mark Wilson on the fifth to take fifth place.

The field by this time, had begun to split into two packs with Fletcher, Tredwell and Smith working their way up the back pack at the rate of about two places per lap. Andrew Clark, who had gained the lead of this second pack failed to come round again for lap five and his place was taken by Brian Parias. However, this placing was a bit short lived. The next time he came round he was immediately behind Tredwell (who had somehow managed to get to the back again) and less than a kart's length in front of Elliot who was leading. Tredwell, who must have been quietly fuming inside his helmet, (his chance to sew up the K & S title on the day now gone), decided to call it a day and retired, leaving 22 runners at the end of lap seven.

At the halfway point, Elliot and Price were way out in front and a charging Hann had mixed it with Carr and Lilley, relegating Lilley to fifth



after four closely fought circuits. Wilson was running a lone sixth ahead of Roger Moth, Gary Prior, Stephen Sykes and Nicky Fletcher who was now pressing hard for ninth place.

On lap eleven, Hann relegated Carr and the gaps between the first five karts were beginning to lengthen. The only close runners were Sykes and Fletcher who eventually swapped places, and Smith and Williams (who had spun his way to the back on lap four) who were running so close they bumped, sending Nigel up the bank at the second hairpin (a real action spot if ever there was one!). By the time he had restarted, Elliot and Price had gone by and Hann was coming by. From then on he drove a tremendous race, staying with the leading three to the end of the race. With the leaders on such good form, there didn't appear to be much chance of Smith unlapping himself, but if he had not had his first lap contretemps he could very easily have been one of the first three at the end. But then, this game's full of it's!

One thing that was clear in the gathering gloom was that Price was not going to catch Elliot. If anything, he himself was going to be caught by Hann who was narrowing the gap with each lap. On the fifteenth Hann made his move and took second place. Moth moved into the first six after chasing Wilson for nine laps and on the seventeenth bettered himself again, passing Lilley to take the fifth slot. Further down the field Nicky Fletcher had dropped

250 pilot Nigel Smith (49) upset a few regulations with his 4 wheel braked machine. Here he leads Craig Leclere (21) and Mark Tredwell (1) in the early moments of the final. (Photo: John Pudney)

Sykes and was making advances on Prior who in turn, was advancing on Wilson.

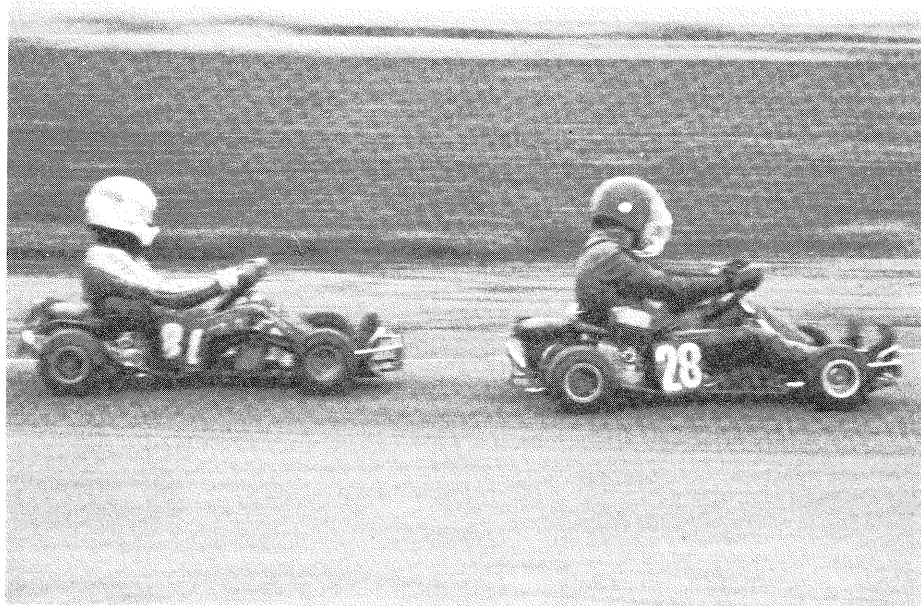
By the eighteenth circuit the first six places looked more or less set for the rest of the race. The only real movement being Prior swapping places with Wilson and Nicky making her relentless advance on him. Unfortunately for her, time was running out and the gap was a little too long. However, she gets my Mars Bar for Achievement, having originally started in the lower reaches of the B final. Time didn't run out though, for Gary Prior. In the last lap he made another advance, wresting sixth place off Terry Lilley.

My Mars Bar for Persistence goes to Brian Parias who kept going and out of trouble nursing his brakeless kart to finish in twenty second place . . . having been lapped seven times by Peter Elliot.

1st	Peter Elliot	UFO/FRED Parilla
2nd	Neil Hann	BM/Hewland
3rd	George Price	DAP/GEP SS20
4th	Paul Carr	TKM/TKM
5th	Roger Moth	Cobra/Hewland

TOP 50 SERIES POINTS AFTER SEVEN ROUNDS

	1	2	3	4	5	6	7	Best 5		1	2	3	4	5	6	7	Best 5
M. Tredwell	115	130	125	122	135	129	98	641	J. Wellsted	54	126	96	83	60	—	63	428
P. Carr	102	138	96	115	130	122	125	630	T. Bell	81	55	115	62	78	53	77	413
K. Churchill	123	124	120	—	129	118	25	614	I. Murphy	—	51	73	44	76	166	94	410
P. Christo	126	36	127	124	100	124	50	601	C. Booth	104	47	104	83	51	—	66	408
I. Williams	—	115	117	98	119	138	107	596	L. Marsden	34	22	125	109	—	79	60	407
B. Parias	58	99	109	114	131	133	88	586	T. Lilley	—	92	76	76	37	—	122	403
G. Price	127	132	101	—	—	91	127	578	M. Beauchamp	60	115	113	81	30	—	—	399
R. Moth	136	85	97	56	105	104	123	565	G. Cain	47	109	47	122	66	—	—	391
C. Leclere	108	124	109	97	107	84	116	564	D. Preston	91	58	71	88	80	—	—	388
G. Prior	18	85	43	136	135	90	109	555	A. Clark	71	65	—	55	104	—	92	387
N. Hann	27	53	110	136	103	69	125	543	N. Fletcher	104	56	92	62	39	—	72	386
N. Box	113	116	105	59	44	105	97	536	B. Peary	44	41	120	106	74	—	—	385
C. Lambden	59	103	110	111	103	101	64	528	G. Till	106	55	49	87	71	—	64	383
N. Edwards	112	—	—	116	110	83	99	520	S. Sykes	44	104	42	55	35	70	103	376
S. Tillett	112	97	108	54	45	101	105	513	M. Gailer	100	110	—	70	80	—	—	360
N. Parrington	112	94	65	110	89	—	96	501	L. Crane	47	81	102	79	42	—	—	351
M. Wilson	104	16	78	15	109	95	111	497	P. Giddings	58	44	75	115	57	—	—	349
K. Murphy	—	49	108	118	129	30	79	483	D. Tebbutt	77	46	74	59	88	33	—	344
R. Wright	110	39	73	77	110	111	52	481	R. Cotterill	77	—	65	—	100	—	101	343
A. Sparks	75	98	—	128	96	—	73	470	T. White	44	53	51	54	60	85	89	341
T. Wright	118	90	41	62	105	—	90	465	G. Cox	70	81	46	57	39	58	56	322
P. Elliot	111	47	91	65	—	—	135	449	C. Callingham	77	57	—	49	72	67	41	322
K. Fine	76	98	104	56	107	—	—	441	Mick Smith	81	51	33	57	45	66	62	317
S. Davis	88	122	—	100	68	61	—	439	M. Sayer	44	64	—	56	106	—	36	306
S. Chittenden	107	108	69	75	74	—	65	433	C. Stoney	48	55	132	68	—	—	—	303



Neil Hann (18) came through from down the order to eventually finish second. Here he swoops in to pass Mark Wilson. (Photo: John Pudney)

continued . . .

In the final Britain heat, the second hairpin gave we audience another dose of excitement – and dare I say, a moment of terror to Trevor Davies. Getting caught off line on lap five, in a close dice with Tim Jarvis, he suddenly found himself going up the bank to spread it across the tarmac and to land on his head, under his

kart, in front of a pack of sixteen karts. Miraculously, no one hit him and he managed to recover himself and restart. He did retire though, two laps later. I only hope he threw his polycarbonate helmet away after the bang it took.

Mostly Mills

Thirty drivers came out to start the 100 Britain SAM 80 final and as they got away first time Nigel Cleveley held the lead from Terry Williams and Adrian Mills as they survived the first two corners.

At the end of the first lap Mills had passed Williams and the first six karts were starting to separate from the rest. Peter Rochford was holding fourth place from Michael Devine and Andrew Wood.

For the next four laps there was very little movement. Mills and Williams were pressing hard on Cleveley's tail and Devine was starting to open out a gap in front of Wood. On lap seven Mills nipped past Cleveley but as they started lap eight Cleveley gamely got the lead back and held on to it until they ran into the back markers on lap ten.

By lap seventeen Mills had managed to get some space behind him and Cleveley found he was having a struggle with Rochford, who had started a final bid to get to the front, passing Williams on the way. A lap later Williams was visibly slowing and Devine passed him, opening up a gap.

As they went into the last lap Mills was well clear, with Cleveley, Rochford and Devine fighting for the second place. And the inevitable happened – Cleveley ran slightly wide and both Rochford and Devine leapt through to take second and third.

Results:

1st	Adrian Mills	Zip/DAP
2nd	Peter Rochford	Barlotti/Hewland
3rd	Michael Devine	Reema/Hewland

If you are fascinated by statistics (or useless information) you may find the following interesting (but then again you might not). Given a field of thirty runners the chances of one driver being neither an overtaker nor overtaken are pretty slim. Something in the order of 900:1 (by my maths anyway!). Possibly the man on pole and the man at the back could achieve it fairly often, but to do it in the pack is another crankcase full of piston bits altogether.

continued . . .

Mickey, Paul Fletcher and Paul Jackson. Towards the end Fletcher actually caught and passed Mickey as well, but Mickey wasn't going to have that and repassed Fletch to hang on to his fourth place and salvage some respectability.

So the race ran its course, Biff Harris at last scoring a long overdue and very, very popular win, which also earned him the Green Man Driver of the Day Award. Grice managed to curb his natural racers instinct to stroke home, with much choking, to take second spot and the Championship – a great achievement, more than making up for his rather accident prone '79 season. Homewood's gritty drive to third had netted him second in the Championship, whilst Mickey – a wrong tyre choice given as the reason for his being off the pace – held onto third in the series with his fourth place. The two Pauls – Fletcher and Jackson – both having driven with great verve from way down the grid finished 5th and 6th, poor Jackson losing his second place in the Champs, to finish 4th. Admitting to not yet being able to cope with a 25 lap final, a worn out Dave Mellish finished a nevertheless creditable 7th ahead of Keith Blaynee who did very well to finish 8th. Paul Knapfield won £5.00 from mechanic Glen Beer by getting into the top 10 from the back of the grid, and Kiwi Richard Tapper completed the final 10 with a steady drive.

1st	Biff Harris	DAP/DAP
2nd	Ricky Grice	Lane/Parilla
3rd	Martin Homewood	Sprint/Sirio

LOCKHEED CHAMPIONSHIP OVERALL

1st	Ricky Grice	586
2nd	Martin Homewood	559
3rd	Mickey Allen	552
4th	Paul Jackson	551
5th	Paul Fletcher	538
6th	Dave Mellish	522
7th	Alan Lane	521
8th	Biff Harris	514
9th	Simon Wright	498
10th	Doug Spencer	497

R & R Juniors

CRANMER WINS BUT LOSES, SUGDEN LOSES BUT WINS!

For the last few seasons the October meeting at Little Rissington has been the final curtain for the season long National Championship programme for the Internationals and Juniors. The first year I went I remember being a bit startled when the Red Arrows – then stationed there – took off in formation and crossed the kart circuit at tree top height with a roar that even drowned out the sound of the Class IV's! Now the airfield is abandoned, though it still gives the impression of being well kept, but the bit under the care of the enthusiastic Bromsgrove Kart Club definitely keeps improving in spite of the still incomplete and long drawn out negotiations with the Ministry under which they hope to buy the track and facilities for permanent use. Meanwhile use is still very restricted and the Saturday practice that all the competitors have got used to at other tracks wasn't possible.

As a result, if you hadn't competed at the Midland Championships the previous month, it was a case of getting there early enough to cram as many laps as possible into the three early morning sessions that the Club managed to lay on before the meeting started.



Top: Harris slides into the chicane during the early stages, leading Brown, Grice, Allen, Needham and Mellish. Bottom: The Junior National final was a clear two-way fight between Mitchell (23) and Higgins (37), victory going to the latter after harrying the leader for most of the way.

With the Junior National Title already virtually out of reach in favour of Tim Sugden there was a sort of last-day-of-term feeling. Not that Tim was here to cruise round though as he made it clear that he was determined to try and bow out of karting in style, this being his last kart meeting before turning his talents to Formula Ford 2000 in 1981. The runner-up slot was still up for grabs though and the leading contenders were all there. John Herbert, Derek Higgins, Andrew Stapley and Paul South could all finish in 2nd place, and the rumour that Jonty Millward could not get there because of a broken wrist proved unfounded as he had the plaster off the day before, making it five drivers in contention. Apparently he did this playing football, and further compounded his problems when he severely cut his arm while dancing at a disco during the week, needing a number of stitches – and karting is dangerous?? Nigel Mitchell and Kevin Warner certainly weren't going to be overlooked after their exciting finish at Wombwell.

For South and Sugden the race proved to be something of an anti-climax. Both found themselves well down the grid after mechanical gremlins struck in the heats, but for the first few laps Paul positively rocketed up the field, visibly closing on the leaders, and gaining twelve places to 8th before the ends of his TKM's con rod decided they were incompatible, the bottom one trying to escape from the side of the crankcase just after half distance. Just a lap before Tim too had succumbed having just about kept Paul in sight as they moved up the order, and so all the attention could now be focussed on the leaders.

At the start Kevin Warner took advantage of his pole position to head the pack into the first half lap, but, trying to take a 'perfect' line at the dog-leg he got onto the marbles on the outside and slid just wide enough to let Nigel Mitchell through to lead, shadowed by a very determined Derek Higgins. At the end of



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PROVEN WINNERS!



After Cotterill and Dart's demise, Championship contenders Crabtree (31) and Cranmer (1) fought out the Britain race.

continued...

the first lap then, Mitchell led, chased very closely by Higgins, Warner, David Wright, Neil Douthwaite and Andrew Stapley. The first three immediately started to pull clear, Higgins constantly looking to create a path into the lead. Initially Kevin pressed the pair of them, but after only a couple of laps it became clear that Mitchell and Higgins were pulling away, though Warner was really in no danger from the queue of traffic behind him.

Douthwaite headed this initially with Mark Bailey and John Herbert right behind him, these three just clear of Simon Tring and Andrew Stapley, the rest in a tight, jostling bunch, headed by Kerry Thorpe, but as the race progressed it was John Herbert who emerged to chase after Kevin, taking Neil as they pulled out of the dog-leg. This seemed to be the spot at which most of the action happened, and at half distance the three cornered fight between Bailey, Douthwaite and Stapley was suddenly simplified as Mark tore past under braking to take Neil, slid wide and was promptly relegated by Andrew while Neil spun to a halt and re-started down in 15th place. Jonty Millward had meanwhile been making an exciting charge from 22nd on the grid to catch this pair before the sheer effort and a spin became too much for his injured arm and he wisely toured round to the end of the race.

Mark Bailey was trying valiantly to take Stapley, to finally make it and pull clear, and John Herbert was working away to attempt to find a way round Warner without success. The leading pair were still very hard at it, but Derek Higgins was very much giving the impression that he was saving his big effort for the end of the race, whiling away the laps by annoying Mitchell at every available opportunity. When it came the move started at the far side of the track, Derek feinting towards the inside of the longish bend onto the straight. Approaching the dog-leg he tried on the outside, forcing Nigel to keep tight and slide wide at the exit. Derek switched lines and got alongside as they left the complex. Side by side they tore into the long double right-hander that followed and for a moment it looked as if, yet again, Nigel would hang on, but inexorably Derek pulled just far enough clear to scramble through the left-hander in the centre of the circuit in the lead and that was that.

The excitement wasn't over though. John Herbert still hadn't passed Kevin Warner, and both of them were holding each other up slightly, allowing Mark Bailey to close the gap significantly. With the last lap board out John

desperately hunted for room, darting from side to side towards the dog-leg and positively rushing into the corner. Whether Kevin braked a little bit early, or whether John simply lost it was difficult to tell, but the result was that Kevin was left clearly third, followed home by Mark Bailey and a distant Andrew Stapley, while John was left to restart again to finish 7th behind Simon Tring.

Result:			
1st	Derek Higgins	Birel/DAP	
2nd	Nigel Mitchell	TKM/TKM	
3rd	Kevin Warner	Reema/Hewland	

The Road & Racing Racewear Junior Britain Series really was balanced on a knife edge between RAC Champion Lee Cranmer and Nick Crabtree. The one thing that stood out a mile to me was the extraordinary reserve and composure of the drivers. This race *mattered*. Lee, to justify and underline his RAC status, and Nick to prove that perhaps the Crown was rightly his. Lee had to win, Nick couldn't afford to finish lower than second (or one place behind Lee) as third would have given them equal points and the title to Lee as this last round was to be used as the tie decider!

Steve Dart and Peter Studer too had a stake in things, both ready and willing if either of the others failed. It was Jeremy Cotterill though who annexed pole position with a very determined three heat wins. Alongside him Steve Dart knew that Nick, on three, could prove difficult into the first corner, and Peter Studer completed the second row. Right behind Nick sat Lee, and right back on the 8th row the Joker in the pack waited for the start.

As the start approached there were worried looks at the sky as a few drops of rain hinted at further difficulties but no one took the gamble on wets. Away from the flag and Cotterill shot ahead, Dart pulling across and forcing Crabtree to lift slightly and slot into third. This upset Studer who found the front of his kart jerked into the air as he spun broadside, restarting virtually last. Lee wasn't waiting around and by the end of the lap he had got past Nick into third, while Dart and Cotterill pulled clear in the lead.

Nick knew that he had to hang on to Lee's bumper whatever happened, but he didn't need to overtake him. This job wasn't being made any easier by Paul Harrison (going very well at this end of the season) and Victor Vaughan. Behind this group the rest were being led by Gary Chapman and David Germain, but already Martin Prior was charging through and was challenging David. Rain had now started to sweep across the circuit and was making an already difficult race even harder for most, but Peter Studer was taking full advantage of it to climb back through. Steve Dart spun in his

efforts to stay with Cotterill, leaving Jeremy with a very comfortable lead, but Lee and Nick were still tied together with Lee showing commendable caution through the corners in the slippery conditions while Nick did his best to avoid a costly trip up over him.

Lap six and disaster struck Cotterill at the dog-leg. He braked normally, turned into the corner, but when he tried to accelerate his motor just wouldn't pick up. He desperately worked at it to keep running as Lee and Nick went by followed by Harrison, Vaughan, Germain, Chapman, Scott Banks and the rest, and even Pete Studer passed before he could pick up speed again. The first three were running tight together, but the next seven drivers were covered by less than a second.

Crabtree really looked as if he had a bit in reserve as he glued himself to Cranmer's bumper, not about to risk his Championship by trying to pass, and in spite of Harrison enjoying his best race of the season there didn't look to be too much danger of a change in the order. That was until you looked behind them though as David Germain was definitely closing and pulling Martin Prior along with him. At the dog-leg Martin took David and immediately pulled clear, now closing on the leaders. His role as the Joker now became apparent. All season Martin has been very fast and this looked like the chance to prove himself. As Harrison dropped away he was swallowed up by Prior, who quickly latched on to the leaders and started looking for a way past. For a few laps Crabtree fended him off and kept Cranmer in sight at the same time but things really were starting to get a bit tense. The rain had stopped which made life a bit easier, but remember, if Martin got past but failed to take Lee...

As he said afterwards, he suddenly woke up to what might happen, and with the spectre looming that a mistake on his part could have such a drastic effect on the outcome of the Championship, he generously backed off, taking the pressure off Nick. So Lee took the flag after a very well judged effort, with Nick taking second place and the Championship. Martin Prior held on to finish an excellent third ahead of Harrison and Vaughan, while in a fighting recovery Jeremy Cotterill and Peter Studer finally filled the next two places. Local boy David Pope drove well to take 8th, and Gary Chapman and Kamie Kavanagh enjoyed an energetic race to complete the top ten.

Result:			
1st	Lee Cranmer	Kestrel/Hewland	
2nd	Nick Crabtree	Lane/Hewland	
3rd	Martin Prior	Kestrel/Hewland	

R & R CHAMPIONSHIP RESULTS:			
JUNIOR NATIONAL			
1st	Tim Sugden	588	
2nd	John Herbert	557	
3rd	Jonty Millward	550	
4th	Andrew Stapley	542	
5th	Paul South	542	
6th	Derek Higgins	541	
7th	Kevin Warner	538	
8th	Gary Moynihan	506	
9th	Nigel Mitchell	495	
10th	Neil Douthwaite	493	
JUNIOR BRITAIN			
1st	Nick Crabtree	600	
2nd	Lee Cranmer	595	
3rd	Peter Studer	569	
4th	Jeremy Cotterill	563	
5th	Steve Brogan	559	
6th	Steve Murphy	554	
7th	Steve Dart	551	
8th	Scott Banks	530	
9th	Martin Prior	495	
10th	Simon Collins	492	

It's getting boring (or rather the reverse) saying it, but yet again the seventh different K & S winner was thrust forward at the Lincolnshire Club's Fulbeck circuit on September 28th. This time, the glory went to Pete Elliot — so often fast, but often unlucky — a deserved, competent victory on a circuit he knows well.

An unfortunate heat penalty made this a round to forget for series leader Tredwell, but a steady fourth from challenger Carr narrows the gap, and going to the final round, the lead is precariously small.

Eager to please, after the mixed day at the Lockheed round earlier in the year, the Club ran a smooth meeting, the only delay being the "Tredwell incident", but with everything else well on schedule.

The weather in Lincolnshire was forbidding — well it was forbidding to me, I was having second thoughts about setting off. Wet roads and heavy black clouds are not the sort of things that entice the bike and me out of the garage, and that is why I managed to turn up late and find that the racing had started without me.

A note on the programme that said "Almost every Kart Club in the country is represented here today by one or more *divers*" didn't bring a smile to my face — and on top of all that — it was cold.

Anyway, by the time I had parked the bike and got the space suit off, heat five was ready to start. The heats as usual produced some tremendous racing, some hair-raising moments and the usual hair-tearing despair.

Fulbeck regular Peter Elliot set the standard by winning two heats of the Nationals, once from Craig LeClere and once from Ian Murphy. Karl Murphy took one heat, as did Terry Lilley, Chris Lambden, Nigel Edwards and George Price. Mark Tredwell achieved two second places behind Lilley and Lambden and drove what must have been the best race of the day to lead the field home in the last heat from the very back row of the grid.

Imagine what it must be like to drive a race like that and then find that you've been docked a whole lap for allegedly changing your line before the start flag. A protest was duly lodged by Tredwell, on the grounds that being right at the back of the grid, a change of line was going to be of no advantage whatsoever, and that he had moved to avoid hitting an oiled up driver in front. But the penalty stood and the race was awarded to George Price. Hence one lot of hair-tearing.

More hair-tearing was taking place at the F.R.E.D. caravan as Nicky Fletcher (who normally has successful and trouble-free meetings) was having an uncommonly bad afternoon. Having managed only two very lowly placed finishes, her engine failed even before she reached the start line on heat eleven. Eventually the problem was traced to the electrics, but not early enough to let Nicky qualify directly for the A final.

Heat thirteen gave us a beautiful display of aerobatics. Going into the second hairpin on the opening lap, Stephen Stapley got his wheels in a twist and found himself going backwards through the air, clearing all the rushing helmets passing beneath him, bouncing by some incredible fluke on the only clear patch of track in the entire corner, back into the air, to land precariously on the top of the bank like Noah's Ark on Mount Ararat. Amid amazed looks and applause from the audience, he gamely leapt off, pushed off and cleared off, chasing the



As the gloom of dusk descends over the Fulbeck cornfields, Pete Elliot walks away to a fine K & S victory. (Photo: John Pudney)

Easily Elliot

Dominant win to Pete Elliot in K&S 7th round. Neill Hann, battles through to second, ahead of George Price. Paul Carr closes the gap to points leader Tredwell. Mills on top in SAM 80 Britain race.

Report: Derick Thomas

receding pack to eventually finish in 15th place. managed a first and second, Nigel Cleveley and Still, he won the long jump — 30 ft. is pretty Michael Devine a first and third each and Andrew Wood just one first. Local boy Adrian Mills was good for a 100 National!

The Britain heats produced some fine racing fourth, but obviously felt that he could do but no clear-cut favourite. Terry Williams better.

Adrian Mills came through to take over the SAM 80 final. Here he leads Cleveley (61) and Williams. (Photo: John Pudney)



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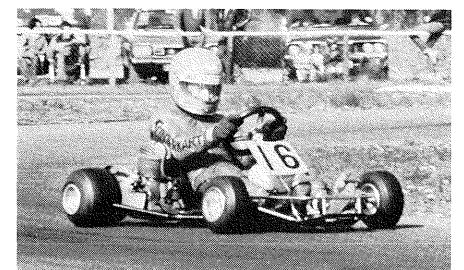
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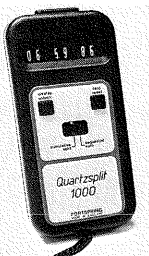
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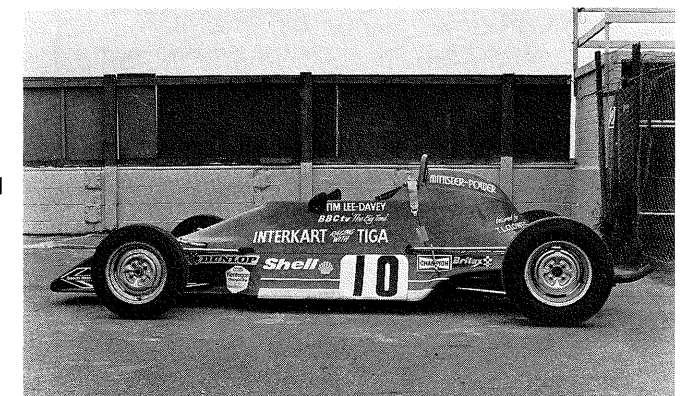
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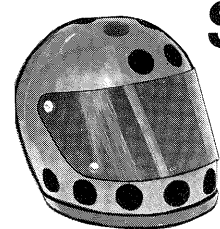
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For me, the journey to get to any of the fast circuit meetings except Oulton Park is usually a four hour affair, a large portion of which is motorway. I was as a consequence pretty sick with envy when I bumped into an ex 250 pilot, who is now a real pilot, at Donington. Kierhan Hill, who comes from Carlisle, 50 miles north of my neck of the woods, had flown down to the East Midlands Airport in 1½ hours to watch the last big meeting of the year. He sold up his equipment a few months back and took to the air — he now has 66 hours flying to his credit, and promised me a trip on a future occasion. So if you see me wandering around the Paddock next year looking a little less half asleep than usual, you can deduce that Mr. Hill has kept his promise.

I did have compensation of sorts though, a very pleasant and smoothly driven lift home in the Aston Martin of Jeff Hope, a garage owner who specialises in the preparation and maintenance of rather up-market automobiles and competition cars, at Greenfield, north of Manchester. He is a 250 pleasure karter, insisting that he doesn't consider himself to be a racer. Great stuff, a great motor car — and British — 76,000 miles, and it felt as good as new. Sophisticated motoring...

Now what do you understand sophisticated (or unsophisticated) to mean? Last month I referred to Lennart Bohlin's Star as being "relatively unsophisticated but nimble." This was taken by some to be a derogatory reference to the design or manufacture of the chassis. Certainly not intended, for two Stars to finish the first heat of the European Champs in front of anyone who is anyone, there can't be much wrong with them. The dictionary informs me that sophisticated means; "deprive of simplicity, make complicated" etc. Nearly all production karts are fairly basic in concept, but Poul Petersen's kart is what I would consider to be an example of sophistication (the Dino front brakes would also come under that heading.)

Whilst on the subject of Bohlin, his kart, and the European Championship, quite a few people I have spoken to who went to the meeting have various opinions as to where his superiority came from in both dry and wet conditions. The report in Karting magazine states quite definitely that the winners' lap speeds came solely from the roadholding on the testing turns of the complex infield of the circuit, whilst the reporter in this magazine considered that he didn't detect any great difference between Hines, Buttigieg or Bohlin on this section of the track but did notice an incredible difference on the tell-tale fast left-hander accelerating from the 180 degree hairpin on to the only real straight, a corner that demands traction rather than steering 'turn in' as it is now referred to. Curiously enough, this was a noticeable area of superiority of the Star that I pointed out when I did the profile on Bohlin in the May 1979 issue. There is a great difference between good handling (a grossly over used term!) on a bend where the kart is slowed into the corner and accelerated out (i.e. the average 90 degree bend) and the requirements of a chassis, its weight distribution and wheelbase etc., to provide traction round a 180 degree "accelerating all the way" bend. The latter is not the same as 'handling' as I understand it, and is an area that other British kart manufacturers should consider before next year's World Cup and future trips to Denmark to that very testing circuit.

To use a motor racing comparison; in the days of Jack Brabham, chassis tuner "par excellence", he used to set his car up for one particular fast bend of any circuit, and then spend part of practice "ear 'oling" past his main opposition into the particular bend, thereby demoralising the opposition! If the bend in question happened to be the bend leading onto

the main straight, the double advantage was obvious — he would be 'x' m.p.h. faster up the main straight as well as through the bend...



Another dose of flack that I was at the receiving end of as a result of last month's column concerned how I reckoned a double-engined set-up could amount to nearly £3,000. Quite simple — anyone racing seriously is going to have a spare engine. A chassis next year won't be much less than £700; three engines at £600 each, plus V.A.T. on the lot and £2,875 isn't far short of £3,000. There will of course be an extra set of sprockets, jets, and a totally fresh collection of spares required on top of that initial expense. And what will their old equipment fetch? You only have to cast your mind back to what people found their Suzuki engines were worth when the TD3 Yamaha came in — not a lot!

Chris Taylor first shot to prominence in 250 racing last year at the May Donington, when he kept close company with Hines and Kerkhoven on a very wet track, eventually finishing a close third in the final. For nearly a year now he has been manufacturing a 250 chassis which has more than satisfied quite a few prominent drivers. Another top driver (probably the best privateer), Dennis Crompton, has done an end of season switch to the C.T.R.P. stable, and is well satisfied with his move — commenting that it does everything that you ask of it, whilst the Italian originated motorcycle brake

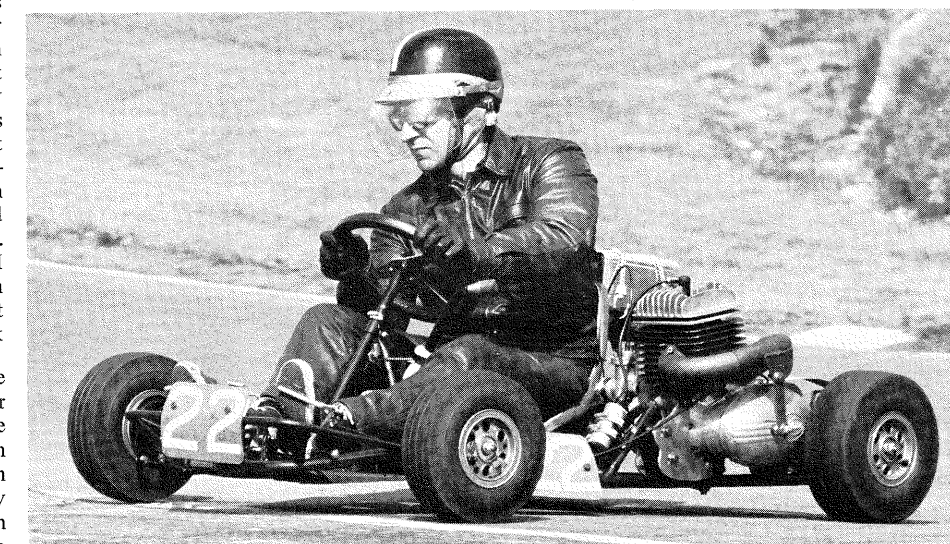
calipers are quite staggeringly effective by all accounts. Although Dennis now has a chassis to his liking, his engine has given him niggling problems at the last two meetings — so watch out for him next year.

"What's your handle good buddie?" How many of you are into C.B. radio by now? You may have noticed the advert in last month's magazine for Citizens Band Radio Centre of Harrow, and wondered what the connection might be between the new company and karting. On the surface, not a lot! It may interest you that the guys who set up the business, Son and Father in that order, are both ex karters. David Jacobs (the son) was quite a successful Junior in Class 1, and father Irving Jacobs, apart from being known as the Class IV "King of Rye House" in the mid 60's, also won two Snetterton 9 Hour races, and lent me the money to start Merlin Developments, for which I shall always be grateful. He was also the technical "genius" designer behind the Rolls washing machine empire which reduced the price of household washing machines to the level where they were no longer a luxury item, and became within the reach of every housewife.

Father Jacobs was the source of an amusing tale at a subsequent, less successful, 9 Hours. After our share of fuel tank leaks and a broken earth strap, we were still running for the 9th hour with Irving doing the finishing stint, and expected to pass the pits every couple of minutes approximately if all was well. One lap we thought we must have missed him. Two or three more minutes passed and still no sign. Just when we were all fearing the worst, he went past at unabated speed and kept going 'til the finish. When he eventually came in after the race, Montesa still sounding sweet, and with, as expected, a somewhat fly spattered grimy kart, there appeared nothing untoward (or so we thought), until he removed his helmet. What appeared to be half a bucket full of dusty Snetterton soil showered out of the helmet, revealing a somewhat sheepish dusky maiden-like Jacobs Snr. It turned out that his missing laps were due to a triple somersault down the long fast Norfolk Straight, ending up on the agricultural land of the infield! Realising it was his responsibility to "bring the baby home", he sought the help of a couple of marshalls for a push and got on with the job. The problem was how to explain a couple of cracked ribs and heavy bruising when he got home, as the "ever loving" understood he was only going to Snetterton to give us a push, having long since hung up his helmet! The golden days!...

C.M.

*Irving Jacobs — racer, wrecker, inventor!
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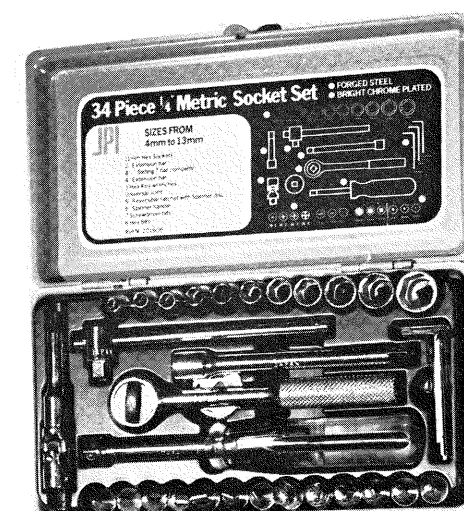
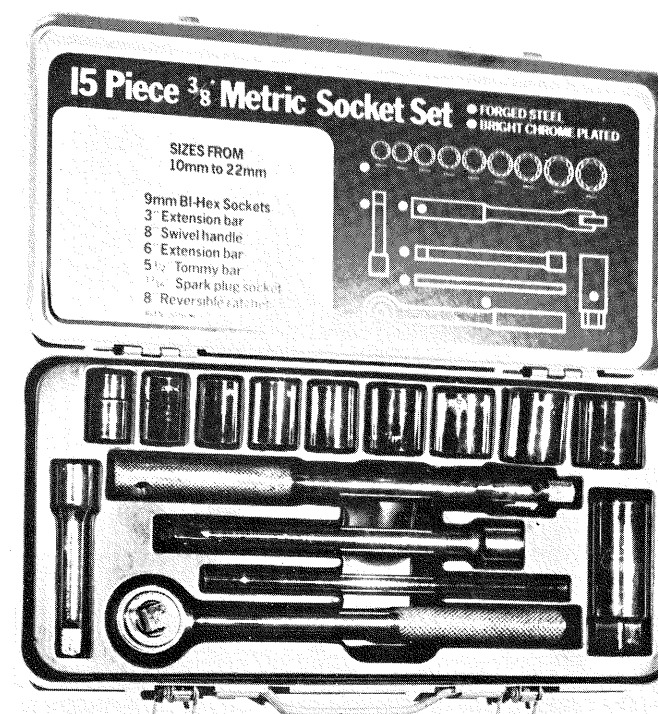
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Gates (121) pushed da Silva hard in the last final, but as he attempted to pass, the Brazilian drove him off the circuit . . . (Photo: J. P)

Could this be it? Had Fullerton's diabolical World Championship luck changed? Terry had a cup of tea whilst his crew prepared the kart. . .

Second Final

At this most critical stage of the World Championship, the statutory build-up of officialdom began, with a lengthy lecture to the front row pair (which they would of course give scant notice to. . .). After three false starts, the field was red-flagged for another chat. . .

If nothing else these delays served one useful purpose — the first allowing Homewood time to change a deflating tyre.

Finally, with tension wound up high, they got away. Fullerton immediately carved across to take the initiative, and began to rather easily put distance between himself and the squabbling queue — de Bruyn, Gysin, Gates, van Ommen and Schuurman.

Lap 5 and Fullerton had 50 yards; lap 7, and he was already easing up, choking the engine carefully. Could this *really* be it? England Hill was in hysteria.

Lap 9, right in front of "the Hill", and it was over. A holed piston, and Fullerton was out. . .

What had definitely been the race for second now took on a whole new meaning. Gysin had forced his way past de Bruyn, and they led a tight queue consisting of Gates, Schuurman, da Silva — another magical, dynamic drive, this time from the seventh row — van Ommen and Zoserl — an equally brilliant recovery.

By the time da Silva was into third, de Bruyn was back in front. One more lap and the Brazilian was second — with Gates also slipping by. Without hesitation, da Silva plunged inside de Bruyn into the chicane. The Dutchman re-passed into the hairpin — fantastic stuff!

Zoserl was now fourth and harrying Gates, the latter 'going off' a little, to be passed by Zoserl, Gysin and van Ommen on successive laps.

Meanwhile, da Silva made his last, decisive attack, bursting through to lead to the flag. Van Ommen came on strong at the last to plunge through for third at Gysin and Zoserl's expense.

Of the remaining Briton's, Smart had fought hard for ninth, and Homewood had bullied his way up to eleventh (from 18th), but both Jackson and Allen had "offs", Mickey bending a stub axle.

1st	Ayerton da Silva	DAP/DAP
2nd	Peter de Bruyn	Hutless/Parilla
3rd	Jorg van Ommen	Mach 1/Parilla

The combinations and calculations were now numerous, with five drivers still mathematically in with a chance of winning. De Bruyn looked favourite with two seconds, and pole position to come, although da Silva and Fullerton, from the third and sixth rows respectively were both patently capable of reaping the magic necessary for either to take it from the Dutchman (remember, only the driver's two best finals count). Even Gates and van Ommen could win, but both needed a win, with da Silva or Fullerton out of the top 3. Both would start on the second row. Gysin could not now win — in the end an important factor.

Third Final

De Bruyn out-jumped Gysin to lead, but as they wound into the second corner, third row starter Claes lost it, and caused pandemonium — Homewood flew high, Smart spun, and Fullerton, bobbling around on the grass in avoidance could only rejoin at the rear. . .

For some reason, da Silva did not appear to have his pace — either tyres or engine must have gone off — for de Bruyn and Gysin were able to clear away, leaving him to fend off van Ommen and Gates.

However, a few laps into the race, Gysin upset the appercart by outbraking the leader into the hairpin. Fortunately de Bruyn did not panic — should he finish second with da Silva third, the Brazilian would be Champion — but seemed content to sit and pick his moment.

Da Silva was definitely in trouble — both van Ommen and Gates probing for the way by. Half distance, and as Gates got alongside the Brazilian down the straight, he was physically barged onto the rough, flying through two 360 degree spins before bouncing down on one wheel, miraculously able to continue! The chassis had been damaged however, and a lap or so later, the drive chain flew off to put a sad end to a truly superb effort! Zoserl was also out — a locked brake seemed the culprit.

Meanwhile, up front, was that a hand signal between the two leaders? Either way, one more lap, and de Bruyn made his move, slicing inside at the chicane. This time, there was no way Gysin would get back — in fact he didn't seem to try.

Further back, an absolutely tremendous drive was coming from first ever Irish finalist Smyth — 5th at one stage, but finally 7th, as van Ommen and a flying Fullerton went by. Smyth's plucky "privateer" performance eventually earned him a wonderful 12th overall.

De Bruyn crossed the line jubilantly — and everybody applauded an immensely popular World Champion. Da Silva's third assured him of second overall, while even with the first lap delay, Fullerton swept through for fifth, to claim third overall. . .

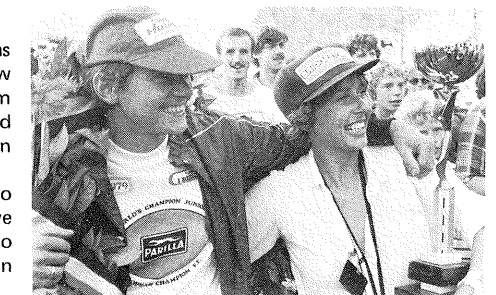
Homewood, Jackson and Allen all finished in mid-field, while Smart, back on a BM, had blown up! . . .

1st	Peter de Bruyn	Hutless/Parilla
2nd	Marcel Gysin	Sprint/Petry
3rd	Ayerton da Silva	DAP/DAP

Back in the pits it was all emotion — de Bruyn was mobbed; a tearful reunion with his wife; a hug from Bruno "I knew you could do it all the time" Grana; and a cool drink. Da Silva looked unhappy, Fullerton philosophical.

Certainly the closest Championship for some time, but nobody could argue about the winner — new Champion, Peter de Bruyn.

Emotional scenes — Champion de Bruyn and wife (Photo: John Pudney)



1980 World Championship — Official Result.

			Kart / Engine / Tyres	Points
1st	Peter de Bruyn	Netherlands	Hutless/Parilla/Bridgestone	2
2nd	Ayerton Senna da Silva	Brazil	DAP/DAP/Dunlop	3
3rd	Terry Fullerton	England	Fullerton/DAP/Bridgestone	5
4th	Marcel Gysin	Switzerland	Sprint/Petry/Dunlop	6
5th	Jorg van Ommen	Germany	Mach 1/Parilla/Bridgestone	9
6th	Alan Gates	South Africa(?)	TKM/TKM/Dunlop	9
7th	Rene Claes	Belgium	All Kart/Parilla/Bridgestone	14
8th	Stefano Modena	Italy	Techno/PCR/Bridgestone	16
9th	Martin Smart	England	Zip/BM+Yamaha/Bridgestone	19
10th	Toni Zoserl	Austria	Birel/Parilla/Bridgestone	20
12th	Ricky Smyth	Ireland	Dino/DAP/Dunlop	21
14th	Martin Homewood	England	Sprint/Sirio/Dunlop	23
20th	Mickey Allen	England	Sprint/Sirio/Dunlop	31
23rd	Paul Jackson	England	TKM/TKM/Dunlop	36

continued...

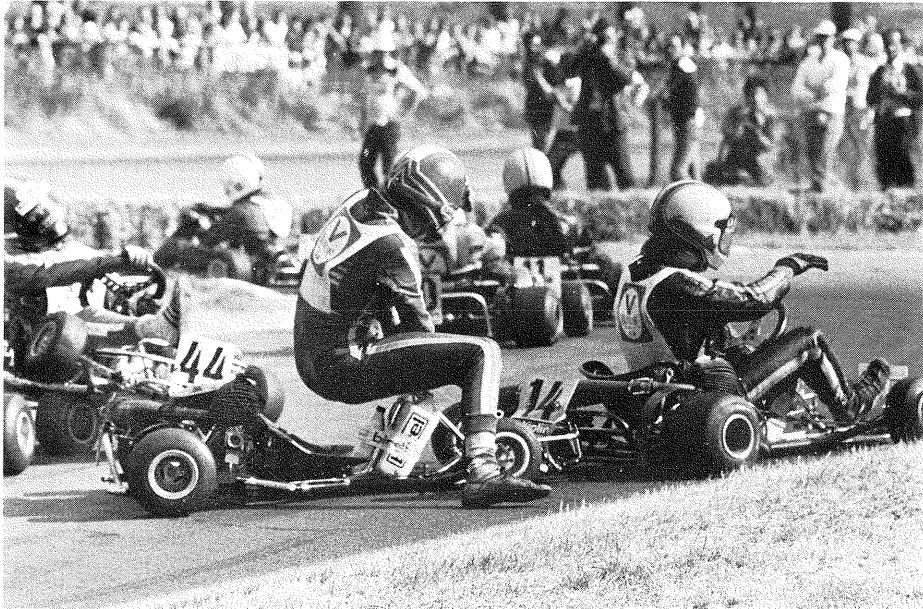
Demollin had obviously concluded this as well, for after Zoserl had led the twitching mass into the first lap, the Belgian gathered himself and plunged down the inside as they plummeted towards the pit hairpin. Figuring he had time aplenty, Zoserl let him go — but it probably cost him the Championship of the World...

Through they came — Demollin, Zoserl, Gysin, Fullerton, van Ommen, and yes, da Silva, positively brilliant from the fifth row, Gates and Capelli.

Da Silva pounced on van Ommen, to sit on Fullerton's tail as they began the second lap. Both harried Gysin, who almost appeared to wave them past rather than risk contact at this early stage!

Lap four, and Demollin and Zoserl had maybe 15 yards over Fullerton, da Silva, Gysin, van Ommen, Gates, Capelli and Claeys. Zoserl was now pushing the Belgian hard, only inches from his bumper — and then drama! Into the chicane, and Demollin stopped dead — his coil lead broken. Zoserl couldn't miss him and ploughed into the back, both sliding to a halt. In a flash, the lead bunch were through, but then Cathy Muller and Modena collided trying to avoid the obstacle, the Italian spinning round, the Frenchwoman's kart being flicked over.

"England Hill" exploded — Fullerton led, though da Silva looked dangerous, almost alongside, confidently choking his engine regularly. Gysin was still right there, and all three together pulled clear of van Ommen, Gates,



Capelli and now de Bruyn, latching onto the end of the queue. Mueller and Smart circulated a few yards further back.

Da Silva lunged at Fullerton into the hairpin but had to give, losing ten yards and allowing Gysin alongside as they swept towards the fast, tightening right-hander after the start. The Brazilian didn't emerge — a collision, deliberate or otherwise, spun him to a halt and he was in mid-field, along with a restarted Zoserl.

Fullerton now had 50 yards on Gysin and began to methodically choke his engine, while still pulling clear. De Bruyn had now emerged from the following group, bringing a hard-working Gates with him. Together they reeled in Gysin, sweeping past almost as one.

Fullerton reeled off the remaining laps methodically to the delight of "the Hill", a similar reception going to Gates for his superb third behind de Bruyn. Mickey Allen had plugged away to good effect, earning a plucky ninth, just in front of Smart, still Yamaha powered. Jackson and Homewood had both had incident packed races, the latter colliding with Forsmann when someone else stopped suddenly, and the former being plain knocked off! Both finished in mid-field, while Irishman Smyth was excelling himself with a gritty effort, netting 14th.

1st	Terry Fullerton	Fullerton/DAP
2nd	Peter de Bruyn	Hutless/Parilla
3rd	Alan Gates	TKM/TKM



Top: The moment that Zoserl lost his chance. As he struggles to get untangled from Demollin (14), Muller (44) goes over, with Modena's kart already half underneath. (Photo: J.L. Aznar). Above: Fullerton acknowledges an ecstatic "England Hill" after the first final. Below: First corner of the last final, and the Claeys-inspired incident sees Homewood (56) fly. Forsmann (behind) avoids, while in the background, Jackson (57) and defending Champion Koene (92) wonder where to go. (Photos: J. Pudney)



Victory salute from the 1980 World Champion, Peter de Bruyn as he crosses the line to win the third, and decisive, final (Photo: John Pudney)

Double Dutch

De Bruyn crowned as popular World Champion after dogged effort. Da Silva second — again! Fullerton on his way to victory, but engine fails. Gysin steady for fourth, ahead of Van Ommen. Gates sixth with determined display.

Report: Chris Lambden

Nivelles, a few kilometres from Brussels, was always going to be an interesting venue for the 1980 World Championship, and the racing that eventuated — especially the three finals — lived up well to these expectations.

The originally mooted venue at Zolder failed to materialise, and rather than lose the event completely, the Belgian governing body (the R.A.C.K.) were able to convince the C.I.K. that the Nivelles circuit could be brought back up to scratch in time. Since the magical 1973 World Championship there, it had been largely deserted, and, with the land on which it and the nearby car circuit were situated apparently sold for housing development, seemed doomed.

However, some swift negotiation, followed by some patching up of the rougher spots, produced a World Championship circuit which on the day proved much better than had been expected. Certainly, the surroundings and on-circuit facilities fall short of those at most recent Championship venues, but the saving grace could be said to be the circuit itself, which combines a number of elements to produce a fairly tough test of man and machine, as well as good spectator viewing.

As usual, a number of the fancied runners had spent time at the circuit in

the weeks beforehand and already had a basic idea as to the set up required. However, as the 105 entries assembled at the beginning of the Championship week, and layer upon layer of sticky rubber went down, the surface gradually changed, producing in the end one of the grippiest surfaces ever encountered, and the associated problems to go with it.

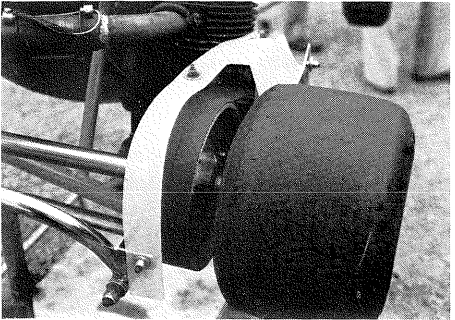
In the pits

World Championships are often noted for the appearance of new technical bits and pieces, and such was certainly the case here.

Two new engines were seen for the first time in major competition. Dino had brought along several of their innovative engines (as shown in last month's technical feature) for works driver Harm Schuurman to show off and get some racing miles on. At this early stage, the units seemed reasonably quick, but several seizes would indicate that they are still searching for the ideal piston/bore clearances.

Rumours abounded before the meeting that Yamaha would have their rotary valve engine there. And so they did, in the hands of two of Europe's leading names — European Champion Toni Zoserl, running a mixture of Yamahas and his own rapid Parillas, and former Champion Cathy Muller, using Yamahas exclusively. The engine is conventional and utilises the Parilla bore/stroke configuration, with a BM type head — the whole thing not unlike a TKM. Zoserl proclaimed himself happy with the engine at this early stage, in particular with its reliability during many miles of testing.

Ex I.A.M.E. pilot, Stefano Modena, headed the PCR engined brigade, but using belt drive instead of the almost universal chain. The 40 mm width of the toothed belt enforced use of a specially hand-made, Tillotson based, slide carburettor — the slide assembly projecting forward to clear the belt assembly. Modena was driving an Italian built kart labelled "Techno" which however appeared identical in every respect to the Fullerton chassis, much to the chagrin of the latter gentleman. Apparently both are produced under the same roof...



Modena's belt drive assembly

The two major tyre companies approached the event completely differently.

Dunlop had a range of sticky new products on hand for its leading contenders. Marked K1 (rears) and K2 (fronts) in general, there seemed to be several variants, marked E, F, and some not at all. All were used in differing combinations by the drivers concerned, although later in the meeting, when the track became super grippy, one was reported to have reverted to standard 063 compound tyres!

Before the meeting, Bridgestone proclaimed that there would be no new compound tyres. Perhaps this was because they felt their leading contenders to already have enough of previous test tyres on hand suitable for the job. In the event it was interesting to note the likes of Zoserl and de Bruyn, at critical points of the meeting, reverting to well worn sets of rubber that had already done the European Championship (and thus bore European Championship tyre-coding marks).



continued . . .

Although various members of both camps patently had “special” tyres at their disposal, it would seem that tyre development, after the surge of the last four or five years, is levelling off to some extent within the boundaries of width etc., allowed under current regulations. This was borne out by the improved performance later in the meeting, as races became longer and the track stickier, of drivers known to be on standard production tyres.

On paper, the British entry looked strong, with seven (yes seven) well equipped drivers. In addition to the Great Britain team of Fullerton, Allen, Smart, Lane, Jackson and Homewood, the RAC had rushed around and organised an entry for Alan Gates as part of the South African team. The fact that this ploy was used solely for Gates’ benefit does suggest that someone, somewhere, felt his omission by the selectors from the British 6 to be wrong. . .

Several other countries used the same method to increase their representation — hence entries from Liechtenstein, Luxembourg, and would you believe it, two Germans driving for Israel!

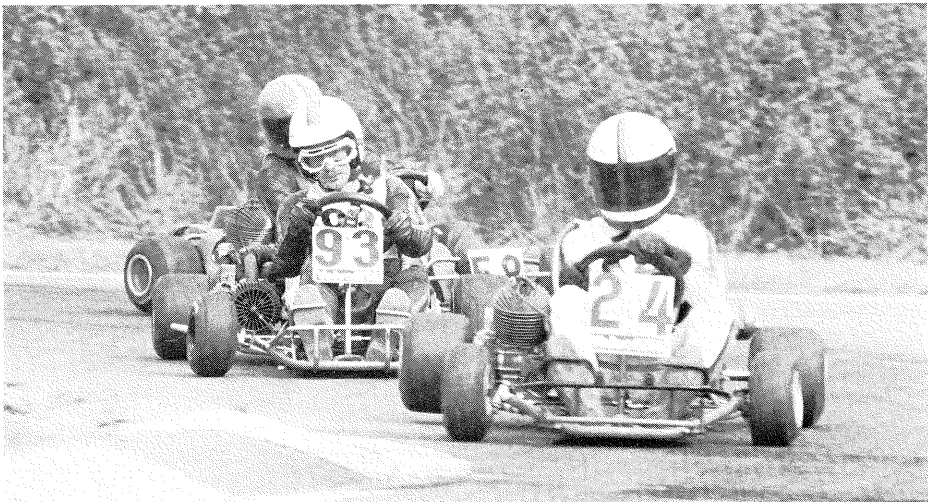
Most of the British team were on their usual equipment, although there was one noticeable change. Paul Jackson had forsaken his usual Lane/Parilla set up in favour of the complete TKM package. Relations between DAP and the Fullerton equipe seemed to have been patched up, although there were no Italian hands at work on the Fullerton equipment for most of the meeting.

Section 1

The first part of the World Championship involves all competitors in timed practice. The top 30 are seeded directly through to Section 2 — the main Championship — while the remainder go through a series of qualifying heats to find 34 more to join them.

Timed practice followed the new 10 minute timed session theme, the best six laps being averaged, but with a couple of twists. The obligatory noise reading would be taken on the first lap only, and thus this lap’s time had to be counted, along with the five best remaining laps.

With the current large diameter carburettors, and the noise meter positioned on that side, preliminary noise checks showed most competitors well over the limit! Some solved this by



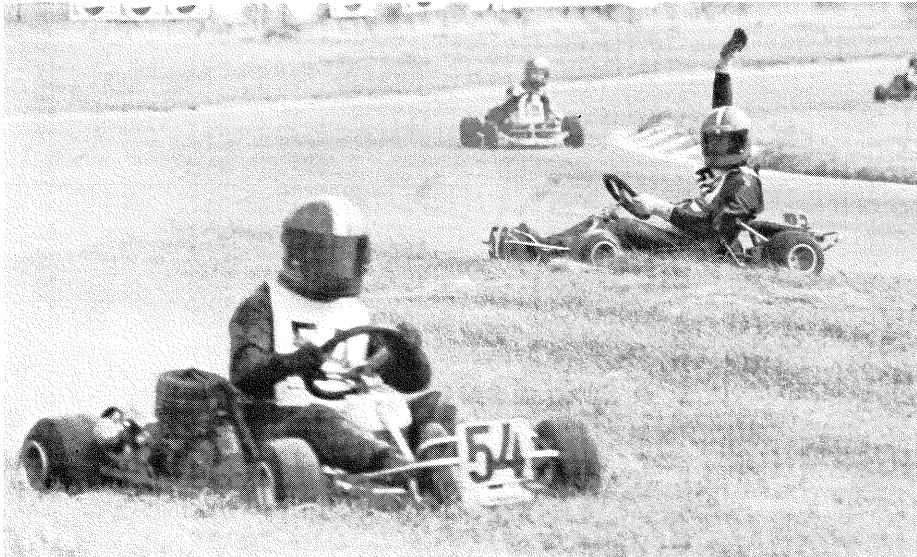
placing a number plate sized “reflector” some 6 — 9 inches from the intake, to reflect the induction noise back and away from the dreaded meter. Most relied on cupping their hand over the intake on that important first lap!

As usual, the timed practice produced its surprises, dramas, and disappointments — Modena fastest of all; Zoserl third with a Parilla after his best Yamaha had broken a rod in the noise check; Muller 5th with a Yamaha; Homewood well up — “I’ve never had grip like that before!”; Gates, still 25th despite a noise penalty; Fullerton, dropping a chain, hastily changing a twangy titanium axle for a steel one, but putting up inconsistent times to just miss out on the top 30; Mickey Allen and Alan Lane strangely off the pace; and Martin Smart, his warm-up lap (some 5 seconds slow) counted as his first timed lap! By the time team management discovered the injustice it was too late, and the Stewards would not entertain a protest. An average of Smart’s remaining times would have qualified him at approx. 43.4 secs. . . .

Official Result — First Timed Practice.

1	Stefano Modena	(I)	42.96
2	Lars Forsmann	(S)	43.00
3	Toni Zoserl	(A)	43.01
4	Marcel Gysin	(CH)	43.03
5	Cathy Muller	(F)	43.09
6	Peter Caroli	(S)	43.09
7	Danny Demollin	(B)	43.16
8	Heini Sutter	(CH)	43.17
9	Sami Pensala	(SF)	43.19
10	Ayerton da Silva	(B)	43.25

Nasty moment for Mickey Allen (54) after colliding with a stricken Alan Lane (Photo: JP)



Schuurman (93) ran the new Dino engine during Friday’s qualifying. Here he harries Germany’s Bertzen. (Photo: John Pudney)

17	Martin Homewood	(GB)	43.34
25	Alan Gates	(ZA)	43.42
35	Terry Fullerton	(GB)	43.60
44	Alan Lane	(GB)	43.73
46	Mickey Allen	(GB)	43.81
49	Paul Jackson	(GB)	43.89
69	Martin Smart	(GB)	44.36

Qualifying Heats — Friday.

With the higher than average entry, five groups of drivers would contest ten qualifying heats.

Although avoiding this section of racing is generally considered desirable, from the point of view of conserving valuable equipment, previous years have often shown that lessons learnt by competing in it have aided progress immensely once the main racing has begun. Nobody illustrates this better than Mickey Allen, who in recent years has made a habit of landing himself in the qualifying heats, to subsequently burst into overall contention during the main racing.

Five Englishmen would contest the heats, and barring disasters, there seemed no reason why all shouldn’t comfortably make the 34 to go forward to Saturday’s main event.

Fullerton achieved this with ease, dropping only one heat win, finishing second to an obviously fired up Rene Claeys in heat 5, but otherwise easing away to 3 wins. The last was enlivened by a piece of pure theatre — as he easily maintained a 25 metre gap back to exciteable German, Josef Bertzen, Fullerton would occasionally turn and beckon Bertzen on as if to say “come on, keep up!” The ploy had its effect as the wide-eyed Bertzen’s style became gradually more lurid. . .

From third row starts, Mickey Allen put together four consistent placings — two thirds, a fifth, and a sixth — although one of the thirds was despite a very hairy moment when Lane locked up on the flat-out gently curving bend after the start line. Unable to miss him, Mickey was launched high in the air, landing well off the circuit, on one wheel. He powered along the grass, managed to slither around the end of the safety fencing, and rejoined two corners further on, having only lost two places! Magic. . .

Lane started well, with an authoritative charge to second behind Fullerton in his first heat, and then a win — aided by Bertzen (not his day!) being taken clean off as they lapped a back-marker. From here on, Lane’s fortunes declined, two engine failures not preventing him qualifying, but an ominous pointer to the problems that lay ahead.

Martin Smart, due to the timed practice fiasco, was much further back than his pace



continued . . .

back straight spectator bank. As time wore on, this bank was to become “England Hill”, a great mob of Union Jack waving supporters, rapturously supporting and applauding British hopes.

A few laps on and “the Hill” erupted, as T.F. did Pensala at the same spot, but try as he might, he couldn’t break clear of the two pursuers who obviously both had more in a straight line. The occasional change of direction on the straight (for which he was later warned) kept Fullerton in front to the end, and a rapturous welcome from “the Hill”.

Behind this threesome, the other rapid Belgian, Claeys, had pushed through to fourth, at the expense of Capelli, Bott and Modena. Mickey Allen and Alan Lane both became embroiled in midfield tussles, both finishing.

1st	Terry Fullerton	Fullerton/DAP
2nd	Sami Pensala	DAP/PCR
3rd	Danny Demollin	All Kart/Parilla

16th Mickey Allen, 19th Alan Lane.

Heat 3

After one false start, Zoserl immediately leapt into a race-long lead, leaving Gysin and Demollin to detain Fullerton, which they managed for some five laps before the Englishman pressured his way past.

A first lap tangle took out Forsmann, who was unable to restart. Allen, Homewood and Jackson circulated together in midfield for most of the race, but poor Alan Lane suffered the first of a series of alarming piston failures that were to finish his chances. A bitter pill to swallow for the European Championship runner-up, compounded by a reported lack of interest in the problem by Grana, head of I.A.M.E.

Zoserl cruised home, clear of Fullerton, but the battle for third went right to the tape, resolving in Demollin’s favour — according to the judges — and at Gysin’s expense.

1st	Toni Zoserl	Birel/Parilla
2nd	Terry Fullerton	Fullerton/DAP
3rd	Dannv Demollin	All Kart/Parilla
11th	Mickey Allen, 14th Martin Homewood, 15th Paul Jackson, 29th Alan Lane.	

Heat 4

With two convincing wins already, Zoserl brought out his Yamaha equipped spare chassis for his last heat, outdragging Pensala and moving off towards what seemed another win. But after a few laps, the Austrian began to suffer brake problems and the young Finnish “find” closed in, only to seize spectacularly at half distance, when poised to pass.

Gysin took up the chase, nosing alongside at every opportunity, and then diving through on the last approach to the pit hairpin. Forsmann recovered from an early error to relieve Cathy Muller of third with a couple of laps to go.

Homewood was fired up, making up several spots, with Jackson in his wake, both completing their third, consistent heat, assuring them of a place in the finals.

1st	Marcel Gysin	Sprint/Petry
2nd	Toni Zoserl	Birel/Yamaha
3rd	Lars Forsmann	Birel/Parilla

8th Martin Homewood, 10th Paul Jackson.

Heat 5

Another false start, but then Pensala led away from de Bruyn, van Ommen, Gates and Capelli. Although de Bruyn initially challenged the

leader, he gradually fell away, being passed by the aggressive German at two thirds distance.

Da Silva meantime had powered through to 6th, but progress stopped there — in fact he dropped back a little from Schuurman in 5th, his tyres seemingly gone off.

Schuurman, incidentally, had now reverted to his usual DAP engines — the somewhat experimental nature of the Dino deemed too risky for this important stage of the Championship.

1st	Sami Pensala	DAP/PCR
2nd	Jorg van Ommen	Mach1/Parilla
3rd	Peter de Bruyn	Hutless/Parilla

At this stage, the different styles of approach to the heats by the various leading contenders became apparent. Zoserl had run his demon (and obviously long-lasting) tyres in all heats in an all-out bid to go for pole position in the first final. De Bruyn, on the other hand, had patently put aside his best engine/tyre combination, hoping to hang on in the top places during the heats, perhaps confident that he then had the pace available to attack the finals. . .

Others, due to a bad timed practice — notably da Silva — were pressing on flat out to make up lost ground, and seemingly consuming good equipment (especially tyres) rapidly. This was only a short term problem, as by now, several of the leading teams had manufactured replica tyre markers and could produce “scrutineered” tyres at will. In addition, one works team was seen with a range of aerosol spray cans and number stamps in operation as they struggled to keep their drivers supplied with fresh engines. . .

Having blown his number 1 engine, and with the second obviously below par, the Fullerton team took a gamble. Their third engine — a factory loaned T72 — was taken away (while all these previous heats were taking place) by father Fullerton, and further modified along the same lines as the blown unit. The engine was prepared and rebuilt in time for Terry to test it during the vital sixth, and last, heat.

Heat 6

To the delight of the home crowd, Demollin burst into the lead, with de Bruyn slotting in behind, ahead of Fullerton, van Ommen, Modena and Gates.

Things looked good for Fullerton as he sliced past de Bruyn, but almost immediately he slowed, with what turned out to be a broken piston ring land. Hardly had de Bruyn regained second than his consistency plans blew up, along with his engine, in spectacular, tyre-smoking style.

Modena now took second, heading van Ommen and Gates by inches, with Fullerton nursing his engine in fifth, marginally ahead of Smart and a fast-closing da Silva. Smart passed his countryman briefly, though soon being repassed.

Gates outmanoeuvred van Ommen on the last lap to snatch third — enough to guarantee him a definite third row start in the first final.

1st	Danny Demollin	All Kart/Parilla
2nd	Stefano Modena	Techno/PCR
3rd	Alan Gates	TKM/TKM

5th Terry Fullerton, 7th Martin Smart, 14th Mickey Allen, Alan Lane D.N.S.

Last Chance Race

Nowhere is desperation better illustrated than World Championship ‘last chance’ races. Once again, only four to go through to make up the 34 finalists.

Fred Koene led away from Irishman Ricky Smyth, and they headed an incredibly tight, tense queue — van der Hoek, Andersson,

Busschots, Bossard and the rest — circulating in this order for a dozen laps before a lapped backmarker — Reener Beule — caused a hiccup or two!

Smyth took advantage of the situation to lead Koene, Andersson, van der Hoek and Calvayrac. Just over a lap to go, and Calvayrac slipped past into a qualifying spot. Last time into the chicane, and van der Hoek just had to try and get back. The resultant desperate collision allowed a jubilant Bossard to whip by and claim the last qualifying spot! Calvayrac was inconsolable. . .

1st	Ricky Smyth	Dino/DAP
2nd	Fred Koene	DAP/DAP
3rd	Reine Andersson	Sirio/Sirio

Poor Alan Lane had just plain run out of engines and could not even start. However, the remaining five Englishmen, plus Gates of course, were through.

The Finals

Sunday morning practice was a busy time for many finalists, most scrubbing in a carefully saved set of race tyres. Mickey Allen was still working to improve his pace, and spent time testing different rear tracks as a result of the noticeably increased circuit grip as time had gone on.

Alan Turney had slightly trimmed the rotary valves in both Gates’ and Jackson’s TKMs in search of an ounce more top end, while Fullerton bedded in a new piston in his new number one motor.

Poleman Zoserl prepared his two chassis with a Parilla on each, obviously only intending to run the Yamaha in the third final, should he have won the first two.

Irish team manager, Alan Johnson, had an interesting problem. After a week of early nights and early mornings, he had promised his long suffering wife a Saturday night out. But the welcome, though unexpected, making of the final by one of his team — Ricky Smyth — had forced cancellation of the aforesaid social event. Divorce proceedings were imminent! — though consolation was to come in the form of a great performance by Smyth.

An ominous sign was Belgian driver Claeys bedding in some wet tyres. Did he know something? Apparently not — it remained fine all day. . .

Nivelles G.P.

A three race event was run in the morning for any of the 30 who had not qualified, who wished to take part. After some confusion over the fact that all three races counted, Australian John Pizarro (DAP/DAP) emerged the winner over Juan Carlos Abella (DAP/DAP) who was dismayed to find himself carrying noise penalties and thus second, despite winning two of the three races.

First Final

The 34 finalists took their positions shortly before 3 p.m. — see chart elsewhere for full grid and equipment line-up.

Zoserl sat calmly on pole, perhaps confident that he had the ultimate pace to walk away. Demollin alongside seemed not so calm — hardly surprising in front of the home crowd. Gysin and Fullerton made up the second row. Zoserl’s Achilles heel — if anything — lay in the fact that his tyres, although magic later on, seemed slippery for the first lap or two until they warmed up. Fullerton’s — or indeed anyone’s — chance lay in getting on terms with Zoserl in these opening moments, getting past, and going from there.



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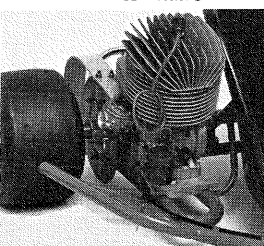
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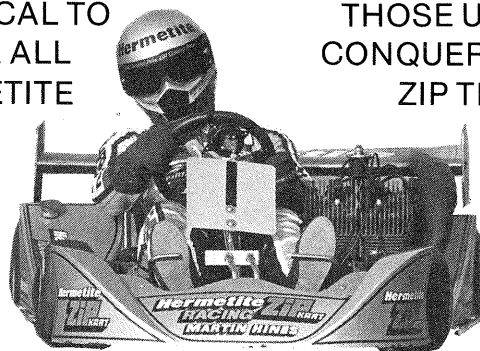
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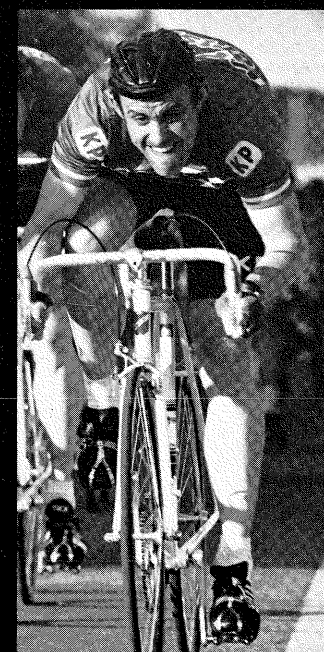
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continued . . .

would normally dictate, and would therefore move forward fairly quickly in each heat. This he did, with commendable consistency, a sequence of well earned places — 6th, 3rd, 7th, only ended when a fragile BM let go in his last outing.

Paul Jackson provided perfect consistency, picking up valuable places in his first two heats, compounding these with two steady drives in the latter two.

All five Englishmen were thus through without the need to endure the inevitably tense last chance race. A full grid, and only four could go forward to the Championship proper. The remainder could only pack up their equipment and watch.

Pulling astronomical revs, Aguri Suzuki soon hit the front and pulled comfortably clear. Schuurman, after tossing a chain in one heat, and stopping in another with engine problems, seemed content to assure himself of a top 4 finish, allowing Finland's Korianen through to second. The hot spot — 4th — was occupied for several laps by Vivian Daly (brother of the Irish F1 charger) but he eventually had to give way to determined pressure from regular Australian campaigner John Pizarro, who took the final

Below: Zoserl certainly had plenty of grip, two-wheeling regularly . . . Bottom: Smart did most of the main racing on one Yamaha engine. Here he leads Forsmann, main works IAME hope, who had a troubled time. (Photos: John Pudney)



qualifying spot. His compatriot Robbie Hunter, who had proven rapid, if unlucky, in the heats was delayed in the early laps, but managed 6th before time ran out.

Section 2

And so, with respect to those who had fought unsuccessfully through Friday's heats, the Championship proper began. Scrutineering for the 65 combatants began immediately after Friday's racing, leaving little time for the 34 who had raced to reorganise themselves and, most importantly, bargain with the appropriate people for that elusive 'quickie' engine or demon set of rubber. In case of damage, the organisers would allow engines or karts to be changed and re-scrutineered before timed practice, but not tyres.

Several had reason to be thankful for this concession — especially Martin Smart, who had two of his BM's go in Saturday morning practice including his best one. After consultation with the Japanese, a Yamaha was loaned to the team from amongst Muller's stock.

As practice entered its last moments, Fullerton, giving his number one set-up a brief run, winced as the motor broke its con rod and destroyed itself. By the time the team had got

back to the pits, it was too late to scrutineer a replacement. . .

Timed Practice — Saturday

This is the important one, which can so ease the effort required in the subsequent racing. How strange are the various problems that suddenly appear to trouble so many!

With the 'defection' of Zoserl to Yamaha, and the tragic non starting of Mike Wilson (a severe bronchial infection following a motor-bike accident left him unable to manage more than a few laps at a time), Lars Forsmann assumed the role of I.A.M.E. troop leader, with all the associated tension, personnel, and organisation. His team had somehow acquired the private use of a back room in the brick food bar/toilet block behind the main pit marquee — to whence they disappeared in mortified anguish as their man's brakes failed on his first timed lap. . .

Other stars were in trouble, and would opt for a six lap only, all to count, rerun — an agitated da Silva, not happy with some minor adjustment; Peter Koene; Larssen, Bisquert — in all 15 took the second chance. Second runs inevitably produced slower times as tyres warmed too slowly to the task — with da Silva a lowly 33rd in the order — although Peter Koene's plucky effort qualified him tenth.

Fullerton seemed unhappy with his engine, but opted to stick with his first times — 7th best, while the next best "Britisher" was Gates — 9th, promising much for the racing.

From a mediocre 43.33 average in the first section, Peter de Bruyn miraculously improved to 42.94 (with two laps at 42.60 and 42.66) to gain the psychological advantage. Zoserl popped one in at 42.43 as he slotted into second, with local hero Demollin stopping the rather dubious clocks once at 42.36 in third! First consistent lapper seemed to be new name Pensala, fourth quickest, while van Ommen's best (42.29!) was eight-tenths quicker than his next best! . . .

Official Result — Second Timed Practice

1	Peter de Bruyn	(NL)	42.94
2	Toni Zoserl	(A)	42.98
3	Danny Demollin	(B)	43.00
4	Sami Pensala	(SF)	43.01
5	Jorg van Ommen	(D)	43.08
6	Marcel Gysin	(CH)	43.09
7	Terry Fullerton	(GB)	43.10
8	Ivan Capelli	(I)	43.11
9	Alan Gates	(ZA)	43.11
10	Peter Koene	(NL)	43.12
13	Martin Smart	(GB)	43.18
27	Mickey Allen	(GB)	43.43
30	Paul Jackson	(GB)	43.48
34	Martin Homewood	(GB)	43.51
43	Alan Lane	(GB)	43.70
44	Richard Smyth	(IR)	43.73

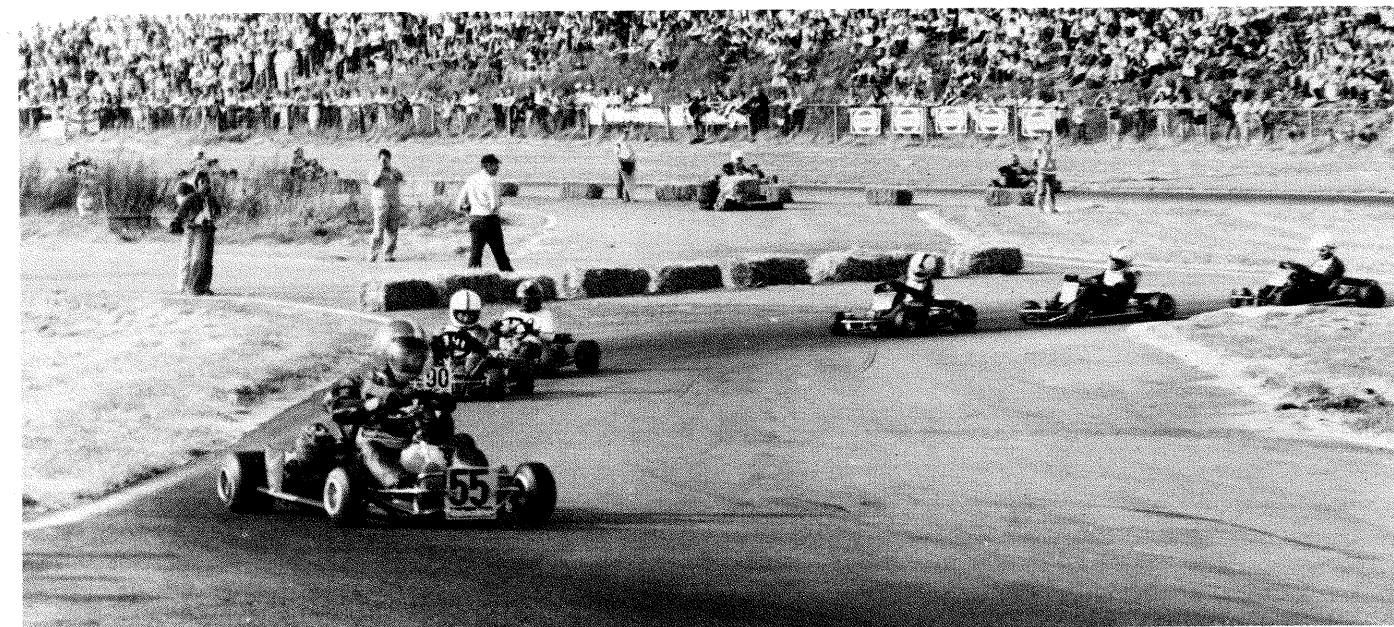
The Heats — Saturday

In previous years, these have been held on the morning of the finals, but the new arrangement seemed to meet with general approval for allowing finalists time to prepare thoroughly.

Each driver contested three of the six 15 lap heats, the prize at the end being a good grid position for the all-important first final.

Heat 1

Zoserl led all the way, opening up an eventual 6 second gap over the rest. De Bruyn seemed unable to match the Austrian's pace — conserving something better for later? — and was eventually swallowed up by van Ommen and Gysin, the latter squeezing by the young German at the last corner. Gates held station in fifth, fending off a late attack from Forsmann, working forward from a fifth row start. Da Silva, delayed in the early laps, charged up to seventh, while Homewood, similarly delayed



Top: The second final is 2 laps old, and Fullerton has a small gap over de Bruyn, Gysin, Gates, van Ommen, and Schuurman. Right: A few laps later and all is changed. Three of the four leaders aren't looking where they are going as de Bruyn checks on da Silva, Gates, Gysin, Zoserl, and the remainder. Bottom: De Bruyn — all concentration. (Photos: John Pudney)

slipped by team-mate Jackson late in the race for twelfth.

1st	Toni Zoserl	Birel/Parilla
2nd	Marcel Gysin	Sprint/Petry
3rd	Jorg van Ommen	Mach 1/Parilla

5th Alan Gates, 9th Martin Smart, 12th Martin Homewood, 14th Paul Jackson.

Heat 2

Some delay on the grid, whilst Demollin, urged on by the Belgian officialdom, deliberated over his right (as pole man) to choose which side he would in fact start from. He chose the outside, but in any event, got dragged off by Pensala who led through at the end of lap one.

Fullerton in third wasted no time, gently tapping the Belgian off line on the second tour, to jink inside at the corner in front of the long,

"Find" of the Championship, Pensala, leads da Silva into the pit hairpin (Photo:JP)

