

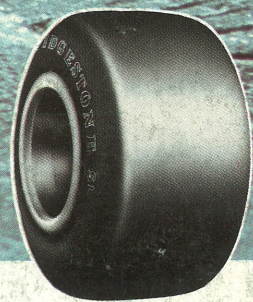
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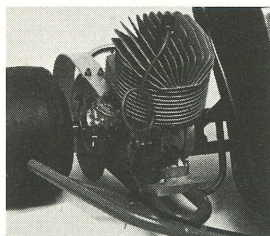
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With the season of good cheer and happiness upon us, I've spent some time trying to think up something cheerful to talk about this month — not easy when the country, and motorsport in general are going through a fairly heavy depression.

For a moment I thought I'd got it — something about, "despite the recent month's problems, there being optimism for the future" — but then the latest RAC press release hit my desk, and the whole lot went out the window! . . .

To raise itself out of depression, the country — and the sport — needs determined, forthright leadership. If this latest press release, attempting to justify the 1981 250 International regulations (see *Just Heard*, P2), is the best our leaders can do and represents the sum total of their collective thinking on the matter, then we're in big trouble.

Space does not permit the systematic dissection this pathetic document deserves, but you can read it for yourself and draw your own conclusions. There is even an attempted justification of the "shroud of secrecy" that is thrown over all RAC Kart Committee discussion. . . I'm sorry, but having seen other countries' administration completely open, with detailed minutes of meetings published for all to see, it's a bit hard to take.

Until such time as Kart Clubs, representing the feelings of *karters*, are able to partake in decision making to a far greater extent, and other informed sub-committees are constituted to advise knowledgeably on specific subjects, things are not going to get a lot better.

Still, one cheering thought is that it cannot possibly get a lot worse. Or can it! . . .

Nevertheless, Christmas greetings and my best wishes for the New Year go to all readers, and my thanks to everyone who has contributed and helped Kart & Superkart through its second successful year. Let's hope that as we go into 1981, there is one big winner during the year — the sport.

CHRIS LAMB DEN

FRONT COVER:

Mike Wilson, on route to achieving an ambition, winning his first CIK title — the Asian Open — at Sugo, in Japan. Mike then returned to England for the Mazda International. Coverage of both events begins on page 26. Hopefully Mike could well return from Italy to be based in England next year, which should perk up the International scene. . . (Photo courtesy "Japan Kart")

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KART AND SUPERKART

Monthly

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- The Hong Kong I.K.P.
- Technical and profile features
- 100 and 250 "Top Ten"

ON SALE AROUND 1ST JANUARY



RAC News

After the recent Kart Committee meeting, we understand that there has been a mass "down-grading" of 100cc engines into National, and Britain Class. No official list has been published yet, pending the statutory inspection of the motors, but our sources tell us that the following engines are amongst those that could be added to the various class lists:

Shortly before going to press, we received the following unsigned statement from the RAC Motor Sports Association:

250cc International Class

The announcement that the double 125cc engine will be eligible for the 250cc International Class in 1981 would seem to have been the cause of considerable fear and concern.

When this form of kart first appeared in 1980 it was subject to a protest against its eligibility, an Appeal against the protest findings and eventually an Appeal to the Stewards of the RAC. This August and final arbiter, under the Chairmanship of Lord Shawcross, handed down a judgement which, while disallowing the Appeal, included:

'We were impressed by the argument . . . that there was no difference between these two engines taken together, and the case where they had been welded into a single two cylinder engine, and we think that that is as a matter of common sense the correct way of looking at this case.

. . . it may well be that it is just as sensible to have twin engines on a little kart like this as it is in the case of a boat, and it would be appropriate that the rule making authority should consider that aspect on its merits as a thing which may occur in the development of specifications for karts of this kind. (see "Friggit" — page 3 — for Foley's reaction to this! . . .)

This we think was in effect a welded two

100 National — Parilla TT22, DAP T72, PCR

100 Britain — Parilla SS20, Komet K78, DAP T80, Sirio 3 port ST 51.

And how about a DAP 6 speed, rotary valve 125cc engine for 125 National! We understand that air and watercooled versions are being made, although only the aircooled version is usable in Britain at present.

Confirmation of the new engine lists is due any day, and we will publish full lists next month.

cylinder engine controlled by a single accelerator transmitting power through a single clutch control to a single back axle, and therefore equivalent to a two cylinder engine.'

However, this alone would not necessarily have been adequate reason for the inclusion of a 'double' engine in the class. The class is termed 'International' yet in all practical terms it is a one make class — this cannot be in the best interest of establishing 'super karting' worldwide. Hopefully, the double could mean the introduction of a variety of engines.

There are those who feel the only sensible change would be to allow the introduction of water cooling. This may possibly be so, and will almost certainly receive further consideration by the CIK and the RAC in the coming months.

It has been said that the 'double' will completely dominate the class and that every serious competitor will be forced to switch or else find his current machinery obsolete. This has yet to be proved, and even with the existing 'one make' class the regular 'front runners' can be accurately predicted although, in theory, all the field are using identical machinery. The argument that the 'double' will grossly escalate costs has yet to be substantiated. The basic engine will certainly be no more expensive

Over the telephone, Mr. Langford, was able to confirm the following list of dates for 1981 RAC Championships:

April 4/5	Long Circuit Gearbox — Snetterton
April 25/26	100 National — Dunkeswell
May 2/3	100 National — Felton* Short Circuit Gearbox — Rissington
May 9/10	100 National — Wombwell
June 6/7	Long Circuit Gearbox — Cadwell
June 13/14	Long Circuit Gearbox — Donington
July 4/5	100 Britain — Rissington
August 15/16	100 National/Junior Britain — 3 Sisters
August 22/23	100 International/Junior National — Rye House
August 29/30	Long Circuit Gearbox — Oulton Park
Sept. 19/20	Short Circuit Gearbox — 3 Sisters

*N.B. This date may yet be changed — for obvious reasons. . .

and there is a case to be made out that maintenance costs may well be cheaper.

There have been many cries of 'why change a good thing'. To this, one can only say that in motor sport it is well known that standing still is tantamount to going backwards.

There have been criticisms that in this and other matters the Kart Committee is hiding behind a screen of secrecy. All the Committees which advise the Council on the various aspects of motor sport are equally bound by a confidentiality without which no Committee member would feel free to express honest opinions, and it is this and no determination for secrecy which limits releases from Committees to those decisions which have been agreed should receive publicity.

The RAC MSA totally supports the concept of long circuit racing for this class of karts — such events as the Grand Prix at Silverstone endorse this — and it is its sincere wish that the new rule will open up its development. Further, rules stability must be respected while all new developments are being carefully watched and monitored. Let it be hoped that by mid 1981 it will be seen that the initial fears which are now being expressed were ill-founded and that the class is flourishing as one of the major show-pieces of the world of karting.

One would have expected our governing body to have come up with a far more convincing, reasoned statement to justify such an obviously unpopular move as allowing the "double" configuration. Instead we have the well-meaning but totally valueless opinion of a member of the Lords, who knows nothing of karting — and indeed does not seem to comprehend the technical differences between boats and "little karts" (does he mean Superkarts?). . .

Does the sudden resentment of the so-called "one-make" class (it's not really — one particular engine of the list eligible just seems to work better) by the RAC mean that some of the best car racing formulae — F. Ford 1600, F. Ford 2000, Sports 2000, Mini Sevens, etc — are about to be "opened up", or does this just conveniently apply to karting?

Let's face it karters, we've been fobbed off again. Will it ever change. . .

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In a Word . . .

● Derek Higgins, now a Senior is to drive Dino equipment for Tony Smith Racing in 100 National and International in 1981, including, in International, the Dino 100 engine. Recent National meetings suggest that Higgins will be a serious threat.

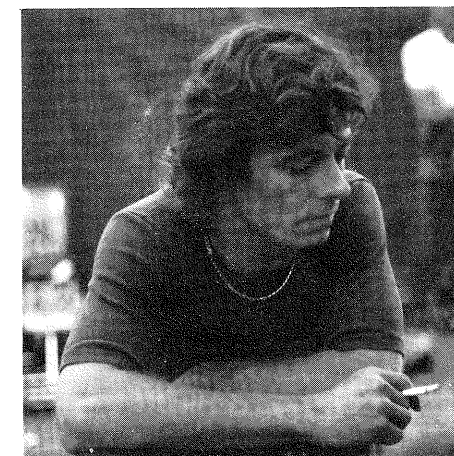
Kevin Warner and John Herbert have also "gone up" from Junior to 100 National ranks, and both have already put in performances indicating that the class can expect a lot of new faces in the 1981 results.

● Gary Prior has left the Dartford Karting ranks and now works, and will drive in 100 National, for Sisley Karting. Pudney & Sims Golden Helmet Award winner Prior will use Cobra chassis and Hewland engines.

At the same time, British Champion Mark Tredwell has moved full circle, and returned to the Dartford Karting fold, appearing now on Dart chassis, with TKM motors.

● Rumour has it that Mickey Allen has decided to call it a day. He has withdrawn from his annual trip to Hong Kong, scene of some of his great successes, and following a sub-par year (for him), has seemingly lost enthusiasm. If the rumours are true, then a legendary era is at an end.

Mickey Allen - retired? (Photo: Mark Rose)



Interkart 1-2 in Spain



Team mates both, on their way to a sweep of the Spanish Senior Championship - Juan Carlos Abella (2) and Jose Bisquert (1). (Photo: J.L. Aznar)

● The International scene seems certain to have some big changes next year, with the likely loss of Martin Smart and Mickey Allen. However, talking to Mike Wilson at Rye House, gave the impression that he may well be back in England for good shortly. . .

● Gartmore Racing is no more. The team were on the verge of signing a major sponsor for 1981, but the sponsor pulled out, apparently not happy with the current state of the sport's administration. Team boss Kevin Broadhurst put it in slightly stronger terms in a recent issue of "Motoring News" . . .

● Norfolk and Suffolk Club have obtained use of an area at Snetterton for use as a kart circuit, and hope to begin operations in the New Year.

After various problems, a bad timed practice and even worse heats, defending 100 International Champion Pepe Bisquert came from behind to retain his Spanish title with a powerful display. Second, after qualifying best from the heats, was Bisquert's 'Interkart' team-mate Juan Carlos Abella, not quite able to handle the pressure of finals as well as his experienced ally.

Between the two, they won all three finals, Abella taking the last, after Bisquert had sewn up the title by winning the first two. Third, after being quickest in timed practice, was Vincent Boix.

The Spanish Championships arouse considerable factory interest, with representation from DAP, Parilla, and PCR on hand, with "factory" motors for leading contenders.

Surprisingly enough, in the land of origin of Bultaco and Montessa, the only 250cc factory support came from the Derbi factory, who supported eventual winner Elias.

Winner of the "Promotion" class, Pere Martin, created a stir when his winning Arisco was found to have a Parilla piston. However, as the regulations say only that a piston cannot be modified, with nothing about not changing it, his win stood.

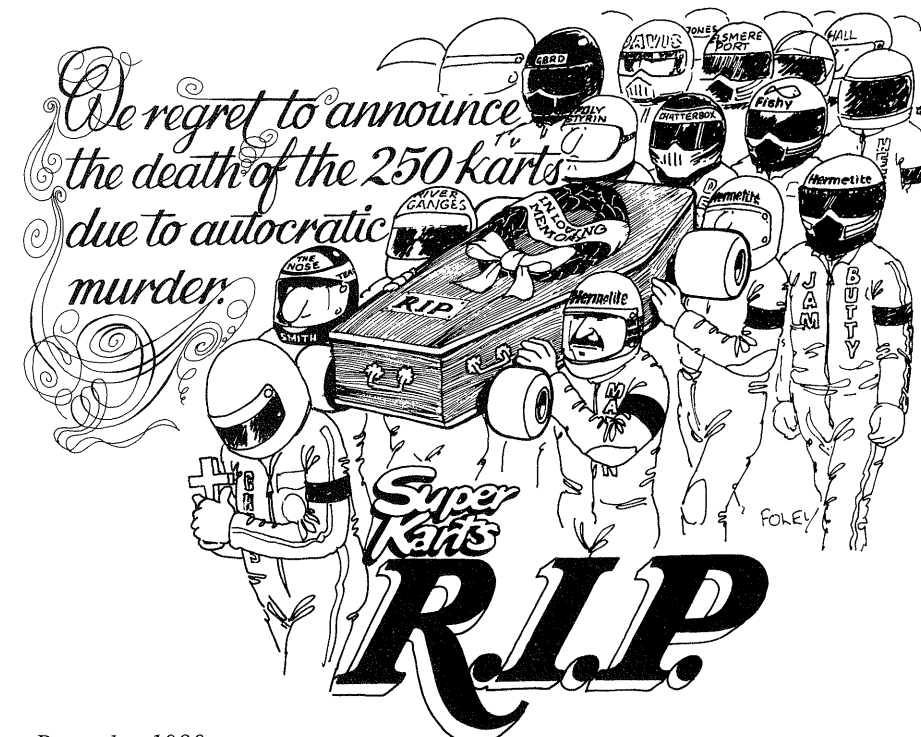
Winners:
100 Promotion: P.M. Martin MTK/Arisco
100 Junior: L.J. Vila Birel/Parilla
100 Senior: J. Bisquert DAP/DAP
250: A. Elias Zip/Derbi

In a Word . . .

● Leeds University Kart Club have had their Barlotti/Villiers kart stolen. The machine has unique front rubber "suspension". Anyone who can help should contact either the Ireland Wood (Leeds) C.I.D. or the Leeds University Students Union.

Also afflicted by thieves is Bill Sisley, who lost several pairs of Spanish driving boots from the boot of a car in Sheffield. Can anyone help?

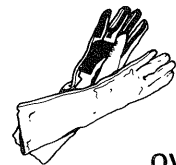
● F.R.E.D.'s are to market their own kart, being released about now. Called - wait for it! - the FRED Bear(!), the National Class kart is similar to, and in fact built by, Sisley Karting.



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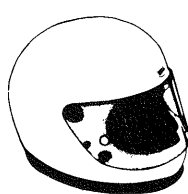


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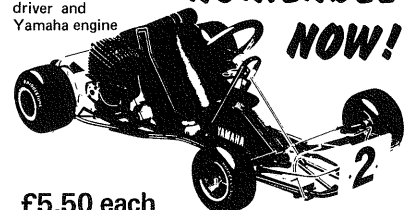
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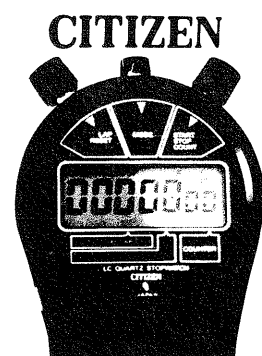


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continued . . .

100 International

Heat one, a smaller grid than normal (only five) but racing was really close and very entertaining. The first three laps were led by Stephen Burr from Nigel Davison and Gary Ashurst. On lap four Davison took the lead and held it to the flag with Burr second and Ashurst third. Heat two, a flag to flag win for Davison with Burr again second, Gary Ashurst third. Heat three was a repeat of heat two.

The final was led all the way by Davison, Burr having spun on the first lap and so Ken Rochester moved into second place. But Burr, having restarted, put in a really great performance to regain second place on lap six and stayed there until the end followed by Rochester. Gary Ashurst failed to start.

210 National

The grid was up a little on this meeting with fourteen entrants which made good racing. Heat one was led from start to finish by Alan Cheetham followed all the way by Bill Cole, Des Davison and Gordon Brown but Davison went missing on the last lap. Heat two: well this was very nearly a repeat of the last heat with Cheetham leading all the way followed by Cole and Brown. Bill dropped out on lap seven so Gordon took second place and Terry Ramshaw third. Heat three: (I haven't developed a stutter!) flag to flag win for Alan Cheetham. Bill Cole second, Gordon Brown third.

The final was a clear win for Cheetham, Gordon Brown second, Andy Martin third.

250 International/125 National

These two classes were run together as there were only six in each class — a pity, as personally I don't like another class running with 250's, they tend to get in the way! 250 heat one was a flag to flag win for Peter Cook followed by Nigel Young and Jim McLaren. Heat two: Robert Johnstone led this heat to the chequered flag, Nigel Young again taking second place and McLaren third. Heat three: finally getting it all together, Mike Brewis won this one from flag to flag. Rob Johnstone managed second and Peter Cook third.

The final was a great battle with Johnstone being closely followed by Brewis and Young and this is how it stayed to the flag.

125 heat one: this was a clear win for Tim Parrott followed by Bill Henderson and Andy Martin third. Heat two: a flag to flag win for Henderson, with Bob Thompson second and Michael Davison third. Heat three Tim Parrott won with Bob Thompson second and Bill Henderson third.

The final was a clear win for Parrott with Bob Thompson second, Max Richardson third. S. Heslop

Tilbury

"Pot Of Gold" Meeting

Well the pot may not have contained your actual gold, but it did hold cash prizes for the winners. An entry of almost 150 drivers turned up on a damp morning, and although practice and the early heats were completed on slicks a light drizzle degenerated into a downpour later on, so it was as well that racing was cut down to two heats and a Final.

Junior Britain

Steve Brogan and Lee Cranmer were soon in first and second place in the opening heat, and finished in that order, but Steve was demoted to third place behind Kevin Keith when Race Officials decided that he was "shutting the gate" a little too firmly when Lee tried to overtake! . . . Steve was second in the next heat which was won by Colin Duncan.

The wet conditions in the Final suited Lee, who won in great style followed in by Steve Brogan and Steve Dart.

Junior National

Andrew Stapley was first home in heat one with John Herbert second. These placings were reversed in the next, and looked like being repeated in the Final, but with John well in the lead Andrew was deposed from second place by Gary Moynihan.

100 Britain

Nice to see the "Brits." entry for the second month in succession. Heat wins for Steve Bierum and Trevor Davies were followed by a Final in which they finished third and second respectively behind Tony Cruttenden.

Novices

Yet again we had two grids of Novices who put up a great show, mastering the appalling conditions, Paul Shellito winning the first group and Paul Newman the second.

100 National

Lee Crane with two heat wins earned himself pole position in the Final with Steve Tillett and Gary Till, who had won the other two heats, occupying the next two grids. Some consistent driving by Dave Harridge put him on grid four. A remarkably clean start in impossible conditions was followed by Lee Crane taking the lead and looking all set for a comfortable win until he spun off on lap five. This left Gary Prior, Steve Tillett and Gary Till scrapping for the lead and swapping positions until Prior made a decisive move and took first place from Steve. With a lap to go it all looked cut and dried until Dave Harridge displaced Gary Till from third.

Class IV

Brothers Stuart and John Richardson had a good day taking first and third place in the 210s, separated by Dave Ricketts.

Frank Roberts took the 250 National class from Kevin Ramage, and a motor that didn't like the wet put Roger White out of the 250 International Final which was won by Norman Page.

Dennis Callingham

Results:

Junior Britain

1st	Lee Cranmer	Kestrel/BPH Arrow
2nd	Steve Brogan	Dart/Arrow
3rd	Steve Dart	Kestrel/Arrow
Novice	Tom Radford	Kestrel/Parilla

Junior National

1st	John Herbert	Cobra/BPH Arrow
2nd	Gary Moynihan	Dart/DK Parilla
3rd	Andrew Stapley	Cobra/BPH Arrow

100 Britain

1st	Tony Cruttenden	Dart/TKM
2nd	Trevor Davies	Gillard/Gillard Arrow

National Novices I

1st	Paul Shellito	Sprint/Komet
2nd	Paul Tebbutt	Kestrel/K88
3rd	Bernard Barker	Dart/Parilla

National Novices II

1st	Paul Newman	Birel/Parilla
2nd	John King	Taifun/Arrow
3rd	Joe McGough	Zip/Parilla

100 National

1st	Gary Prior	Dart/TKM
2nd	Steve Tillett	Dart/TKM
3rd	Dave Harridge	Sprint/K77

210s

1st	Stuart Richardson	Barlotti/Upton
2nd	Dave Ricketts	Zip/Manx
3rd	John Richardson	Star/Starline 9E

250 National

1st	Frank Roberts	Blow/Montessa
2nd	Kevin Ramage	Sprint/Montessa

250 International

1st	Norman Page	Zip/Yamaha
-----	-------------	------------

Kalendar

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)

JANUARY

11 TILBURY (Dunlop Road, Tilbury)

WOMBWELL (Dorothy Hyman Stadium, 6 miles from Barnsley)

CHASEWATER (Pleasure Park, Brownhills, off A5)

25 BLACKBUSHE (Airport, off A30, near Camberley).

FULBECK (8 miles from Newark — 1st right after major service area going north on A1).

Club Secretaries are asked to advise us of their 1981 programme as soon as possible, for inclusion in Kalendar.

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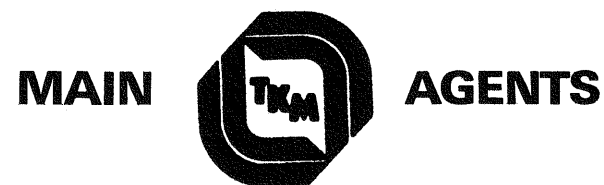
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Letters

Dear Sir,
 I would be grateful if, through the pages of your magazine you will allow me to thank the following people for their support and interest in my 1980 racing season:- Ron and Roy Dickson of Dickson Karting Supplies for the fantastic backing and motors they provided (without their assistance it would be impossible for me to race), Mr. Mark Hines of Zip Kart for the time and trouble he took to ensure that we got the best possible service and kart chassis, Mr. Alan Turney of TKM for his interest and advice, my parents and girlfriend, Dawn, for their moral support, and last but by no means least, Dave Boyce my mechanic, for the many hours he gave up not only at race meetings, but also in the preparation of my racing equipment. The only thing we seemed to lack this year was good luck, hopefully with their continued support this will change in 1981.

On a more general note I would like to thank all the Race Organisers and Officials, RAC Stewards and Marshalls for carrying out their largely thankless tasks, all my competitors in 100 National for such enjoyable racing and Kart and Superkart magazine for sponsoring probably the best kart racing series ever. Here's hoping it gets even better next year.

In closing I would like to wish everyone involved in karting a Happy Christmas and prosperous New Year and I look forward to seeing you all again next season.

Brian Parias
Darlington

Dear Sir,
 On behalf of all the competitors in the SAM '80 series I would like to thank Sisley Karting and Mistral Racing for their sponsorship of the series, manufacturers and traders for their generous donations of prizes, organising clubs and their officials for making each round one to remember.

A personal thanks to Mistral Racing (Alan the torch) for making the MM3 chassis, Neil Hann for tuning the Hewland engines, and my mechanic Nigel for his much appreciated help throughout the season.

Terry Williams
Teignmouth

Dear Sir,
 The SAM series. I would like to express my thanks to all the organising clubs, sponsors and the series co-ordinators, Neil Hann and Bill Sisley.

It has been a most successful and enjoyable series. To all concerned, many thanks.

Peter Rochford
Bruton, Somerset.

Dear Sir,
 Sitting at home watching the televised meeting at Rye I felt that two young drivers did more for karting than all the rest of the programme.

After a hard race, Martin Prior and Steve Brogan shook hands going down the back straight and showed just what the sport of karting should be.

May I through your excellent magazine, congratulate both drivers and thank them for a great show of sportsmanship.

Gerry Dare
London

Dear Sirs,
 After a break of six months from racing Superkarts (due to business commitments) I decided to visit yesterday's Donington Park meeting with a view to purchasing new equipment for 1981.

Well I was shocked at the RAC Regs. for 1981 allowing twin-engined karts. Also no consideration seems to have been given to introducing water-cooling.

I am in the position where I will need all new equipment. NO WAY would I consider purchasing a "twin" engined kart - I can remember the problems running a twin 100cc. (Class II to those who remember them.) As for an existing competitor with a 250 Superkart changing to a "twin" to be competitive, all I can say is that this will be the death of the class. My own views for 1981 are:-

- 1) Leave Regs. as 1980.
- 2) No twin-engined karts.
- 3) Introduce for 1981 a watercooled class for Reed or Piston Induction engines only, with a view to one class watercooled in 1982.

If these rules or something very similar are announced for 1981 I will return to Superkarting as I feel it gives good value per £ compared with other forms of motorsport I have tried. "TWIN ENGINES IN AND I WILL BE OUT."

Tony Shearman
Bristol, Avon

In a Word . . .

● Following the unfortunate disqualification of Martin Smart at the Mazda Race of Champions, he, and mentor Neil Hann issued the following statement:

"For the recent TV meeting at Rye House we decided to use Hewland Arrow engines, and tested for the event 3 motors, supplied by Hewlands, plus Neil Hann's 2 National motors. Four out of these five motors were 5 ported which is perfectly legal for both 100 National and 100 International in the UK, but as the meeting was to be run under CIK regulations, we

queried this point with Hewland's representative at the meeting. We were assured by him, and it was also fair to assume that as two of the three works engines, supplied specifically for the event, were also 5 ported, that the necessary homologation for the use of 5 ported Hewlands had been dealt with and that all was in order.

It has since transpired, that this was not the case, and that the engine used for the event, which was in fact one of Neil Hann's 100 National engines, was in fact ineligible due to the fact that it was 5 ported.

We made no attempt to hide this fact and openly admit to it, but we must point out that as far as we were concerned at the time, due to information given to us by the engine manufacturers, we had no reason at all to believe that we were using anything that was not legal. After all, if you can't accept engines and information supplied by the manufacturers, as correct, whose can you?

We are obviously now very disappointed, especially after proving that our Hewlands are very competitive at the highest level. We offer our apologies to the organisers Nick Brittan and the Hoddesdon Kart Club and anybody else affected by it. We do feel however that we should be exonerated from the blame although we must accept the responsibility and trust this unfortunate incident will not affect our good standing in the sport.

We would just like to re-iterate that the said 5 ported Hewland engines are perfectly legal in the UK for 100 National and 100 International, and assuming the homologation goes through will be legal for CIK events in 1981.

Neil Hann and Martin Smart

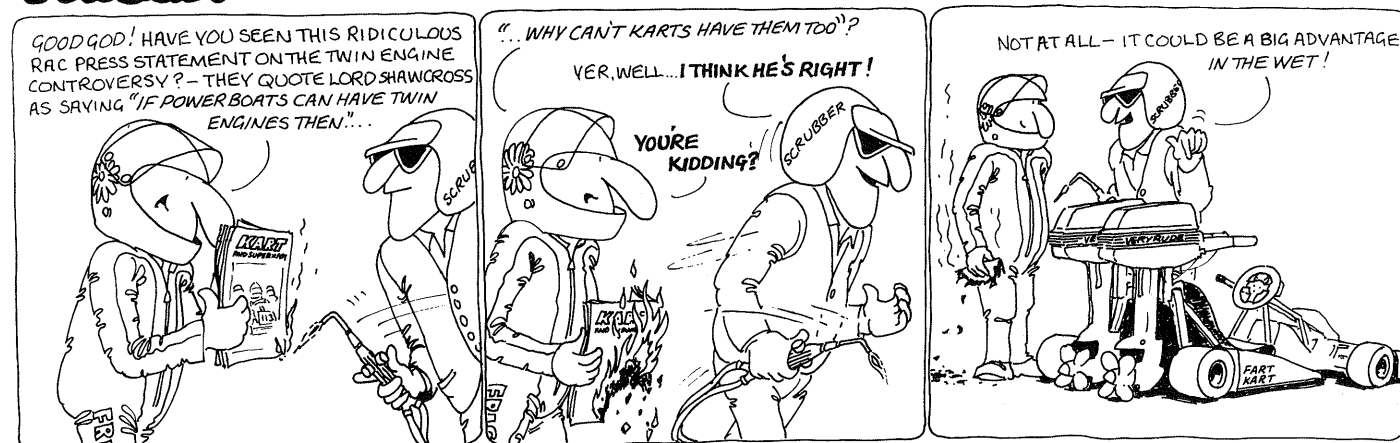
This was then followed by a further additional statement:


Further to our statement of November 12th, we would like to point out that when we approached Hewland Engineering for the engines for the Rye meeting we were not specific in stating that they were to be raced under CIK regs., as we assumed that they knew all about the forthcoming event, and would have realised that it was CIK. This now proves to be incorrect, in so far as John Hogan was unaware that the meeting was a CIK event, and therefore gave us a selection of 3 and 5 port engines for, as far as he was concerned, an RAC permit event. We in turn assumed that he knew it was CIK and hence made the assumption that the engines given to us were suitable for the event, as previously stated on November 12th. This fact linked with the information given to us at the circuit, led us to believe that all was in order.

Coming at a time when Smart is considering temporary retirement for a couple of years to complete his Architectural studies, this unhappy incident is unlikely to change his mind! . . .

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CLUB SCENE

continued...

the first round at Golspie so the Championship was wide open with overall points to count. Completing the first lap in the final in the lead came Grubb with Ian Grant, Davy Barron and Gavin Nicholson in top places. Nicholson moved into third, passed Barron as they charged on up the straight and this left Grant between him and the leader Grubb who was already opening up a lead in the early stages of this race. A determined Nicholson however was not long in taking Grant and set about closing the gap between himself and Grubb. Meanwhile the battle went on for third place as Grant was hassled by Barron who in turn had Ian Nicholson up his back bumper. Half the laps gone and Barron took Grant, another lap on and Ian Nicholson nipped past Grant. Gavin Nicholson was successfully closing up on Grubb as they raced half a lap in the lead from the rest of the pack. Places remained unchanged to the flag with the exception of Ian Nicholson who took Barron unawares as they came round to the flag to snatch 3rd place at the last moment.

Davy Barron came out on top with his accumulated points to become 125 Northern Champion.

100 Junior National
 Scottish Champion Philip Patterson, was hoping to finish his last challenge as a Junior, as Northern Champion, as he won 2 out of 4 heats. Just as determined to win the trophy was Brian Ewing who always finishes in top places and confirmed this by claiming first spot in the remaining two heats. Always a constant threat in remaining leading places were Elaine Buchan, Niall Smith and Andrew McLean. As the flag dropped and they stormed into the hairpin, first to appear was Ewing, Paterson, Buchan, Paul Williamson, Alastair Allan and Colin Bird. A few laps on and Ewing and Paterson began to pull away from Buchan. There was an exciting battle going on behind her as Williamson, McLean and Allan charged round the track! On lap 5 Ewing and Paterson came up behind the back markers. At grid corner, Ewing took a back marker on the inside and an over-exuberant Paterson spun out while taking the novice on the other side. (I wonder what the novice thinks of this racing lark?) Paterson restarted and rejoined the race in 5th place with Buchan, Williamson and Allan between him and Ewing who was by now half a lap away with 5 laps to go. Paterson only had time to finish 4th however as Ewing clinched a fine win from Ewing and Allan.

With points totalled up for the 2 rounds however, Paterson had done enough to become 100 Junior National Northern Champion.

250 International
 Sandy Taylor, 250 Scottish Champion took a clean sweep of the heats over the weekend, and barring any mechanical problems looked invincible for the final. Bevan Fraser and Leslie Cranston from the North battled out 2nd and thirds with Roy Gallant, Rod Hill and newcomer Ian Pratt figured well up in the heats also. Taylor flew off pole position when the flag dropped, Cranston took 2nd position, Gallant 3rd and Fraser had moved into 4th by the time lap 1 was completed. By lap 5 Gallant had made several attempts to take Cranston as they battled their way up the straight. Gallant's task however was difficult as Fraser was tucked in behind him ready to pounce at the slightest opportunity. His chance came as Gallant made a not-too-smooth exit out of the hairpin and Fraser took him to set off after Cranston. Gallant seemed to lose power and behind him came Pratt & Hill in 5th and 6th with 5 laps to go. Cranston and Fraser had an epic battle to the flag but Fraser had to settle for 3rd. Meanwhile Taylor's smooth, cool driving had notched up another win as he took the chequered flag and the 250 Northern Championship.

100 National
 Colin Robson who came so close to winning the Scottish Championship in this class set his sights on the Northern Championship, winning 3 out of 4 heats and had to settle for a 2nd in the fourth heat which was taken by Graeme Foubister. Andrew Buchan and Ian Mowatt, never to be discounted, were always up with the leaders as were Andrew Graham, Ian McLeod Bill Smith and Bryce Whiteford. A determined Robson was first off the grid with an equally determined Foubister behind. Mowatt, Lowe, Graham, Whiteford and Smith claiming top places. Buchan had a disastrous start but had worked his way through to 6th by lap 8. Robson weaved his way through the back markers with Foubister hard on his heels and these two had pulled away from third place man Graham, who now had Buchan in 4th place behind him after taking Mowatt and Lowe in one fell swoop. A lap before the end saw Buchan up into third, and Robson held off Foubister's challenge to win the Northern Championship.

210 National
 Although the numbers in this class have fallen drastically, a good entry for the Championship revived the 210's to provide some close exciting racing. Coming out of retirement this season and proving he's not to be written off, came Kenny Mackay winning two of the heats. Bill Stoddart claimed the other two. Les Campbell who is always up with the top men was never far behind as were Russell Moir and Alastair Baillie.

Putting down the challenge in the first lap as he took the lead was Stoddart with Mackay close on his heels then Moir, Gordon and Campbell. A few laps on and Campbell was up into fourth trying some breath-taking manoeuvres at Caravan Corner. With six laps to go Campbell's tactics paid off as he took Gordon on the outside between Caravan Corner and Pits Corner, and set after MacKay who was still lying second from first man Stoddart who had opened up a substantial lead which he kept to win the final.

Overall 210 Northern Championship winner was Kenny MacKay.

Jenny Taylor

<p>Northern Champions</p> <p>Junior Britain</p> <p>100 International</p> <p>Junior National</p> <p>125 National</p> <p>250 International</p> <p>100 National</p> <p>210 National</p>	<p>Craig McWilliam & Kevin Doherty</p> <p>Graeme Foubister</p> <p>Philip Paterson</p> <p>Dave Barron</p> <p>Sandy Taylor</p> <p>Colin Robson</p> <p>Kenny MacKay</p>
--	--

<p>Results of the Day</p> <p>Junior Britain</p> <p>1st Craig McWilliam Sprint/Arrow</p> <p>2nd Jonathan McDonald Kestrel/Hewland</p> <p>3rd Brian Ross PP/DAP T70</p>	<p>100 International</p> <p>1st Graeme Foubister Birel/FRP TKM</p> <p>2nd Andrew Buchan Zip/Hewland</p>
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<p>125 National</p> <p>1st Granville Grubb Zip GP/Rotax</p> <p>2nd Ian Nicholson Goodtread Zip/Chat. Yamaha</p> <p>3rd Gavin Nicholson Zip GP/Rotax</p>	<p>100 Junior National</p> <p>1st Brian Ewing DAP/DAP JM</p> <p>2nd Philip Paterson Zip/TKM</p> <p>3rd Elaine Buchan Zip/Arrow</p>
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<p>250 International</p> <p>1st Sandy Taylor Zip/TR Yamaha</p> <p>2nd Bevan Fraser Zip/Yamaha</p> <p>3rd Leslie Cranston CRS/Cran. Yamaha</p>	<p>100 National</p> <p>1st Colin Robson Sprint/TKM</p> <p>2nd Graeme Foubister Birel/FRP TKM</p> <p>3rd Andrew Buchan Zip/Hewland</p>
--	--

<p>210 National</p> <p>1st Kenny MacKay Barlotti/TZTD1 KJM</p> <p>2nd Bill Stoddart Barlotti/Villiers</p> <p>3rd Les Campbell Blow/Villiers TMR</p>	<p>Upton</p>
--	---------------------

Felton

Sunday 2nd November, 69 karters braved a cold but dry day to give us some really splendid racing on the last meeting of the season. The RAC Steward of the day, Mr. G.J. Mathews, Clerk of the Course, Mr. Bill Brewis.

Junior Britain
 The three heats were dominated by Jason Plato who had three wins with David Hillcoat getting three second places, David Price two seconds. The final was a flag to flag win for Plato, with Hillcoat second and David Burwood third.

Junior National
 Heat one saw Mandy Roue and Richard Burr have a coming together which resulted in them both coming off and so this heat was won by Neil Brayton, but Richard managed to work his way back to second place. The next two heats were won by Mandy with a fine drive and a close second Richard Burr.

The final was a flag to flag win for Burr, second Neil Brayton, third Stuart Davison.

100 National
 Heat one saw a full grid of twenty four and the racing was fantastic with racing nose to tail. The first eight laps were led by Mike Ballantyne followed by Ian Williams, Brian Parias and George Price. On lap nine Williams took the lead followed by Ballantyne and Price, and it remained this way to the flag. Heat two was once again dominated by those that led in the first heat and the man to take the flag was again Ian Williams, followed by Ballantyne and Parias. Heat three was a repeat win for Williams, second Price, third Andy Fairless.

The final can only be described as racing at its best with Williams leading for the first three laps followed by Ballantyne, Price, Andrew Keenan and Brian Parias. On lap four Ballantyne took the lead followed by Price, Williams, Parias and Keenan. These places didn't change until lap nine when Williams regained the lead only to have Ballantyne take it back on the tenth. But Williams regained it on the eleventh and held it to the line, followed by Mike Ballantyne, Brian Parias and Andrew Keenan. Alas George Price went missing on the last lap!

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1st Jun. Britain — Simon Blessed

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1st 100 National — Lewis Marsden

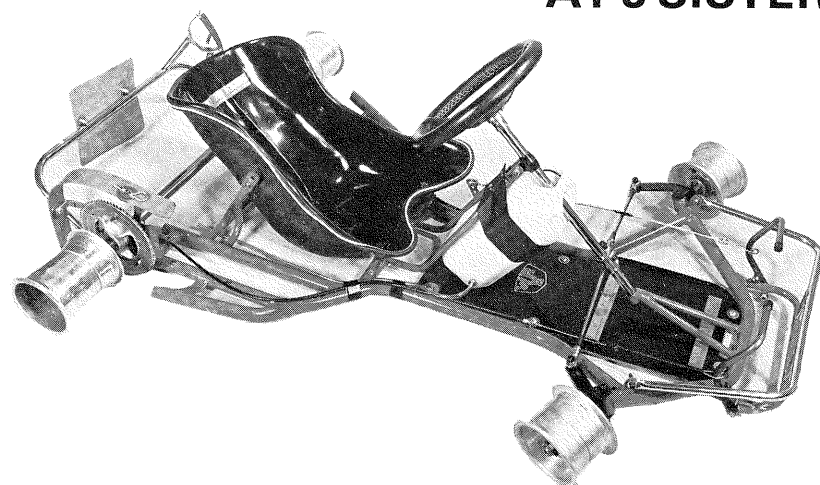
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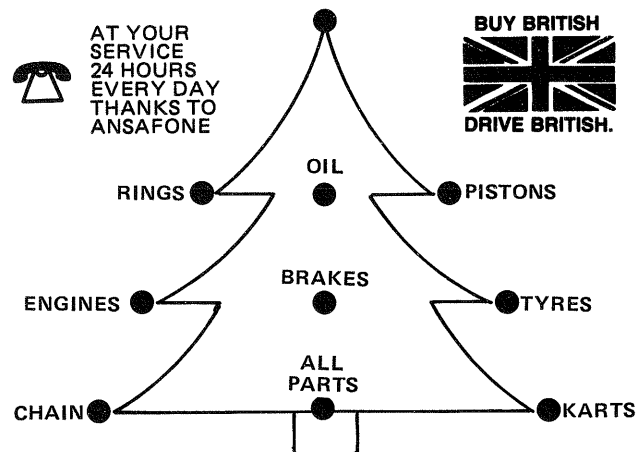
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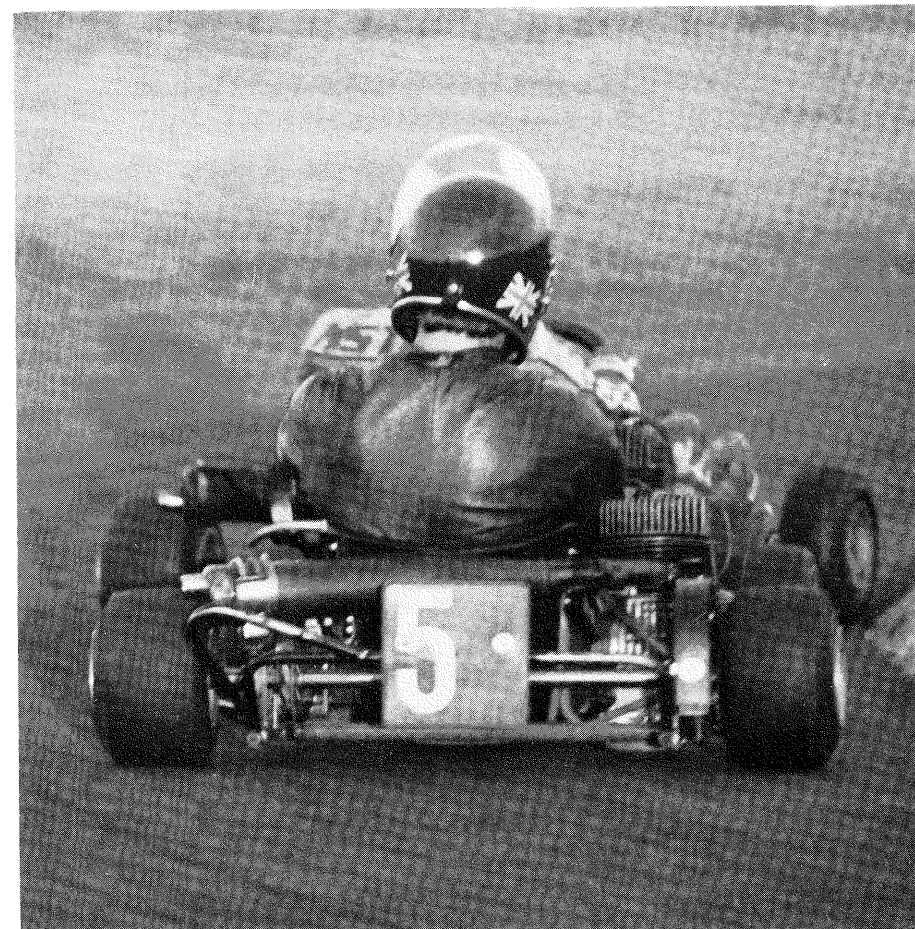
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Ian Ross-Johnson (5) shadowed Neil Hann for several laps before slipping by to win (Photo: JP)

Grand Finale

Ross-Johnson snatches superb win in final K&S round, while Carr and Tredwell decide the series. Hann second again. SAM 80 race to Mills, but the title goes to an upside down Williams!

Six months and eight tough rounds after the opener at Tilbury, the Kart & Superkart and SAM '80 circus made it's final stop for 1980 at Wombwell. Both series were still undecided, with Tredwell now under threat from Carr in the K & S standings, and Williams not decidedly clear of Cleveley in the SAM series. With an impressive array of valuable prizes awaiting the top place-getters, there was certainly much to be gained or lost in several cases, and this produced an especially interesting National final, full of tactics and mathematics.

In the end, assisted by a quirk of fate, a K & S series winner emerged from behind to take the title right at the last gasp. Simultaneously, yet another new name was adding itself to the list of K & S round winners in a brilliant "from the back" drive. The SAM series winner ended the Championship upside down, while a late-comer in the series added another win.

What more could you possibly want for your money?!! . . .

Mill's Battle — Williams' War

For once, SAM series leader Terry Williams did not have his usual steady run in the qualifying heats, and as he lined up on the sixth row of the grid, the situation was this; even should he win the final, points lost in the heats would make Wombwell a non-scoring round. The only person left who could match his five round total was regular rival Nigel Cleveley — but he *had* to win the final. Second wouldn't be good enough. Sitting on row three — behind Messrs Mills, Sisley, Devine and Rochford, the challenger had his problems!

As the Union Jack heralded the 25 lap journey, Cleveley made clear his intentions and immediately slotted into fourth behind leader Mills, Devine and Sisley. Round they swept, and already Mills, continuing his devastating late season form, was putting valuable yards between himself and Devine.

Both Sisley and Cleveley could see this, but it took another four tours before one then the other slipped by Devine, slightly out of sorts at this stage, but destined to come on strong later.

Williams was making a strong bid to get on terms with the lead group, slicing past Andy Bundy and Eric Smith, but his run was about to come to a rather undignified end. As he attempted to gain another spot — around the outside at Wombwell's famous "brick wall" corner — wheels touched, and after a long, lurid, locked up slide along the grass, the tyre barriers halted progress, flipping the unfortunate Southerner back onto the track. A somewhat peeved, but otherwise undamaged contender dusted himself down and sat down to watch Cleveley's progress.

He didn't have long to wait for something to happen. Next lap, and Cleveley was suddenly falling back — to tenth — with what appeared to be sudden carburettor flooding problems. Fortunately the engine kept running, and then cleared, but he was now patently miles too far back. Williams must have sighed with relief. . .

All this, and the race was only 7 laps old! Sisley was now clear in second and seemingly catching Mills gradually. Devine had a few yards

The SAM 80 field is led away by race winner Mills (1) and Sisley (2) (Photo: J Pudney)





Inauspicious end to the series for new Champion Terry Williams (Photo: J. Pudney)

over Rochford, Wood, Chatterton and Smith, and was about to begin a come-back that would ultimately find him challenging leader Mills.

It took another 8 laps to catch and pass Sisley, some few yards in arrears of the leader, and several more to close that gap. But with four to go, Devine was right there. Down the straight and he plunged past under braking, but ran wide, giving Mills the better run down the return straight, the lead again, and a vital few feet — enough to see him to the chequered flag.

Sisley, in what was reputed to be his last race, held off a late Rochford challenge for third, while Cleveley's great recovery drive netted him fifth, ahead of Chatterton, Bundy and Dave Smith.

1st	Adrian Mills	Zip/DAP
2nd	Mike Devine	Reema/Hewland
3rd	Bill Sisley	Kestrel/Hewland

Final SAM series standings:—

1st Terry Williams, 628; 2nd Nigel Cleveley, 625; 3rd Peter Rochford, 592; 4th Adrian Mills, 558; 5th Bill Sisley, 549; 6th Mike Devine, 461; 7th Andy Bundy, 456; 8th A. Wood, 413; 9th Terry Harris, 409; 10th Steve Bierrum, 406; 11th D. Pollock, 405; 12th T. Davis, 398; 13th P. Lake, 393; 14th T. Jarvis, 365; 15th S. Gill, 330; 16th S. Davey, 325; 17th N. Turner, 309; 18th J. Donovan, 308; 19th B. Hawkes, 297; 20th D. Smith, 250.

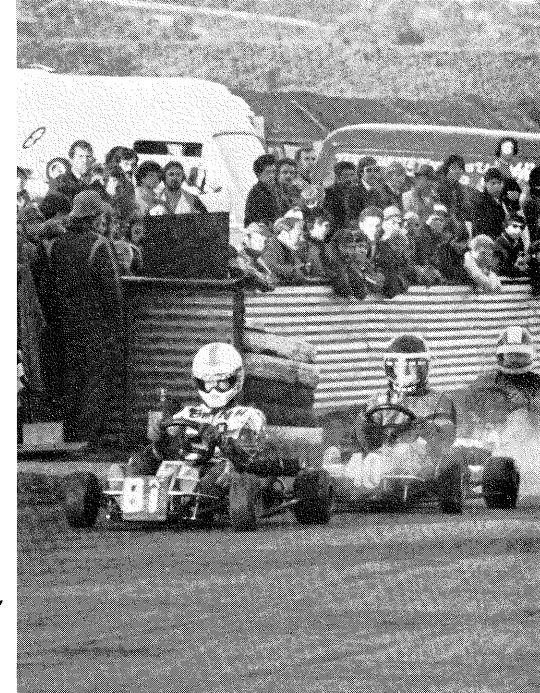
Tredwell v Carr

This is what Wombwell was all about — the battle between two leading drivers for the Championship, which two rounds earlier had seemed virtually sewn up by Tredwell. Events at the penultimate round had deprived the series leader of the chance to sew it up there and then, and now there was very definitely pressure from Carr, only 11 points behind and with a better chance to improve — his worst counting score at that stage some seven points less than his rival.

The mathematics were fairly complicated, but in short, to be *sure*, Tredwell needed to beat Carr, point for point on the day. A bad day for Tredwell and a moderate score (127+) from Carr would be enough to swing the balance. By the luck of the draw, neither would meet in the heats...

Tredwell's campaign went to plan at first — winning his opening two heats well — while Carr put together a first and second. Heat 3 for Tredwell would provide the quirk of fate to give Carr his chance, as series regular Nick Parrington lunged hopelessly inside, taking both himself and Tredwell off. By the time the latter restarted, all that could be salvaged was 14th place — dropping 13 valuable points.

Carr rattled off his last heat with ease to in fact take pole for what would be an all-important final. He shared the front with Neil Hann, good heats allowing him another shot at the outright win, so nearly missed several times before. Local specialist Lew Marsden headed row two, alongside a real surprise — Terry White, in probably his best performance ever, sadly not to be repeated in the final. Roger





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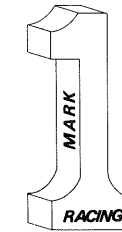
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CLUB SCENE

Ellough

East Anglian karters "sailed", almost literally, into Ellough Airfield for their last monthly club meeting of the season on October 19th. Bob Spalding, our local power boat Champion, could well have appreciated the water we had on our track. . .

Juniors

Juniors were the first out to brave the river of endurance. An equal number of Nationals and Britains were competing for our Gala Trophies. Gary Beaumont had two heat wins over Andrew Hale, but Andrew reversed positions with Gary in the third heat although the race winner was Andrew Pogson racing Britain class. Peter Baker, Britain, picked up three heat seconds. The Final strung out due to poor visibility in the spray. Gary added the Final to his tally with Andrew Hale second, while Andrew Pogson "plunged" home ahead of Peter Baker in the Britains. Good spirited driving in appalling conditions — well done lads!

100 National

Several drivers declined to take out their equipment on our water-logged track. Those that did were given a fine lesson of smooth controlled driving by Mark Lovell, in his first Senior race. Mark, on his beautifully handling Lancer chassis, won all three heats plus the Final with comparative ease. A fine debut into Senior racing Mark. Finishing 10 seconds behind Mark was Miles Townsend who had battled his way up from fifth. Trevor Woodhouse held second for

five laps until Miles managed to overtake and pull clear. Behind Trevor, Bob Kett was holding his own dropping only one place from his third position start. John Lawrence managed fifth after a slippery start having to struggle up from the rear of the field. Sixth was Thomas Hollis just ahead of Gordon Chenery, who was putting his kart into gigantic controlled drifts into the wet corners. Should qualify for the Short Circuit "Sideways Smith" Title.

125 National

Paul Carter had the misfortune to get water-logged on the grid of heat one so giving away any advantage of a front row start. John Davies, on his Rotax, was not having a happy day as these low mounted carbs slurp rather a lot of water from a wet track without any protection device. Ian Rushforth was looking good in the heats but had the ill luck to drop his driving chain on the rolling lap of the Final. Boyd Barrington gained pole position for the Final, a dubious advantage on our grid in the wet. As they emerged from the spray of the first corner Paul Carter appeared first, in hot pursuit was Steve Hemming with John Buckenham and Boyd Barrington third and fourth. Paul Carter had not set his "trim boards" correct for the long stretch of water. Getting rather high in the water he aquaplaned off the end of the straight extremely quickly through two rows of bales. This gave Steve the lead for one lap. At the hairpin Boyd was in a position to challenge for the lead. Taking a line more like a yacht tacking, (he said he knew what he was doing!), he passed Steve to open up an eight second lead. (Apparently he did know!) Steve held on to second from a hard driving

John Buckenham, who really deserved a trophy for his efforts. Meanwhile Paul Carter had fought back to finish fourth.

210 National

This class was started at the rear of the 125's giving this small entry more interest plus assisting our timetable and getting our hard working Officials out of the rain. The Prue brothers, Tony and Chris were giving each other a hard time while Bob Green was away with three heat wins and the Final. Chris clinched second which left Tony a nice third.

Roger Barrington

Junior National

1st	Gary Beaumont	Kestrel/K55
2nd	Andrew Hale	Zip/Manx

Junior Britain

1st	Andrew Pogson	Goff/Parilla
2nd	Peter Baker	Zip/Euro TKM

100 National

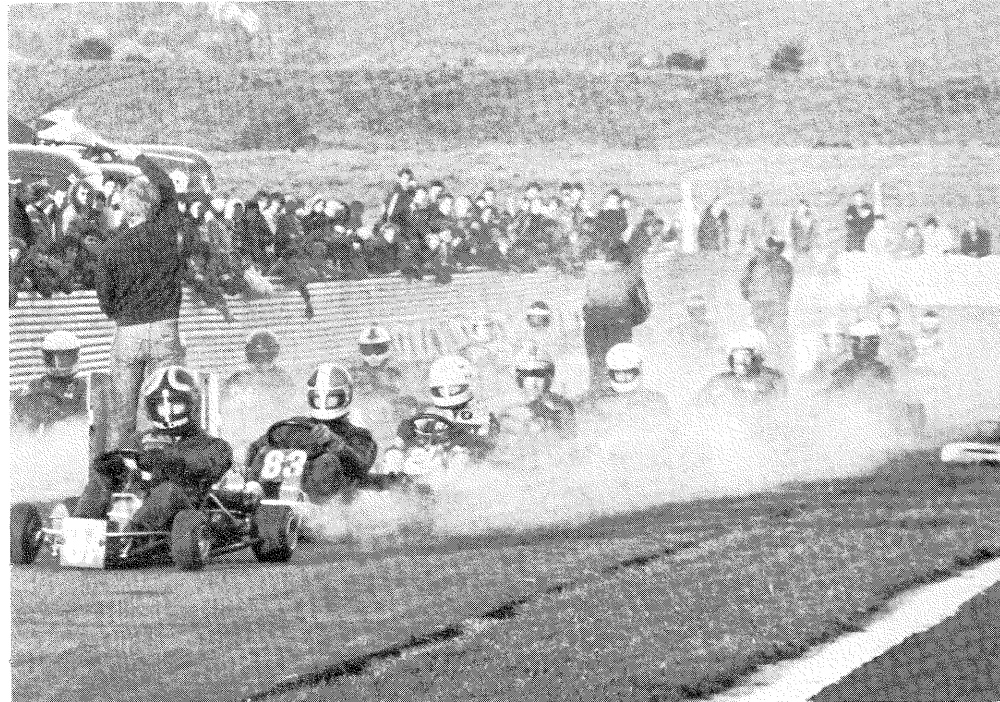
1st	Mark Lovell	Lancer/TKM
2nd	Miles Townsend	Dino/Parilla
3rd	Trevor Woodhouse	Mustang/TKM

125 National

1st	Boyd Barrington	Zip/Yamaha
2nd	Steve Hemming	Barlotti/Rotax
3rd	John Buckenham	Lancer/Asoes

210 National

1st	Bob Green	Sprint/Upton
2nd	Chris Prue	Barlotti/Villiers
3rd	Tony Prue	Barlotti/Villiers



Moth and George Price made up row 3, with Tredwell alongside Gary Prior on the fourth.

The 'B' Final was won well, and significantly, by Ian Ross-Johnson from a mid-field start after heat problems, leading in Gary Till, Keith Fine and last qualifier Karl Murphy.

GRID	
↑ Carr	Hann
Marsden	White
Moth	Price
Prior	Tredwell
Dennison	Williams
Waldron	Parrington
Lilley	Churchill
Elliot	Deavin
I. Murphy	Wright
Stapley	Wellsted
Ross-Johnson	Till
Fine	K. Murphy

As they lined up, the odds looked to have swung Carr's way. He had calculated that even if Tredwell won, fourth would be enough (although since, we have checked and found that third would have been necessary!). Tredwell *had* to win — anything less and seventh was enough for Carr to beat him. An intriguing balance! . . .

It took several rolling laps, but then Carr slipped into an immediate lead. There had obviously been some stern talk in the TKM pit, for Paul's all-out style had temporarily been curbed in favour of a more cautious approach.

Hann and Marsden were right there with the leader, pushing hard, and it was only a matter of two or three laps before a determined Tredwell joined them. These four had a small margin over Moth and White, while out of some mid-field mayhem emerged Lilley, Elliot and back-marker Ross-Johnson, and Waldron to form a challenging bunch, albeit some way back at this stage.

Carr was still maintaining his lead, but the pressure from Marsden, who had slipped by, Hann, and Tredwell was intense. It went on for three more laps until coming out of the hairpin the leader touched a kerb. This was enough for Marsden to get alongside. . . and through. Hann, glued to Marsden's tail, went by as well, and with Carr offering little resistance, so did Tredwell.

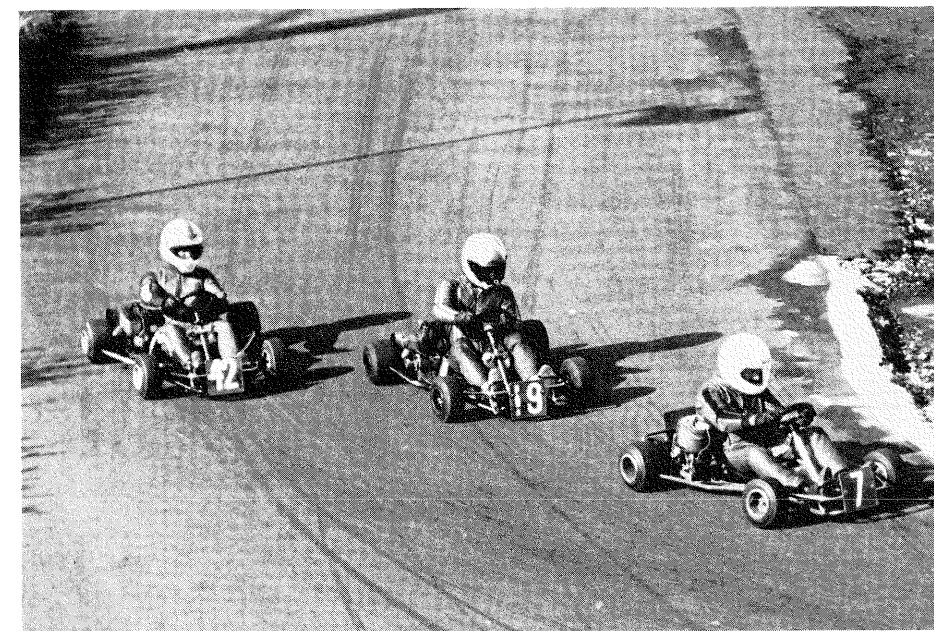
Lap 10. Tredwell was past Hann and, clearly the fastest thing on the circuit, seemed set to relieve Marsden of the lead — which he did a lap later. Carr, in fourth, had a fair gap before Elliot, Ross-Johnson, and Moth came by in formation. Waldron was about to break clear of the next group, headed by Lilley and White.

It all looked a very close thing for the two Championship contenders, but suddenly the picture was changed dramatically as the leader slid to a halt well down the long main straight — his first engine failure of the entire series. . . The pressure was now off Carr, really now only needing to finish.

Attention now switched to the battle for the race. Almost as Tredwell went out, Hann had pushed back past Marsden, and the two began a thrilling ducking, diving contest for the lead. As this went on, so Elliot and Ross-Johnson reached Carr, who quite naturally pulled well over and let them through. Another couple of laps and they joined the lead pair, Ross-Johnson now leading Elliot, and the race moved into yet another sector.

Then there were four! Marsden, Hann, Ross-Johnson, Elliot. So close, Marsden slightly over-

Above: copybook start and Carr (87) sets off on his Championship bid. Below: The early laps, as Carr comes under pressure from Marsden (83), Hann (81), and a fast closing Tredwell (1). (Photos: J. Pudney). Bottom: heat action — Pete Stephens (7), Ian Williams (19), and Kenny Churchill (42) in an unusual aerial shot. (Photo: K.W. Gibson)



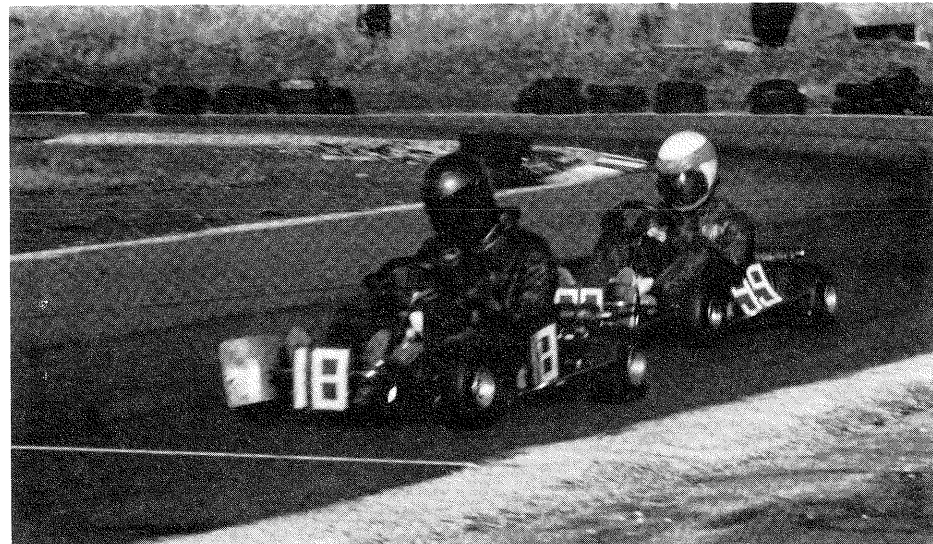
Banff

The first round took place at Golspie in June and a good number of drivers entered for the second and final round at Boyndie in September, proving what a tremendous interest and competitiveness there has been for these, the Northern Championships. The meeting was sponsored by Overton Garage, Dyce, to promote their agency for Tecnomoto Motorcycles, which are suitable for children of all ages. There is a range of 6 types to choose from and all at realistic prices. Our thanks therefore to Susan and Sandy Dalgarno for supporting our meeting!

The second round was held over two days, with three heats on Saturday and one heat and the final on Sunday.

Junior Britain

In our heats, our new Scottish Champion Craig McWilliam won 3 out of the 4 heats with Brian Rose claiming fourth. Jonathon McDonald, Ali Polson, Brian Tewnton and Michael Barron took other top places in the heats. A determined group of Juniors lined up for the final, McWilliam on pole, McDonald alongside, Tewnton and Ross in 2nd and 3rd grids, Barron and Doherty on the 3rd row. Completing the first lap came McWilliam in the lead with McDonald tucked in behind. Tewnton and Ross appeared 2nd and 3rd with Barron and Doherty 5th and 6th. After several attempts Doherty moved into 5th spot as he took Barron on the straight and Ross moved up to 3rd spot going into Caravan Corner. All through this final these first 6 weaved nose to tail providing a very spectacular final. Doherty moved up one more place going into the hairpin as McWilliam held on to his lead with McDonald challenging to the flag but having to settle for second place. Ross, Barron and Tewnton came in 4th, 5th and 6th. The



Colin Robson leads Graeme Foubister in 100 National (Photo: A.G. Henderson)

total points for the two rounds however, resulted in a joint Championship shared by Craig McWilliam and Kevin Doherty.

100 International

Graeme Foubister looked favourite for the Championship as he stormed through to win 3 out of 4 heats. Andrew Buchan won the 4th heat with Alan Brown and John Robertson the only other drivers challenging for the top honours. Unfortunately due to the small entry Foubister and Buchan were the total sum for the final. Despite this, there was no loss of interest as these 2 rivals from a long way back battled for the final! It was Buchan who stormed away in the lead with Foubister behind waiting

to pick the right moment! As the laps rolled by Foubister showed Buchan his wheels sometimes to the left then the right and at different sights round the track, however cool as ever, Buchan held off the challenge. In the closing stages of the race, Foubister slipped past Buchan at the hairpin and went on to take the chequered flag with Buchan still "breathing down his neck."

Graeme Foubister went on to win overall points over the 2 rounds and therefore win the Northern Championship for 100 International.

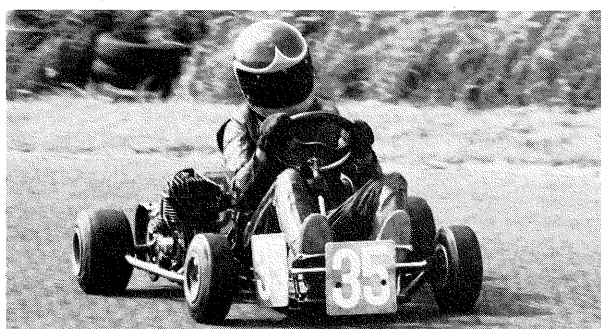
125 National

Yet another Scottish Champion set the pace in the heats. Granville Grubb won 3 out of 4. With Gavin Nicholson taking 1 win and Paul Cook claiming the 4th. Grubb had not taken part in

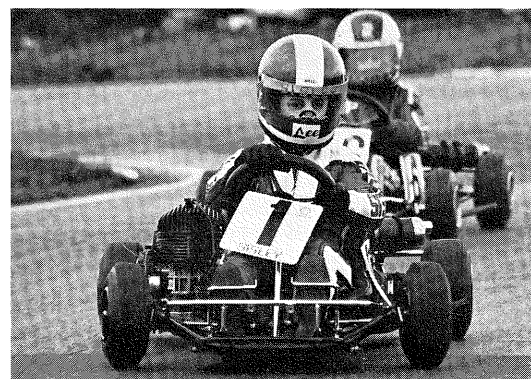


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2ND Peter Studer
3RD Steve Dart
4TH Kerry Thorpe
5TH Steve Brogan

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1ST: Round 2 — Peter Rochford
1ST: Round 3 — Peter Rochford
1ST: Round 5 — Nigel Cleveley
1ST: Round 6 — Terry Williams
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ROAD & RACING JUNIOR NATIONAL
1ST: Round 4 — Richard Dean
1ST: Round 5 — Paul Smith

KART & SUPERKART 1980
1ST: Round 1 — Roger Moth
1ST: Round 3 — Chris Stoney

ROAD & RACING JUNIOR BRITAIN
1ST: Round 3 — Steve Dart
1ST: Round 4 — Peter Studer
1ST: Round 5 — Nick Crabtree
1ST: Round 6 — Nick Crabtree
1ST: Round 7 — Lee Cranmer
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CLUB SCENE

continued . . .

100 Junior Britain

The first heat of this class was won by Brian Ross who was strongly challenged by Kevin Doherty throughout the heat, Kevin taking second place and Nigel Williamson third.

Heat two and Brian Tewnion took an early lead and crossed the line first with Doherty once again in second place with Williamson once again third. In heat 3, Kevin got out in front and careful not to use too much power, which can be worse than too little, stayed in first position right over the line with Williamson and Tewnion 2nd and 3rd.

The final was almost a carbon copy of the third heat, the drivers well matched, and their karts well tuned. First past the flag was Doherty, 2nd Tewnion and 3rd Williamson. Well done lads.

125, 210 National & 250 International

As usual the 125, 210 and 250's were run together and there was a total of 12 karts on the grid. Roy Gallant was in pole position for heat 1, but Bevan Fraser soon took the lead and by the fifth lap was lapping the back markers, going on to take the flag.

The second heat went to Gallant who had passed Alistair Fraser and Bevan Fraser by the second lap and led them home. But with 3 laps to go, Bevan passed Alistair to go over the line in second place.

The third heat was all action, like the two previous heats, with some very exciting driving by brothers Gavin and Ian Nicholson who seemed to be tied together. At the line it was Bevan Fraser, Alistair Fraser and Roy Gallant followed very closely by Gavin and Ian.

For the final there were only ten karts on the grid, Peter Polson and Alistair Baillie being non-runners. Alistair Fraser, dogged by much bad luck throughout the season, pulled out all the stops and gave a demonstration drive, leading Gallant, who just couldn't pass the local lad. In



Action at Bevan 11 — Ian Rae (119) passes through on the inside. (Photo: C. Baird)

the 125's the brothers Nicholson had that invisible tow-rope between them again and were constantly dicing for position until an unfortunate rub coming into the hairpin sent Ian off and robbed Gavin of a place. First over the line was Alistair Fraser with Roy Gallant in second place.

So there we are, as I said, an exciting day's racing, and a fitting end to a good season at Golspie. Hope you'll all be back next year.

C. Baird

Results:

100 Junior National

1st	Jimmy Sutherland	Barlotti/Komet K80
2nd	Michael Barron	Zip/TKM
3rd	Paul Williamson	Zip/Parilla

210 National

1st	Sandy Pratt	Zip/PH Upton
-----	-------------	--------------

100 Junior Britain

1st	Kevin Doherty	Sprint/Arrow Taylor
2nd	Brian Tewnion	Zip/Zip
3rd	Nigel Williamson	Zip/Arrow Sisley

100 National

1st	Colin Robson	Sprint/TKM
2nd	Pete Cartwright	Zip/SAG TKM
3rd	Ian Mowat	Zip/Hewland

Special Novice Prizes

Tim Mason	Sprint/Hewland
Carl Lockyer	Zip/Hewland

125 National

1st	Ian Grant	Zip/Yamaha
2nd	Colin McGinnis	Star/KR Maico

250 International

1st	Alistair Fraser	Dino/250 Yamaha
2nd	Roy Gallant	Zip/Yamaha

Surbiton

Despite heavy rain the night before, Saturday stayed dry, if a little cold, for Surbiton's October meeting. There was a good entry and the heats got under way pretty well on time. They produced some excellent close fought battles both up in the front and further down the field, particularly the second place tussle between newcomer Michael Moseley (Sprint/T70) and Bill Baxter (Remrod/Arrow) in 100 Britain.

The final heat of 100 National saw a superb chase by Garry Britnell to catch second place man Bob Moon, who himself was pressing the leader, Theo Orgee. The McCulloch's had their moments too with Jim Limont using the spectator's banking in an attempt to gain momentum before taking the hill.

Whilst Junior Britain had a small field the competition was ferocious with Sue Cox trying some spectacular low level flying at the expense of Piers Hunnisett.

100 National 'B' Final

Richard Anniss led from the flag only to be passed by Steve Loughlin diving through on the inside at the first hairpin. At the halfway stage 2nd-7th places could be covered by a page of the programme! At this point Nigel Smith made his bid for the front but didn't quite make it as the final order of the leading

group was Steve Loughlin, Nigel, Steve Rattle, Joe Kynaston, Pete Anderson, Bob Jeffries and stable companion Andy Britnell.

100 Britain Final

Sue Cox led away from the flag but was passed by Piers Hunnisett on the hill turn. Piers never looked back gradually increasing his lead lap by lap, to win followed by Sue Cox and Martin Studer. Somehow this final never fulfilled the promise of the heats.

100 McCulloch Final

Keith Jones led through the hairpins and over the hill before he and Jim Limont built up a lead over the third place man. Meanwhile a superb tail end battle was going on between Surbiton man Paul Manning and Alastair Morris. Coming out of the last bend to take the chequered flag a front wheel was seen flying through the air, number 10 braked hard to avoid being hit and stalled. This left the final order over the line as Jim Limont 1st, Keith Jones 2nd (on three wheels) and Tom Davis 3rd.

100 Britain Final

Some close wheel to wheel driving was the order of the day in this final which was really close right to the chequered flag. With the sun nearly on the horizon Steve Bierrum was having difficulty seeing down the pit straight but led the field almost throughout the race. Whilst Ray Wake and Andy Roberts fought an exciting

dice for fourth place, Nigel Cleveley forced his way through to the front and that was how they finished, 1st N. Cleveley, 2nd Steve Bierrum, 3rd Bill Baxter and 4th Ray Wake.

100 National 'A' Final

With the whole grid of fourteen absolutely nose to tail, the first lap order was Marek Sayer, Bob Moon, Richard Preston and Dave Russell. On lap three Richard Preston moved up one place and Mick Myers looked threatening in fourth place. With two laps to go we all wondered if Richard's kart was going to hold together until the end. With everything except the axle falling off the back, Richard finally spun out on the last lap. The final honours went to Marek Sayer, Dave Russell, Bob Moon, Nigel Smith who seemed to come from nowhere and David Weir.

The trophy presentation was made by Den Dubber, our very able Clerk of the Course. Another presentation was made at the end of the day to the McCulloch Driver of the Year. This trophy is awarded by ballot of all the drivers in the McCulloch class and it went to a very worthy winner, P. Pringle. The presentation was made by last year's winner Peter Harmer.

Jonn T-Jones

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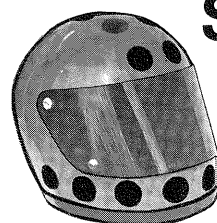
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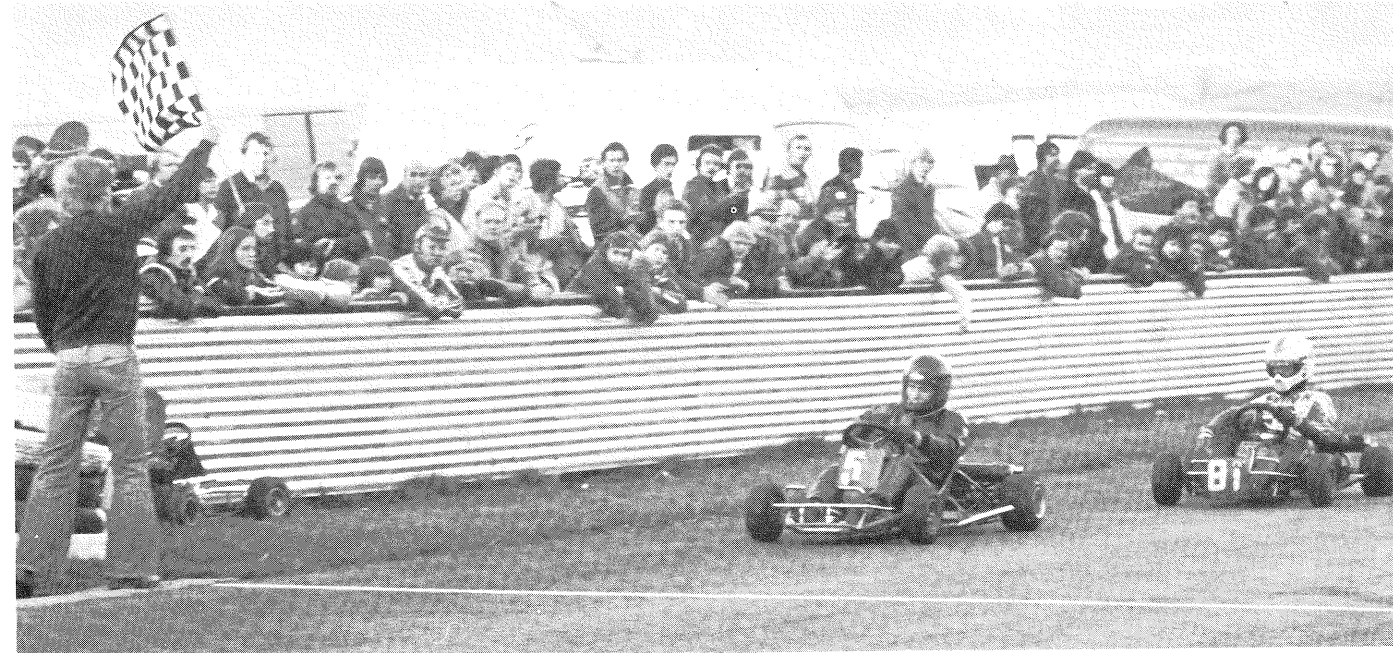


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Ross-Johnson's margin at the end was small — but enough! (Photo: K.W. Gibson)

PRIZEGIVING

continued . . .

shot the right-hander — Hann and Ross-Johnson were through. Next time around, Elliot had a go at the same spot, the two collided, and spun to a halt on the grass.

Now there were two. As Ross-Johnson hounded Hann, Carr cruised in third, a short distance clear of Moth, soon to be passed during Waldron's late run. Another gap before the bunch, led in 6th, after a plucky drive, by Gary Till from Club-mate Stephen Stapley and Ian Williams.

The action was very definitely up front! With four to go, Ross-Johnson made it, to lead for the first and most important time — chequered flag time. Neil Hann, who must be wondering what he has to do to win one, took another second, with an understandably overjoyed Carr third.

1st Ian Ross-Johnson **Zip/Sirio**
2nd Neil Hann **BM/Hewland**
3rd Paul Carr **TKM/TKM**
4th Graham Waldron **Fullerton/DAP**
5th Roger Moth **Cobra/Hewland**
6th Gary Till **Zip/TKM**

Wycombe Racing Award (highest points of the day): Neil Hann

The two Championship prizegivings took place after the meeting.

SAM '80 awards were presented by overall series sponsors Bill Sisley (Sisley Karting) and Neil Hann (Mistral Racing), and out of a pool of prizes from a great number of donors, the major placegetters took the following:

1st Terry Williams: One complete Zip Britain Class kart (courtesy Zip Kart) and one Hewland Britain engine (courtesy Hewland Engineering).
2nd Nigel Cleveley: One Barlotti Class Britain kart (courtesy Barlotti Karts).
3rd Peter Rochford: One Hewland engine (courtesy Hewland Engineering).
4th Adrian Mills: One Simpson "Star Wars" helmet (courtesy Dartford Karting).
5th Bill Sisley: One LCD digital watch/stop-watch (courtesy John Mills).

Kart & Superkart Placings and Awards

1st Paul Carr: K & S trophies (2), £150 (K & S) plus a complete rolling Zip 981 National chassis (courtesy Zip Kart).
2nd Mark Tredwell: K & S trophy, £75 (K & S) plus a complete Cobra National chassis (courtesy Sisley Karting).
3rd Kenny Churchill: K & S trophy, £35 (K & S), plus a Burgess National chassis (courtesy Burgess Racing).

4th Ian Williams: K & S trophy, £15 (K & S), plus a Hewland National engine (courtesy Hewland Engineering).

5th Neil Hann: K & S trophy, £10 (K & S), plus a full Mick Fullerton engine tune (courtesy Fullerton Racing).

6th Peter Christo: K & S trophy, £5 (K & S), plus a DAP kit bag, with £100 DAP goods voucher (courtesy John Mills).

7th George Price: £100 cash (courtesy Redhill Racing).

8th Roger Moth: a comprehensive tool kit (courtesy Startline (Motors) Racing).

The AP Lockheed Award (a Lockheed braking system) for highest score counting all 8 rounds went to Paul Carr (by 3 points! . . .)

The Pudney & Sims Golden Helmet, plus £100 cash, for the driver considered to have demonstrated all that is best about 100 National, went (and a very popular decision) to Gary Prior.

Finally, the two draws were made for the **Wilson Racing Award** — firstly a complete Wilson Premier National kart, and then a factory selected Komet K80 National engine. A superb gesture by Brian Wilson. The first went to Pete Elliot, the second to John Marshall.

Thus ended an extraordinary meeting and a super-competitive series. Eight rounds — eight different winners. What more could one ask for? The 1981 series will need to be good to beat it.

FINAL K&S CHAMPIONSHIP POINTS (Top 50)

	1	2	3	4	5	6	7	8	Best 5		1	2	3	4	5	6	7	8	Best 5
P. Carr	102	138	96	115	130	122	125	131	646	I. Murphy	—	51	73	44	76	116	94	107	466
M. Tredwell	115	130	125	122	135	129	98	102	641	J. Wellsted	54	126	96	83	60	—	63	95	463
K. Churchill	123	124	120	—	129	118	25	100	614	S. Davis	88	122	—	100	68	61	—	—	439
I. Williams	—	115	117	98	119	138	107	117	606	G. Till	106	55	49	87	71	—	64	108	436
N. Hann	27	53	110	136	103	69	125	132	606	S. Chittenden	107	108	69	75	74	—	65	—	433
P. Christo	126	36	127	124	100	124	50	68	601	T. Bell	81	55	115	62	78	53	77	66	417
G. Price	127	132	101	—	—	91	127	111	598	D. Preston	91	58	71	88	80	—	—	87	417
R. Moth	136	85	97	56	105	104	123	123	591	M. Beauchamp	60	115	113	81	30	—	—	—	399
B. Parias	58	99	109	114	131	133	88	61	586	N. Fletcher	104	56	92	62	39	—	72	66	396
G. Prior	18	85	43	136	135	90	109	110	580	T. White	44	53	51	54	60	85	89	107	395
C. Leclere	108	124	109	97	107	84	116	36	564	G. Cain	47	109	47	122	66	—	—	—	391
N. Box	113	116	105	59	44	105	97	50	536	A. Clark	71	65	—	55	104	—	92	21	387
K. Murphy	—	49	108	118	129	30	79	102	536	B. Peary	44	41	120	106	74	—	—	43	387
C. Lambden	59	103	110	111	103	101	64	74	528	S. Sykes	44	104	42	55	35	70	103	46	378
N. Edwards	112	—	—	116	110	83	99	58	520	P. Wilkes	18	80	40	75	78	—	—	88	361
S. Tillett	112	97	108	54	45	101	105	79	513	M. Gailer	100	110	—	70	80	—	—	—	360
N. Parrington	112	94	65	110	89	—	96	100	512	L. Crane	47	81	102	79	42	—	—	—	351
T. Wright	118	90	41	62	105	—	90	109	512	P. Giddings	58	44	75	115	57	—	—	—	349
M. Wilson	104	16	78	15	109	95	111	84	503	D. Tebbutt	77	46	74	59	88	33	—	—	344
P. Elliot	111	47	91	65	—	—	135	100	502	R. Cotterill	77	—	65	—	100	—	101	—	343
L. Marsden	34	22	125	109	—	79	60	118	491	C. Callingham	77	57	—	49	72	67	41	68	341
R. Wright	110	39	73	77	110	111	52	80	484	G. Cox	70	81	46	57	39	58	56	71	337
K. Fine	76	98	104	56	107	—	—	95	480	G. Harrison	43	20	94	51	22	—	60	85	333
T. Lilley	—	92	76	76	37	—	122	114	480	S. Stapley	—	—	78	54	47	—	41	110	330
A. Sparks	75	98	—	128	96	—	73	22	470	Mick Smith	81	51	33	57	45	66	62	54	320

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continued . . .

R. Moss got off the line first in heat one with Paul Green close behind who in turn was closely followed by P. Harcourt and Hollis. Green harrassed Moss before taking the lead, going through on the inside of the Pit Corner on lap 6. Green pulled out a twenty yard lead to win easily from Harcourt and Hollis after Moss had gone out on the last lap. Heat two was a brilliant race with Hollis in the lead fending off the challenge of Moss. Lap after lap Moss tried the inside line while Hollis was flying around the outside until on the last lap, Hollis spun on the Pit Corner, handing the race to Moss. Hollis managed to restart quickly to finish in second place. Harcourt had a turn at leading in heat three ahead of Hollis, Green and Moss. Hollis spun at the Pit Corner on lap two allowing Green to move up to challenge for the lead until he spun at the chicane on lap 5. Moss inherited second but was unable to close the gap on Harcourt while Hollis came through to finish third. Moss gained his second win of the day in the last heat leading from flag to flag. Harcourt held second but lost it to Hollis at the hairpin on lap 8 so at the flag it was Moss from Hollis and Harcourt.

Gearbox

With the reduced entry the 125 and 210 classes were run together. Bill McDougall led the first heat for a lap before he was passed by J. Sapset. By the end of lap 3 however, McDougall

was back in the lead where he stayed to the end. Mark Hood led off the line in heat two with Sapset and McDougall close behind. As these two battled for second Hood opened up a large gap to win easily from McDougall who had passed Sapset on lap 7. Hood again led heat 3 going on to win by another large margin. Sapset and McDougall once again battled hard for second with Sapset holding it for three laps before dropping back. He regained the position on lap 5 but was once more demoted to 3rd by McDougall on the last lap. It was as you were for Hood in the final race as he walked away to win from Sapset who this time held McDougall at bay.

100 National

Philip Squirrell grabbed the lead in heat one with Craig Percy, David Horrex and Bob Kett right behind. Percy relieved Squirrell of the lead on lap 2 while Kett moved ahead of Horrex on the next lap. Trevor Woodhouse claimed 4th on lap four but spun it away on the last lap and with Horrex seizing, Ray Lincoln, Gerry Mallows and Derek Calver found themselves promoted up the order to finish behind Percy, Squirrell and Kett. Miles Townsend took the lead in heat two with Andrew Simpson, Lincoln and Calver tucked in behind. Percy improved his position from seventh to fifth on lap 5 but was unable to make any impression on the leading quartet who finished as they started. Heat three was led from the start by Kett followed by R. Adams, Townsend, Simpson and Percy. Townsend spun on lap two while Percy improved his position by one place a lap

until he was in second. He then closed the gap on Kett before claiming the lead on the last lap. Lincoln had a good race climbing up to third place ahead of Simpson and Squirrell. Calver led off the line in the final race controlling the race throughout to take a fine win. Lincoln held second until he seized on the fifth lap. His place was taken by Simpson ahead of Townsend, Percy, Kett and Squirrell who finished in that order.

Results:-

125
1st Mark Hood WPT Dino/Yamaha

210
1st Bill McDougall Star/Villiers

100 National

1st Craig Percy Lane/Parilla
2nd Phillip Squirrell Sprint/TKM
3rd Miles Townsend Dino/FE TKM
4th Derek Calver J.T. Motors Cobra/
Calver TKM

Junior National

1st I. White Corniche/TKM

Junior Britain

1st Andrew Pogson Zip/TKM

Junior Novice

1st A. Wenn Zip/BM

100 National Novice

1st Thomas Hollis Corniche/Calver TKM
2nd P. Harcourt Lane/Parilla

Golspie

Sunday 12th October, 1980.

Before I start, just let me say what a wonderful evening preceded the karting at the N.S.K.C. Annual Buffet Dance, held again this year in Grannie's Heilan' Hame, Embo. After a great buffet, the trophies won during the season were presented by Competition Secretary Angela Mackay and Club Secretary/Treasurer Mairi Macleod. Drivers, pushers, mechanics and wives let their hair down for a few hours to the music of the Country Jays, before going off to bed, no doubt to dream of greater things.

A mere 12 hours later, on a chilly but bright Sunday morning, mechanics and drivers were putting the finishing touches to their machines prior to scrutineering. Scrutineering and practice over, the meeting proper got under way although there were fewer spectators than of late. To those of our supporters who for one reason or another could not be at Littleferry, I can only say, "You missed some of the finest kart racing this season."

100 Junior National

These young lads gave a fine display of kart racing, they know no fear, and first heat winner was Paul Williamson, with Niall Smith second and Alistair Allan third. The second heat saw a change of honours with Jimmy Sutherland first, Alistair Allan second and Niall Smith close on their heels taking third place. The third heat was won by Michael Barron, with Niall Smith and Novice Alan Macleod second and third.

The final got under way and Alistair Allan had to take a detour via the long circuit after a mix-up at Bevan 1. Young Jimmy Sutherland, who has had a sticky season, went into an early lead hotly pursued by Michael Barron and Paul Williamson, but fast as these two lads were,



they just couldn't match Jimmy and he constantly increased his lead on the straights.

NSKC Annual trophy winners at 'Grannie's Heilan' Hame' (Photo: C. Baird)

100 National

First time into Bevan 1 in the first heat of the 100 Nationals saw a snarl-up involving six karts in which Philip Paterson, just newly moved up from Junior National, landed upside down, with no ill effects I'm happy to say. Nothing daunted, the lads got themselves sorted out and settled down to some good racing, the leaders mixing it with the back markers by the end of the heat. First across the line was Pete Cartwright, second Ian Mowat and third Brian Seales.

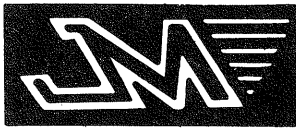
Heat two belonged to Philip Paterson, no one will deny that. Starting in number two position on the grid, he went into the lead at Bevan 1 and just stayed there despite all Colin

Robson tried to do to pass him. Colin could only sit on his heels to the end of the heat. Heat three was won by Robson and there were more than a few who thought that either Philip or Colin would take the honours in the final. . .

The third heat started with another fracas at Bevan 1 in which three drivers came off and a fourth went round the long way via Bevan 2. Paterson, who did so well in previous heats, developed engine trouble and could only manage 5th place, behind Johnny Lowe from Lairg who finally tamed the throttle spring trouble and carved his way through the opposition to come in 4th. The winner, after a very thrilling race was Colin Robson with Pete Cartwright second and Ian Mowat third.

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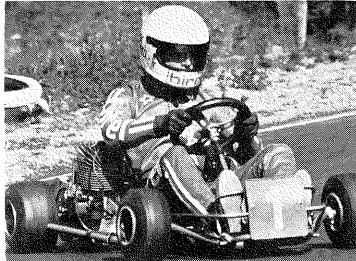
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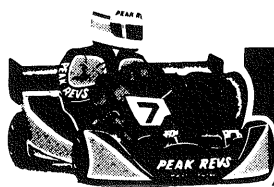
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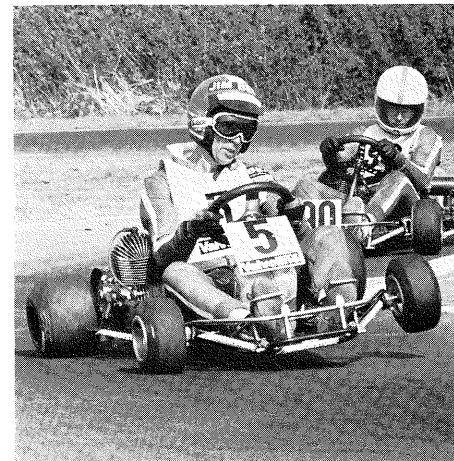
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Whilst at Nivelles for the World Championships, somebody remarked to me that they thought the Championships were rather boring and repetitive — the same faces, the same format and the same politics year after year, only the venue varying. I could not disagree more. I always find the Championships fascinating and varied, but this year more so than ever before. We saw the new "laydown" Dino engine, the PCR belt-drive system (which was actually fastest in the first timed practice with Modena driving) various front wheel brake systems, and most importantly, we saw the emergence of the Yamaha engine as a real threat to the established European manufacturers.

One only has to see what the Japanese have achieved in the fields of cameras, motorbikes, computers, cars etc., etc., to realise that it is only a matter of time before they become really competent in the field of kart engines. Truly, the writing is writ large upon the wall and I would bet that at next year's World Champs — 100cc or 135cc — a Yamaha engine will finish in the first 3. Just wait and see. Of course at Nivelles only Toni Zoserl and Cathy Muller actually turned up with Yamaha engines, although Martin Smart acquired one to use for the finals. The engine looks very TKM'ish, and although seemingly very reliable could not quite match a good European engine for sheer speed. Although Cathy persevered with hers, Toni Zoserl only used his for one heat, and reverted to his trusty Parillas for the main finals.

It was particularly interesting though, that Toni said he only received his Yamahas in time for a couple of weeks' development work, but in those 2 weeks it already showed enough potential to be almost as good as his very best Parilla. Given the winter for some real development, imagine how quick it will be next year!!

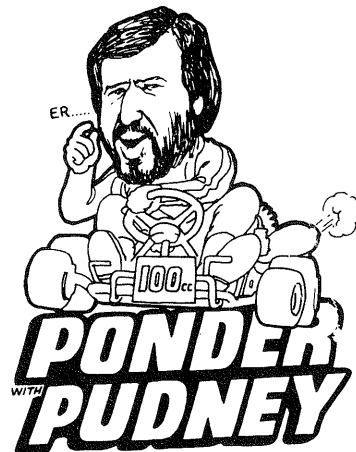


Zoserl — back to his tried and proven Parillas when it really counted at Nivelles, but 100% Yamaha later on, in Japan (Photo: J.L. Aznar)

Talking of Cathy Muller, I must admit that my admiration for this young lady increased dramatically at Nivelles. Being French and the only lady driver there, she was subjected to the most concentrated attention from spectators and press I have seen at a kart meeting for a while. The corner of the pits where the Muller team had established themselves was always surrounded by people and everywhere Cathy went people followed, just as if she was a film star. Through all this hassle, Cathy emerged smiling and unruffled, never losing her cool despite the pressure of competing in the World Championships.

She took a terrific knock when she flipped end over end in the first final, and as she was lying prone in a centre section of the track not accessible to ambulances, could well have got the race stopped, but declined to do so, preferring to let the race go on and be administered

to where she was. She also went back out to race in the other 2 finals despite the fact she was virtually out of the running, a brave girl!



on:

The Writing on the wall

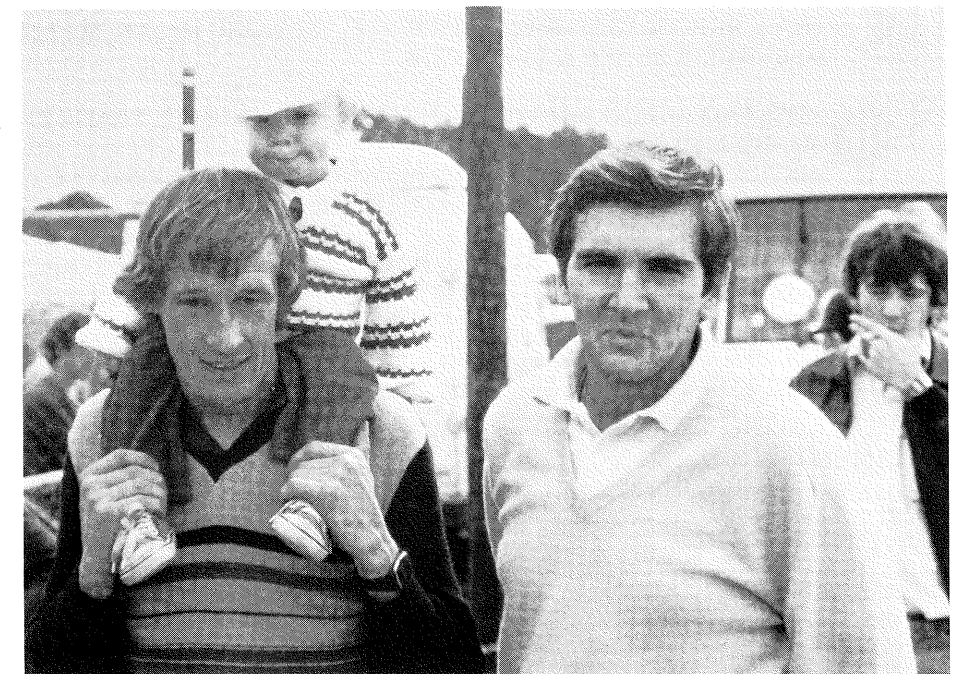
Cathy Muller

The Irish

The Race of Champions

The Muller team, and for that matter Toni Zoserl's team, were the source of much consternation to Alan Turney of TKM who was positioned in the pits directly between the two. The source of his consternation was the fact that every time either Toni or Cathy came into the pits after a practice or race, the fuel tank was immediately emptied, by means of a simple syphon-type pump. This quite naturally aroused Alan's, and other people's suspicion, especially as there was some talk of fuel additives being used. I have since had it confirmed by an "inside" source, that although the Mullers did have a fuel additive available, they never used it, and the only reason the tank was drained off so often was to ensure that the petrol/oil mixture

Larssen (left) and Rovelli — bitter rivals in 1976, friends in 1980 (Photo: J. Pudney)



was well mixed up in the main container. I am afraid there is no such information about what Zoserl was up to, although I do know that he left his electric motor-driven tank drainer hanging on the fence near his pit after he had departed at the end of the meeting, and now the TKM team own a new tank drainer which looks suspiciously like Zoserl's!

Incidentally, did any of you know that Cathy Muller has been going out with the 1979 World Champion Peter Koene for nearly a year now? Could we be hearing wedding bells for two of the quickest people in International karting, soon?

If my conversation with 5 times World Champion Goldstein was somewhat disappointing, then another chat, with a twice World Champion certainly wasn't. One expected to find Goldstein at Nivelles, but somehow didn't expect to come across Felice Rovelli, especially as he hadn't been present at either Le Mans or Estoril. Ironically enough I first found Felice chatting to Leif Larssen, the Swede he deprived of the 1976 crown by dint of a lengthy protest. Leif had just suffered the ignominy of non-qualification for the finals and was wandering round with small son on his shoulder, obviously relaxed now that the pressures of the World Championship had one way or another been eased. Both were obviously very friendly — one presumes time healing old wounds.

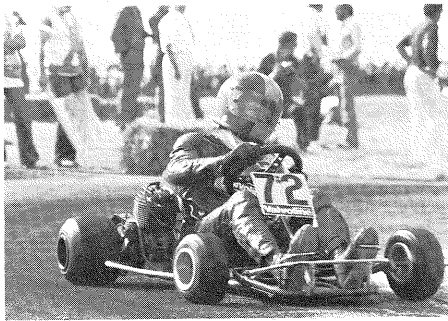
Rovelli is a very pleasant, relaxed guy who speaks quite excellent English, (which is just as well, because despite Italian connections, my command of the lingo is zilch). Felice considers that he is no longer interested in karting, admitting to not attending a single meeting since his triumph at Parma in 1977. He is currently studying Engineering in Zurich until December 1981, but then he hopes to come to England to go into car racing — *not* as a driver though, but as a technician. This of course scotches many of the rumours which have emanated via the motoring press, that he was going to take over a hot March F3 drive following tests earlier this summer. He said that he got on particularly well with Robin Herd and was offered a drive with March, backed up by plenty of sponsorship which was easily available due to his status as ex Junior and World Kart Champion, but that he had decided his studies had to come first. So he turned down what most aspiring race drivers would regard as the golden

continued . . .

opportunity. Still, we may yet get a chance to see this likeable 21 year old ex World Champ, perhaps as the Patrick Head of the World Championship winning March F1 car circa 1983!! (Patrick Head is, incidentally, the designer of the Williams F.1 car).

As usual, the Irish were in attendance at the World Championships, this year in greater abundance than usual, and indeed young Richard Smyth (pronounced Smith) did a superb job by finishing 12th overall. Again (as usual!) the lads produced their share of funny stories, not least of which is this one. Big panic on the grid as the Irish arrive a trifle late for a timed practice. Put kart down, driver in, push off. Horrible clank, clank noise from engine and no go. "Be Jesus we've forgotten to tighten down the head." Head is tightened down. Kart pushed off again. Still a horrible clank, clank noise. "Be Jesus, we had better have a look inside the engine." Big panic to get head off. Look inside. No piston!! Somebody forgot to put it in. . . I do believe that the real story is perhaps slightly different, but I like that version.

One last Irish story to end on. I'm just getting into my car outside the hotel, for an early departure to the track, when a window opens and a very dishevelled, sleepy and hung-over Irishman shouts to me, "Is that you John." "Yes it is Michael." "This is Michael here. Are you going to the track?" "Yes Michael." "Well if you are, and you see me when you get there, tell me to come back because I'm supposed to be at the hotel." Window slams, Irishman disappears and John and company are left wondering if they really heard what they heard!!



Richard Smyth — a superb 12th (Photo, JP)

Well, what did you think of the most significant karting event of the year? — the televised Race of Champions from Rye House. Personally, I was both delighted and disappointed. Much praise must be heaped upon Nick Brittan whose idea it all was, and ITV's World of Sport who gave it a crack. There is no doubt that T.V. is the way to get into people's homes. It showed to millions of people that karting has grown a hell of a lot from the preconceived ideas most people have, but the only trouble is I don't think it came over well enough. The comments I have heard, from friends who know nothing about karting, have been generally that they thought there was no overtaking at all (certainly true of the Junior event), that the track seemed too narrow (a reflection I suppose on the lack of overtaking), and that the commentary was ill informed.

A good commentator can make a poor event good (and vice versa) and I was very anxious that the Race of Champions should receive a good and well informed commentary. The guy selected by Nick Brittan for the task was Andy Marriott, the Grand Prix commentator for ITV who featured on "It'll be Alright on the Night"

when he tried to interview a peeved off Mario Andretti, assisted by GP driver John Watson. I offered my services and was given the job of watching the race proper, (not through the monitors) telling Andy and John the lap situation and anything else that happened of interest, by means of writing the information on a bit of paper and sticking it under Andy's nose!! I must add here that both commentators can only comment on what they see in the monitor, which is what is going out on T.V., as it's no use watching the race "live" (as it were) if the cameras aren't covering it. Added to this both are wearing earphones, through the left ear of which they can hear all the cameramen talking plus the Director, and in the right ear their own commentary, so it's a bit confusing! The trouble was that Andy Marriott simply was not familiar enough with the competitors and could not "read" what was going on due to his inexperience with karting. The result was some long silences whilst he frantically looked up who was who, and some rather rubbishy periods when he frantically filled in time. I must admit, in retrospect, that perhaps it would have been better to have had someone well versed in karting to do the commentary, but quite who I don't know — the prospect of broadcasting "live" to millions is pretty daunting, and even the seasoned Mr. Marriott had a fair old shake on before and during the broadcast! Would I have done it? Before the event I would have given an unequivocal NO, but as it was going out I found myself wanting to grab hold of the mike and have a go! Anyway, karting must have received a bit of a boost from this coverage which, despite its limitations, certainly did the sport no harm. I hope the event will be repeated next year, when perhaps Terry won't win by quite such a huge margin!! . . .

J.P.

CLUB SCENE

Caen Six Hours

Whilst the Formula 1 Championship had been decided before the last race had taken place at Watkins Glen USA, the Hayes and Harlington Kart Enduro Championship (amongst the English drivers) was to be decided in the last Enduro race at Caen, France.

In equal first place before this race were Terry Mitchell and Mike Coles. The favourite for winning this event was the Dormer/Ranchin combination, racing under a French licence. Coles/Burleton were close second favourites after their recent 4th place at the prestigious Le Mans meeting two weeks earlier. The outsiders of the rest of the English team were the Mitchell/Mackay on their proven Enduro Sprint chassis and Stan Owen/N. Ritz on their own design chassis. Again it was nice to see Stan racing again, always prepared to give all and certainly showed up well against drivers half his age.

In practice, Coles appeared to be going well until big end trouble struck. The Dormer team were also impressive even though they had two seizures, but they sorted these out. The Mitchell/Mackay team were very impressive (for the only truly private entry) once they sorted the kart's handling on this twisting circuit.

As a very cold and icy Sunday morning dawned, at 7 a.m. most drivers were up and proceeding to the track where at 8 a.m. many teams were circulating the track finding the damp patches quickly — by spinning off.

At 11.10 the race commenced with 42 starters. The Dormer team took an immediate lead from their No. 1 position on the grid. Mitchell oiled up and lost one lap but made his way through back markers, Coles and Owen also going well.

After the 1st Hour: Dormer had a 7 lap lead over Coles/Burleton, Mitchell/Mackay and the Owen/Ritz team, although the laps as counted by the French lap scorers did not agree with English lap scorers at this stage!

In the 2nd Hour: Coles had more big end trouble as experienced in practice, but a change of motor (less than 4 minutes) still kept him in the race with a good chance. Again Dormer held the No. 1 position with the rest of the English drivers keeping their 1st hour position.

The 3rd Hour: showed Dormer still in first place after some exciting tussles with the French team of Duval/Tionet in second place and really impressive now was the Mitchell/Mackay team who were showing the local drivers how to drive on their own circuit, with standard Arrow engines. It was nice to see Mitchell racing, as two weeks earlier he sustained injuries through a bad accident — at Le Mans. In fact for most of this race he was in some pain and discomfort to his back. Coles/Burleton team had further big end trouble and retired.

The 4th Hour: saw Mackay tangle at Pit bend with another kart, due to a puncture and it took four onlookers to untangle the kart as the side bar was jammed under the front bumper. This may well have lost a higher place to this team after a change of wheel. The placings were still Dormer/Ranchin in first, Duval/Tionet 2nd, with Mackay/Mitchell 4th and Owen/Ritz 7th.

The 5th Hour: the pace was now telling on machine and drivers, with many teams retiring, but all eyes were on the Mitchell/Mackay team

who were particularly impressive, climbing to third position behind Dormer/Ranchin and Duval/Tionet. At the flag, the Dormer/Ranchin team won by 3 laps from the French team of Duval/Tionet with Mitchell/Mackay in a very creditable third place. It was interesting to note that the first two teams both changed their motors, whilst the Mitchell/Mackay team had no engine trouble all day — a reflection on Terry Mitchell's patience and enthusiasm in preparing the Arrows.

By his third placing, Mitchell again won the Hayes and Harlington Enduro Cup for the 2nd year running, and well deserves it for the hard work throughout the year.

With the International Enduro scene at an

end this year, let us hope that at least one 6 Hour Enduro is held in England next year, so other teams may take part in this gruelling event, where physical fitness as well as reliable motors are just as important. Next year the combination of Mitchell/Mackay will be a team to be watched now that a little luck has finally come their way, and with a little sponsorship, success would be further assured.

Final Placings:

1st	Dormer/Ranchin
2nd	Duval/Tionet
3rd	Mitchell/Mackay
5th	Owen/Ritz
31st	Coles/Burleton

Mondello

The Irish Karting Club's two-day meeting at Mondello Park on September 20th/21st provided the best kart racing seen at that venue this year.

The 250 International Superkarts were featured both days. On the Saturday there was the final round of the North/South Championship and Freddie Russell was slightly ahead of John Buggy of Dublin and Jimmy and Eamonn Deery of Monaghan on points. Three eight-lap races were scheduled each day for the Superkarts, the best two to count, but in the event of a tie the result of the third race would decide. The weather was really beautiful and ideal for racing.

The first race was won by David Dowling, with Jim Deery and John Buggy in close attendance. Buggy won the second, followed by Deery and Dowling. So as the grid of 22 karts lined up for the last race, Dowling and Buggy were equal, both having had a first and a third. The expected thrill-packed race lived up to expectations, and Buggy and Dowling fought it out wheel to wheel for the entire eight laps, with Buggy being a narrow but deserving winner. Jim Deery and Dennis Bruen filled the third and fourth positions, with only half a second separating the first four. Favourite Freddie Russell was dogged by mechanical trouble all day on his new Aero and John Buggy was the winner on the day as well as taking the North/South title. Results of supporting races were as follows:— 250 Suzuki — Pat Curran; 250 National — D. Robb; 125cc National — 1st W. Cairns, 2nd T. Wilkinson; 210 National — 1st Joe Crawford, 2nd John Brennan; Junior Britain — A. Vance; Junior

National — H. Dunne; 100 National — D. Duncan; 100 International — B. Rea.

Sunday: Race of Champions

Sunday's big event was the Race of Champions for 250 International Superkarts. There was a big Ulster entry but only one from Britain — David Parkinson from Manchester. Freddie Russell had worked long and hard on his engine and was in a really determined mood. As on Saturday, racing was anti-clockwise, which irons out the Mondello bumps for the karts. After appalling rain all morning the weather relented slightly, so the Superkarts went to the grid all on slicks for the first race. David Dowling led the pack into Dunlop followed by Jim Deery, Fred Russell and John Buggy with the rest jostling for position. Dowling led for two laps but half spun at Dunlop on the third and in a flash was passed by Deery, Russell and Buggy. Deery held that lead and in a furious battle for second Russell just shaded it ahead of Buggy. In the second race Freddie Russell really got going and had a good win followed by Jim Deery and John Buggy. In the final race, there was no holding Deery when Freddie Russell met interference from a back marker at Dunlop and had to be content with second place with Buggy again third. Jim Deery of Monaghan was a popular and deserving winner on the day and full results were as follows:— Juniors — 1st A. Vance, 2nd H. Dunne; 100 National — 1st T. Farrell, 2nd D. Duncan; 100 International — 1st M. Conway, 2nd J. Flannigan; 125cc — 1st R. Manson, 2nd T. McAuley; 210cc — 1st J. Crawford, 2nd D. Ferguson; 250 National — 1st J. Morton, 2nd B. Kennedy; Suzuki — Tied: P. Curran and I. Gray; 250 International — 1st J. Deery, 2nd F. Russell. 3rd J. Buggy, 4th E. Deery, 5th J. Dowling, 6th R. Elliot.

David Glennon

Tibenham

The Norfolk and Suffolk Kart Club's meeting at Tibenham on October 5th was held in chilly conditions after a promising warm, sunny start to the day.

Due to the clash with Cadwell, the gearbox entry was reduced but the Junior entry was healthier than of late and with a few more entries this could become a very good class. As always, the 100 Nationals turned up in force to treat everyone to some superb racing.

Juniors

Heat 1 was led all the way by our star Britain driver, Andrew Pogson. P. Baker held second for two laps before he was passed by I. White who despite trying hard was unable to make

any impression on Pogson's lead. The second heat started in the same way as the first with Pogson snatching the lead ahead of Baker and White. White passed Baker on the second lap but once again he found the lead established by Pogson too much to make up. It was third time lucky for White in heat 3 as he won with ease leading all the way from Pogson, Baker and A. Wenn. Pogson once again took the lead in the last heat but this time White managed to come through to breath down the leaders neck for seven laps before finally finding a way past on the last lap to win by a karts length from Pogson with Baker and Wenn in 3rd and 4th places.

100 National Novice

Without a doubt these were four of the best Novice races seen at Tibenham for a while, with newcomer Thomas Hollis providing plenty of excitement.

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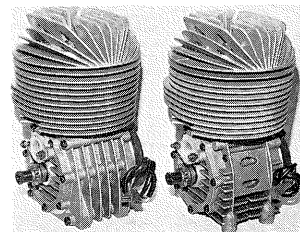
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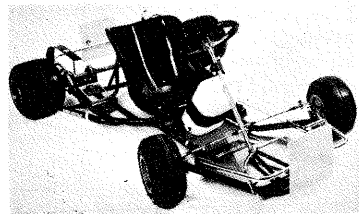
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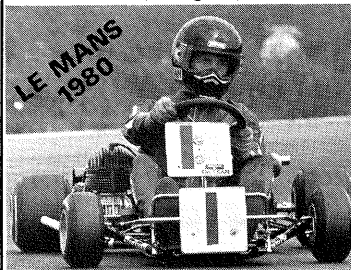
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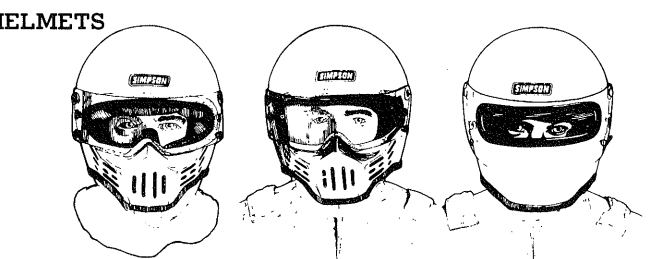
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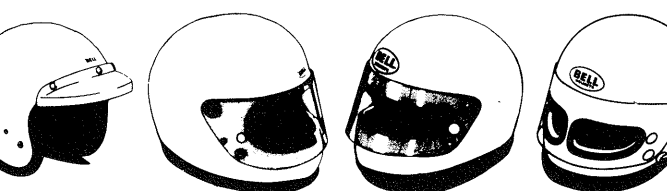
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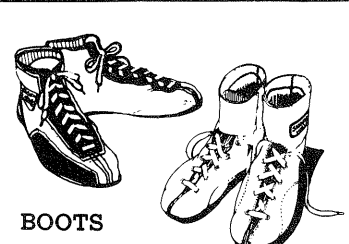


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As you are probably aware by now, despite the clear results of both the K&S and Bob Clowes' driver surveys, and the numerous letters to them, the RAC Kart Committee have acted directly in opposition with the wishes of drivers, the majority of the trade, sponsors, and organisers in continuing to press on with the "double" concept, while not even considering the possibilities of water-cooling. At a time when things were poised to take off, Superkarting has, I feel, been put back 3 or 4 years. As a result, Gartmore have pulled out of karting, and a major oil company who were about to enter the sport have changed their mind as well. And this could just be the start. . .

All this, and as I write this, the RAC still have not even published a reason why they continue to allow the double. I have sent numerous letters to Basil Tye and Robert Langford on the matter, and even made suggestions of meeting them with a delegation of drivers, manufacturers, sponsors and organisers etc., in order that a solution can be found. After all, they are there to represent us, and it's our licence fees that keep the place ticking over. . .

Well what can we do? Myself, I am arranging sponsors for a 250 Superkart series of at least 8 long-circuit meetings, with a prize fund that will hopefully reach £5,000. "Double" engined karts will not be eligible for the series, only twin cylinder single engined machines from the 1980 250 International engine list.

Hopefully the members of the RAC Kart Committee will be reading this, for now follows my suggestion on how to solve the problem satisfactorily for both sides. It is only one person's suggestion, taken from opinion expressed in the various surveys, but judging by public support for the double, it seems that's all you need to get rules altered these days. . .

The suggestion is for a "Superkart International" Class - utilising 250cc twin cylinder air or water-cooled engines with reed or piston induction, unit price not to exceed £1500 in country of origin, and to include carbs., ignition, and exhaust system of the racing type (not road type). This class could run alongside the 250 International Class that now allows the double, and thus both the RAC and most importantly the competitors have got what they want. Over 1981, it could then be observed which Class attracted the support. No one has then lost face, and no equipment is outdated. Certainly Snetterton, Donington, and Thruxton are prepared to run such a class, so why not!

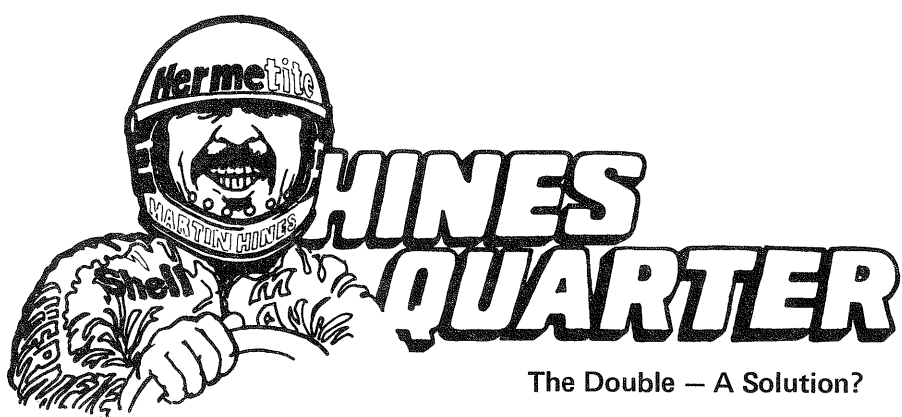
The other important factor in this is what will the CIK do when they decide their 250 regulations for 1981? From what I hear from Europe, the last thing they want is double engined karts, and if the CIK agree, what happens at Silverstone, or Morecambe, or the European Championships - or even the World Championships that Donington have applied for!

The two people who may well have a great influence on the CIK's thoughts are our "250 working group" member Bert Hesketh, and our CIK delegate Alan Burgess. Well, they must know by now what British Superkart drivers want, so it is up to them. I just hope they advise the CIK correctly, as they are our representatives there. . .

Let's now have a look at the actual cost of going watercooled. Just before we start, I'd like to repeat something that I said a little while back, and that is that watercooled engines won't just run away from the air-cooled motors

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as currently used. Radar speed checks taken at Silverstone during both the kart and bike GP meetings show little top speed difference between the karts and the watercooled 250cc bikes, the few extra m.p.h. of the bikes due in the main to the better aerodynamics of a bike. Unlike a lot of circuits, bikes enter both main straights at Silverstone at virtually the same speed as karts, due to the nature of the circuit.

Well, I'm building a watercooled unit up at present, as it would seem from opinion abroad that the CIK will go this way for their International rules, and it will come in here - sooner or later! When it is finished, I'm going to back-to-back test it against my best air-cooled TD3 and see what happens. As well as power output, comparative noise levels will be interesting to see. The RAC have made clear their intention to chase noise reduction next year, and a watercooled engine will gain quite considerably in this field over an air-cooled one, as indeed a single engined kart will over a "double" which has additional mechanical noise - through extra chain and transmission etc.

Now let's look at the costs of going watercooled, and there are two or three ways of doing it. Let's first look at the method being adopted by Drew Liddle. (Drew, who lives up there in Geordie land, is no relation to Graham Liddle, late of "It's a Knockout" fame - stick to karting, G!). Drew has obtained a complete set of TZ "F" type cylinders in excellent condition, with heads and various ancillaries, for £100. In addition, he has acquired a radiator from one of the new breed of mini cars, a petrol-type axle pump to pump the water, plus a quantity of water pipe and clips etc., with a bill for £75 for the lot. A total of £175 for the complete changeover, plus a little bit of labour to fit it all up. It would seem that there is a fair supply of this, or the later "G" type of top end available, and the work in updating them to current specs is minimal.

As a matter of interest, Drew needs, to race, a new TD3 barrel, tuned to the same specs as the other, and it will cost him £130, so in a way, "going watercooled" is only costing him £45. If he'd needed a pair of new barrels, costing £260, it would in fact save him £85!!

Now the more expensive way of converting - buying all new bits. The following is my shopping list, with prices as at 11th November:

1 "G" type cylinder assembly	£217.34
1 "G" type cylinder head	£ 56.11
1 Water pump assembly	£ 51.14
1 Thermostat	£ 5.24
1 Temperature gauge	£ 23.34
2 "G" type pistons (different to normal type)	£ 21.66
2 "G" type piston rings	£ 8.90
Gaskets	£ 1.38
1 Car type radiator	£ 43.50
Water hose and clips	£ 6.20
Total:	£434.81

Obviously this is the most expensive extreme, and you could not if you tried pay more for the complete conversion, unless you were to buy the original Yamaha radiator, which is alloy, and a somewhat incredible price. The temperature gauge (which could easily be of a cheaper make), radiator, thermostat, pump, and pipes, totalling £129.42, are one-off expenses, not needed again if you have more than one engine.

Being "the latest" from Yamaha, there is virtually no tuning improvements (or cost) needed on the above, so now let's make a similar list, to see how much a TD3 top end costs, with tuning to bring it to a competitive level:

2 TD3 cylinders	£167.50
2 TD3 cylinder heads	£ 39.25
2 Pistons	£ 21.66
2 Rings	£ 8.90
Tuning charge, to a competitive standard	£125.00
	£362.31

Thus, the extra cost of going watercooled is £72.50, but if you don't count the "one-off" watercooled items, i.e., just consider replacement barrels & heads, which in the case of the TD3 have to be tuned, it is actually cheaper, by £56.92.

The third, and perhaps most logical route of conversion, would be to purchase a new "G" barrel and pistons, but secondhand heads, temperature gauge etc. This would cut the cost to about £350, while still giving you a new cylinder which should last at least a season.

So there we have the economies of it, and it looks good. Take into consideration the better reliability and longer life of watercooled engines and it looks even better!

The Chairman of the Kart Committee has conceded that we will logically turn to water-cooling in the end, so why not now? How can it possibly be better to go to double engined karts, with an outlay of £2000 plus - 5 times the cost of going watercooled the most expensive way!

Perhaps we have to change to doubles for '81, then change again to watercooled in '82. Well, I suppose that would at least keep the money flowing like water (sic!) through the kart trade! . . .

By the time you read this, I should have spent a day testing in a wind tunnel, which should be one of the most interesting test days for years, and may provide some interesting points to write about in the next column or two.

In the meantime, to all readers, a Merry Christmas, and of course a Zipping New Year.

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Shuffle The Pack

Fish clinches furious season finale at last corner. Elmore scrapes by team leader Hines for second, while Buttigieg charges through the pack for fourth. Smith "best of rest" in another Hermetite team clean-up. Class victories for Hill, Deal, and Ansell.

Report: Phillip Bingham

It was rather like rubbing salt into the wound. The season ender at Donington Park on October 12th was nothing if not typical: A powerful works Hermetite Zip monopoly that simply didn't allow anyone else a chance. After a season of domination by the Hoddesdon factory team that has verged on predictable tedium, even the curtain-closer was to be no different.

Tedious, however, it was not. On this occasion, one could forget the formalities of rivalry between different teams. Competition raged fiercely enough within the same camp...

keep on his toes to beat Elmore for second in his next outing - both beaten prophetically, by Nigel Smith, who was later to join the privileged minority capable of keeping those silver machines in sight. Also prophetic was a heat victory scored by young Fish. In what was probably his last ever Superkart appearance before a move to single-seaters, he was in very determined mood. It showed in the way he beat Buttigieg. The other heat win fell to the continually rapid but dubiously reliable works Aero effort of Steve Stylin - pressed by Fish.

Fish was kept more than occupied playing at the "pressing" game in the final too. His prey,

Led by the pace car, the final Superkart field of 1980 winds down the Donington straight on the warm-up lap. (Photo: Dave Smith)

inevitably, was Hines, who catapulted to an immediate initiative - but a tenuously slim one. While Elmore settled back to a quick but undramatic drive in third place, he had a grandstand view of what was surely the hardest Superkart fight of the year.

For so long that Hines/Fish rivalry has been simmering. It has stretched from the inches fought on the track, to the fight for inches of media attention. It has been a close match, but, similarly, it has always been a competition of at least surface diplomacy.

At Donington the diplomatic facade was shattered. The team boss burst into the initial initiative, but his young usurper soon showed that he had no time for polite formalities - after chasing in nose-to-tail formation for a couple of laps, he plunged by in a full-blooded manoeuvre at the end of the main straight. Not surprisingly, Hines was having none of it: as they sped into view on the long approach to Park Chicane, he swept out of Calvin's slip-

The way it was through the chicane on every lap - except the last! Hines (GP), Fish (74) and Elmore. (Photo: Dave Smith)



Civil War?

Significant, perhaps, that the works Hermetite were not even working together in the paddock. Martin Hines and Dave Buttigieg were to be found housed in the familiar golden works transporter in the middle of the paddock, but "team-mates" Paul Elmore and Calvin Fish were not even within shouting distance. At the other side of that gravelled expanse, they worked alone. The word 'outcasts' might be the subject of this writer's imagination - but there were many imaginations pursuing similar lines in that paddock!

Whatever, the Zip Civil War was plain to all out on the Derbyshire track. Hines took a heat win with contemptuous ease, but he had to

continued . . .

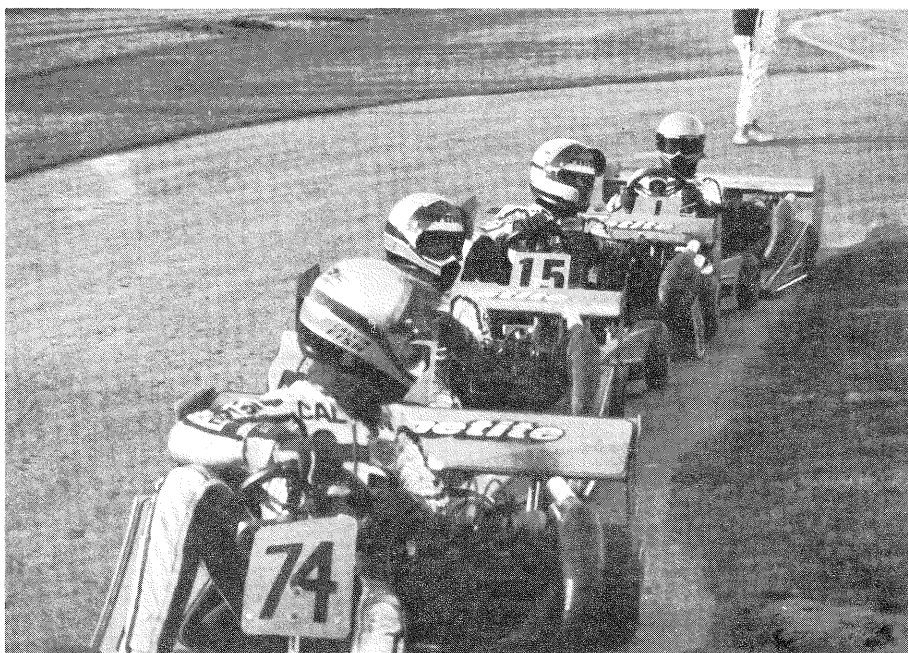
stream and chopped viciously onto the racing line. Barely 20 seconds later, they were lined up for Redgate corner again – and once more Fish nosed bravely down the inside.

And so the frenzied routine – still with Elmore as an intrigued spectator – continued. Fish would set an impertinent pace through the twisting and turning backdrop of the circuit, only for his more experienced team leader to grab the glory as they approached the pit straight. And that, of course, was where it really mattered. Each time they crossed the line, Hines' lead was very, very vulnerable – but at least he was ahead, just, when the lap markers noticed it. It seemed as if Mr. Hines had this cat and mouse routine cannily sewn up.

At least, it seemed that way to the uninvolved observer at the sidelines. To the one man who could change all that, however, it looked somewhat different. If the worse came to the worse, Fish had decided, he had a fair chance of outbraking his canny challenger as they scrambled into the Park Chicane.

Sure enough, that was just what was needed – on the very last lap. Dwarfed by the Dunlop Bridge for the last time, it was the shape of Martin Hines who strode boldly out front. He could have been forgiven for sighing with relief and thinking the race was his. Maybe he did, but he would certainly have been interrupted once he had glanced, almost as a mere formality, to his left. There, engrossed in a “do-or-die” leap onto the brake pedal, was young Fish. Elmore, in turn, was trying to find a way by Calvin, and in a flash what had looked like a routine finish became a three abreast bravery test. Hines it was who braked latest – but *too* late. Amidst a tell-tale cloud of tortured rubber smoke, Martin understeered helplessly onto a wide line through the chicane. In the proverbial flash, Fish was by. Hines, fortunate to just brush the track edge, gathered together his thoughts and returned to the fray, but was in for yet another shock. With what nearly amounted to a collision, Elmore had also scraped by! That one corner irrevocably sorted the final finishing order, and the silver pack had been shuffled.

Fourth place was also the subject of a fair share of excitement. After Nigel Smith's excellent contention for the place was quite literally swept aside by some optimistic late braking antics by John Ball, it was the charging Dave Buttigieg who managed to claim fourth. That, from the back of the grid (after a heat



Top: Last of the late brakers – heat action from the Park Chicane, as an unsuspecting victim is t-boned! (Photo: Dave Smith) Above: Last outing for the 4 man Hermetite team provided another clean sweep. (Photo: N. Burton)

disqualification for jumping the start), was a typical Butty recovery. Smith was left to take a deserving fifth, having survived the spectacular attentions of sixth placed Owen Jones, with the characteristically dramatic Ball eventually collecting seventh, ahead of Richard Dean.

1st	Calvin Fish	Hermetite Zip/Yamaha
2nd	Paul Elmore	Hermetite Zip/Yamaha
3rd	Martin Hines	Hermetite Zip/Yamaha
4th	Dave Buttigieg	Hermetite Zip/Yamaha
5th	Nigel Smith	Team Schemes Zip/Yamaha

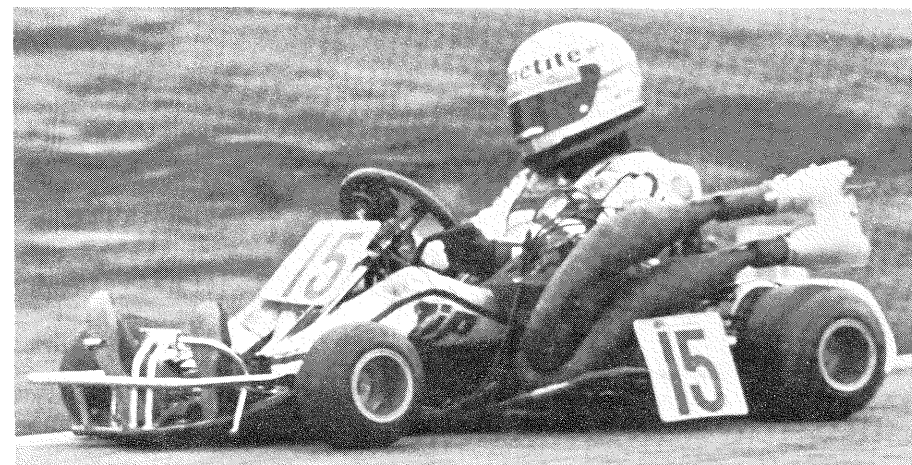
6th Owen Jones CTRP/Yamaha
Fastest lap – Elmore: 1 min. 16.1 secs/92.59 m.p.h.

Hill's good Deal

It was clear from the outset that the dash for the 125 laurels was simply a two horse race. A betting man would have had but two options: Merlin man Roy Wooldridge, or Aero pilot Brian Hill. The former won the first of the two heats, and underlined his promise next time out with a second, but the latter also had a win to his credit.

It was Hill, however, who took over the running in the final, with Wooldridge pressing hard. For lap after lap the two enacted a furious display of classic slipstreaming, and on occasions ‘veteran’ Wooldridge even nipped into the lead – despite the perturbing sight of his team-mate Paul Molloy lying injured at the exit to Park

Guess who did what, where, and to whom! L to r: Nigel Smith, John Ball, and Owen Jones. (Photo: N. Burton)



Elmore, complete with extra silencing, eases away to a comfortable 250 win (Photo: D.S.)

Champion Mark Allen. From the middle of the front row it was Allen who made the best start to lead pole position holder Ansell and Martyn Wall into the first corner and out onto the first lap. However at the start of lap two both Ansell and Wall demoted Allen to third as they rounded Gooseneck. As far as Ansell was concerned that was that – twenty two faultless laps later Ansell took the chequered flag and was crowned Champion having built up a lead of nearly half a lap on his pursuers. Into second place after a tremendous drive came John Newton. Newton had started from the middle of the grid, completing lap one in tenth place, and systematically picked his way through the field to take a fine second place. Third place went to Bill Longden after Wall and Mike Gardiner (who'd been second at one time) had retired, with Mark Allen fourth and then John Haigh, Hitchen and Burns following in.

1st	Phil Ansell	Zip/APV
2nd	John Newton	Zip/APV Upton
3rd	Bill Longden	Barlotti/Upton Villiers

250 International – Easily Elmore

Heat winners were Rob Kerkhoven, Dave Buttigieg, Paul Elmore (two), Brian Heerey and Derek Rodgers. Unfortunately the fastest final of the day was robbed of the defending Champion Rob Kerkhoven, when he badly gashed his leg in a mass shunt in the final heat of the Sunday.

Elmore took the lead from pole position, at the drop of the flag and led Graham ‘Rocket’ Roscoe and Dave Buttigieg. Elmore was already opening a small advantage by the end of lap one when his job became easier when Roscoe and Buttigieg collided and spun off while disputing the line through the first corner. This left Derek Rodgers in second place and Colin Olden third. All eyes though were on Buttigieg who was storming back through the pack after his early off, relieving Olden of third place on lap 15 and setting off in chase of Rodgers. Although the gap got smaller Rodgers held on and crossed the line in second place, a long way behind the new Champion Paul Elmore. Buttigieg took third and Olden came in fourth. Fifth spot went to Charles Atherton with Sandy Dalgarno in sixth place.

1st	Paul Elmore	Hermetite Zip/Yamaha
2nd	Derek Rodgers	PDS Zip/PDS Yamaha
3rd	Dave Buttigieg	Hermetite Zip/Yamaha

Mike Barratt

250 International placegetters. L to r, Elmore, and Buttigieg. (photo: M. Barratt)

210 National – Ansell by a Mile

The heats saw a different winner in each race, wins going to John Haigh, Russ Varney, Mike Gardiner, Geoff Upton, Gary Hill, Martyn Wall, Phil Ansell, Gordon Douglas and defending



Short Circuit Champs

The RAC Short Circuit Gearbox Kart Championships took place at the Three Sisters circuit, near Wigan on the weekend of 20th/21st September and by the end of the Sunday afternoon four new champions had been crowned. The weather over the weekend was generally good, but heavy rain the week before and on the Saturday night, plus the presence of contractors traffic building model flying circles for the Landowners, left the paddock as a quagmire!

250 National – Sellars Plate

After the heats, which were won by Michael Erwin, Dennis Mairs and Kenny Tibbs, pole position was taken by the consistent Eddie Cortijo. From the start it was Cortijo who led closely followed by Timothy Allen, Tibbs, Erwin and John Sellars. The early laps were an excellent demonstration of kart racing with Sellars moving up the order, so that by lap six the order was Allen (who'd taken the lead on lap four), Cortijo, Sellars, a gap back to Erwin, Tibbs and Tony Draper. One lap later and Sellars had slipped past Cortijo at the end of the main straight, immediately putting Allen under pressure. Sellars continued to harry the leader and after several attempts, outbraked Allen into Gooseneck. From there on Sellars opened a commanding lead. So at the flag it was Sellars from Allen, Cortijo, Erwin, Paul Devoy (a good late race charge) and Draper.

1st	John Sellars	Zip/Salt Bultaco
2nd	Timothy Allen	Barlotti/Honda
3rd	Eddie Cortijo	Lynx/Monarch KTM

125 National – Molloy and Parrott Star

Heat winners were Paul Molloy (two), Tim Parrott (three), Mark Hood, Adrian Wilcox, Nick Carter and Keith Bisp. With his three fine heat wins it was Parrott on pole position with Molloy and Wilcox alongside. From the flag Parrott led from Molloy and Wilcox with the rest close behind. The leader was really flying and quickly opened a gap, while the order

behind settled down in the order Molloy, Mark Allen, Wilcox Bisp and Brian Hill, who was coming through from the back of the grid. Meanwhile, Nick Carter who was also charging through the field from the back spun and was collected, the impact ripping off the crash bars, Carter suffering injuries to both ankles.

At the front, Molloy was closing in on Parrott and by lap seven was tucked in on the leader's bumper. From here on began a dice that kept the crowd on their toes as the leading pair swapped places all around the circuit – on one lap in particular the lead changed hands four times as the two dived for supremacy. The fight for the lead continued 'til five laps from the finish when the leading pair caught some backmarkers and although both drivers handled the situation well, Molloy was able to open a small gap and take a popular win from Parrott and a distant Mark Allen, the defending Champion. Fourth and fifth places were taken by 'B' final winner Stuart Ziemelis and Malcolm Byrom with Adrian Wilcox in sixth place. Brian Hill's fine drive through the field, which had seen him in third place, ended when he spun off at the Pit Chicane with six laps remaining.

1st	Paul Molloy	Zip/Merlin Rotax
2nd	Tim Parrott	Dino/SRA Yamaha
3rd	Mark Allen	Dale/KR Maico

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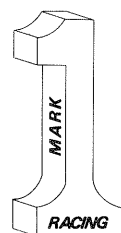
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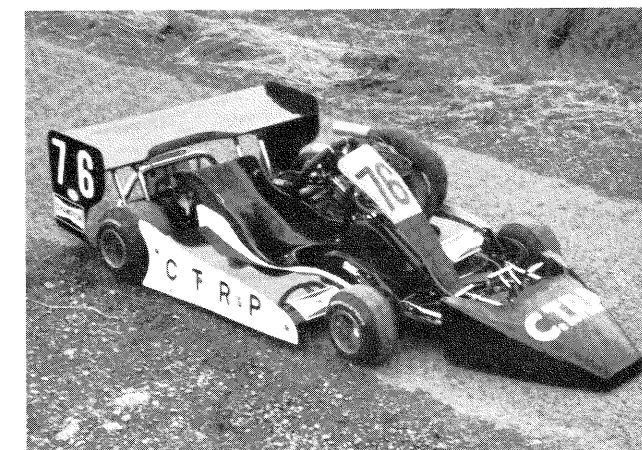
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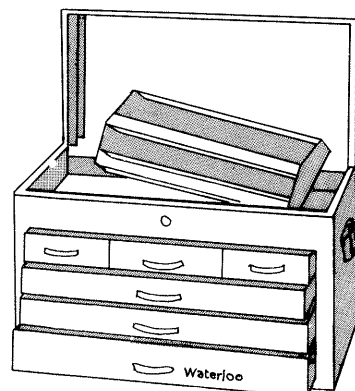
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Left: The facilities and atmosphere at Sugo are
first class. Above: Two top Europeans struck
trouble - left, World Champion de Bruyn, and
right, Yamaha powered Toni Zoserl - although
Zoserl recovered for ninth overall.

(who had had 3 abysmal heats) and Tony Lam,
and all four joined the 32 starters for the three
finals - albeit at the rear.

QUALIFIERS - First final grid

Sugiyama	Watanabe
Wilson	Hirano
Guedel	Kameda
Forsman	de Bruyn
Yoshida	Mochizuki
Masuda	Kusakabe
A. Suzuki	Takahashi
Noda	Pizarro
T. Jans	Saito
Muller	Ishii
B. Jans	Fujiwara
Nagao	Calvayrac
Okada	Morishita
Yamada	Sakai
T. Suzuki	Zoserl
Sugaya	Lam

First Final:

Wilson took very little time in bursting through
to lead all the way, ahead of Watanabe, Hirano,
and Forsman, with poleman Sugiyama blowing
up. Suzuki, Noda, and Pizarro all progressed
from mid-field to good finishes, while Zoserl
and Sugaya powered from the back to 9th and
10th, de Bruyn 13th.

Second Final:

Wilson again, all the way, and sewing up the
title, as only two finals count. A fine drive by
Aguri Suzuki to second, with Watanabe slipping
to sixth. Forsman third. De Bruyn out, along
with Sugaya.



Above: Australian John Pizarro surprised many
with fastest equal lap in timed practice. Right:
The victors, l to r, Forsman, Wilson and Wata-
nabe.

Third Final:

Wilson on pole lets Forsman lead, and holds
back the rest of the field, to ensure the Swede
of second overall. Watanabe third, taking that
spot overall. Guedel fourth, ahead of de Bruyn,
charging up from mid-grid.

Official Result - Asian Open Championship

1st	Mike Wilson	Birel/Parilla
2nd	Lars Forsman	Birel/Parilla
3rd	Tatsuo Watanabe	BM/BM
4th	Haruo Hirano	Stag/Parilla
5th	Aguri Suzuki	Hutless/Parilla
6th	Paul Guedel	Speed/Petry
7th	John Pizarro	DAP/DAP
8th	Osamu Saito	Speed/Petry
9th	Toni Zoserl	Birel/Yamaha
10th	Shigeo Sugiyama	Yamaha/Yamaha

A disappointing result for Yamaha, bearing in
mind their practice and heat performances. But
one somehow can't help thinking that the set-
back is a temporary one - merely a stay of
execution...



Photos courtesy "Japan Kart".

continued . . .

Timed Practice

1	S. Mochizuki	Yamaha/Yamaha	53.39
2	J. Pizarro	DAP/DAP	53.39
3	S. Sugiyama	Yamaha/Yamaha	53.41
4	T. Suzuki	Yamaha/Yamaha	53.42
5	T. Watanabe	BM/BM	53.44
6	M. Yokozawa	Carrell/Parilla	53.52
7	P. de Bruyn	Hutless/Parilla	53.57
8	M. Wilson	Birel/Parilla	53.66
9	A. Suzuki	Hutless/Parilla	53.75
10	Y. Sugaya	Stag/Parilla	53.76
12	P. Guedel	Speed/Petry	53.83
16	T. Zoserl	Birel/Yamaha	53.89
17	C. Muller	Hutless/Yamaha	53.91
18	M. Calvayrac	Fullerton/PCR	53.91
20	L. Forsman	Birel/Parilla	53.99

Heats

Sugiyama put together three perfect heat wins to easily earn pole for the first final. In fact, Japanese drivers won all six heats and hopes for a local win were high.

Mochizuki won the first, but spun out of his second, moving him down the qualifying list to 10th. With a win added to a second and fourth, Watanabe became second qualifier, but Toshio Suzuki's win, sandwiched between two bad heats, left him in the qualifying race along with Zoserl, who'd had two similarly bad heats.

On the whole, however, the Europeans had improved their position during the heats, headed by Wilson, conserving his one engine,

and using only one set of his allocated tyres to earn third qualifying spot. Guedel had done well, moving up to 5th, with Forsman 7th and de Bruyn 8th, despite a first heat tangle with Zoserl and Suzuki. A non-finish in his second race had destroyed Pizarro's early advantage, and he now lay 16th.



The Wilson Way

Both Zoserl and Suzuki survived the last chance race successfully, along with Sugaya

continued . . .

Chicane after a nasty collision with Mark Allen.

Throughout the distance, though, it was the Aero campaigner who always seemed to have the upper hand, and at the flag the verdict of the dogfight was his. As some compensation, Roy shared fastest lap with his rival. Behind Wooldridge, Keith Glendenning worked away well to secure third, harried by Geoff Brown, Mike Doble and Derek Price, in an uncharacteristically processional order.

1st	Brian Hill	Aero/Rotax
2nd	Roy Wooldridge	Zip/Merlin Rotax
3rd	Keith Glendenning	Zip/Merlin Rotax
4th	Geoff Brown	Barlotti/Rotax
5th	Mike Doble	Zip/Rotax
6th	Derek Price	Sprint/Honda

Fastest lap — Hill and Wooldridge: 1 min. 25.4 secs/82.51 m.p.h.

As 'GP' plate holder and British Champion, Gary Deal could only be expected to do one thing, in the 250 National category and win he most certainly did. Confirming the promise of his earlier heat win, Alan Collard hung on well to settle for second, although unable to make any real challenge for the win, while Eddie Cortijo was another to provide a shadowing act on his way to third. Tony Draper, although only fourth, was the real star of the show, and wriggled up the order with commendable vigour to lead Mike Coombs and Barry Dale home.

1st	Gary Deal	Zip/TVM Yamaha
2nd	Alan Collard	Barlotti/Montessa
3rd	Eddie Cortijo	Lynx/KTM

Fastest lap — Deal: 1 min. 24.5 secs/83.39 m.p.h.

Ansell Again

Phil Ansell's luck at Donington Park hasn't exactly been startling in the past, but on October 12th he set about changing all that — with style. He won both of his heats with apparent ease, totally overshadowing the otherwise fine victories chalked up by John Hughes and John Newton.

Then, come the all-important final, Ansell was at it again. It wasn't quite so easy this time; but neither was his task really arduous. Hughes posed the first problem, by dragging away from the grid to make the early going his, but it was a privilege he was not able to enjoy for long. Within a lap, Ansell had managed to slot ahead. From there on, the leader's problems were over. End of matter.

That's not to say that Hughes didn't try to share the glory. He hung on grimly for five laps, always hovering in anticipation, but it



Above: Watched by Brian Hill (4), a tyre-smoking Paul Molloy (1) presses team-mate Roy Wooldridge (2) before going out spectacularly. Below: 210 action — Ansell (GP) and Hughes (12) show the way. (Photos: Dave Smith)



became increasingly clear that Ansell was in no mood for making mistakes. Slowly but inexorably, Hughes slipped out of contention, and by mid-distance the winner's trophy was plainly destined for Ansell.

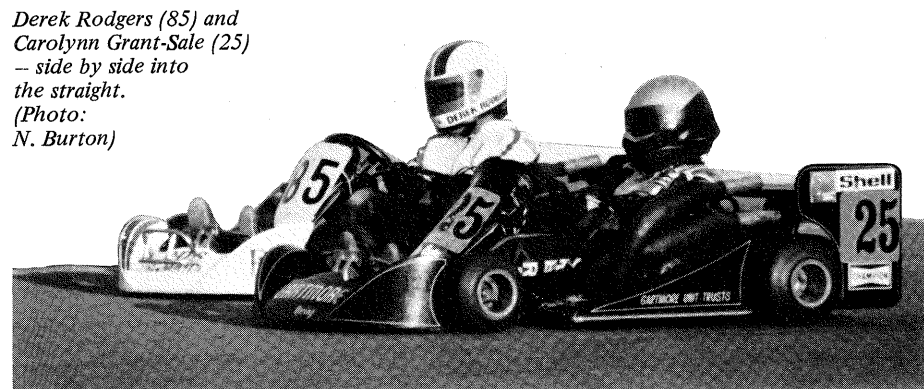
Hughes, however, enjoyed a less straightforward run. Unhappy to have slipped out of the leader's tow, he was soon subjected to the

pressure of a determined John Newton. The latter had made a startling charge up the order — so rapid that he had already bagged fastest lap — and he was not about to start messing around once the leading duo were in sight. Ansell proved to be an elusive prey, but Hughes soon succumbed and Newton it was who managed to finish in second spot.

Behind third placed Hughes, Geoff Upton 'held his own' with calmness to take fourth, from Mike Gardiner and Colin Mills, who had lost out a little in the frantic position swapping of the last couple of laps. Proving that looks mean little, Roger Cramp took his venerable silver 'bath tub' look-a-like to a steady seventh, shadowed by Dave Osbourne.

1st	Phil Ansell	Zip/APV
2nd	John Newton	Zip/APV
3rd	John Hughes	Dale/CTB
4th	Geoff Upton	Barlotti/Upton
5th	Mike Gardiner	Zip/APV
6th	Colin Mills	Zip/Villiers

Fastest lap — Newton: 1 min. 27 secs/80.99 m.p.h.



Derek Rodgers (85) and Carolynn Grant-Sale (25) — side by side into the straight. (Photo: N. Burton)



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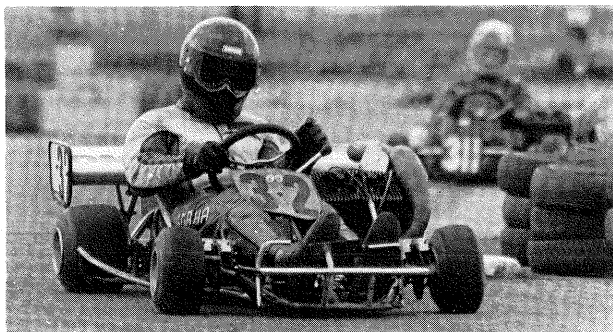
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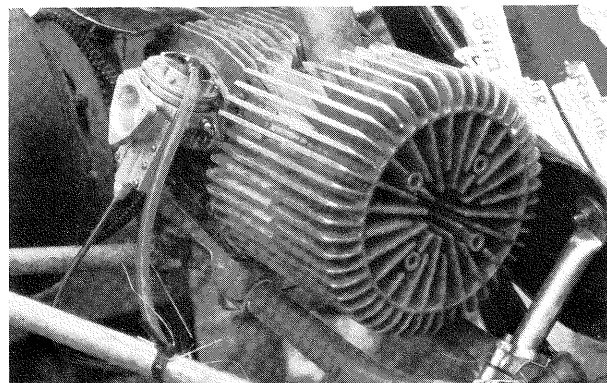
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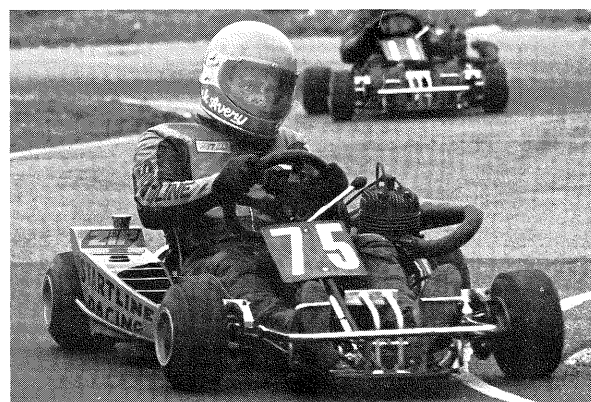


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Mike Wilson (52) and Lars Forsman (48) — in the end a resounding 1-2 against the Japanese, on home territory.

Wilson's Oriental Express

First CIK title to Wilson. Team mate Forsman second, overcoming strong Japanese/Yamaha challenge. Third to little known Watanabe. Pizarro surprises in timed practice. Zoserl and De Bruyn strike problems.

The usual handful of top European representation travelled to the Sugo complex for the 1980 CIK Asian Open Championship — the title transferred from the Hong Kong event for the first time. This change in status also brought about a change in structure, the Japanese moving from the one "GP" final to the World Championship 3 final system.

Japan's annual event is always notable for introducing some new element, and this year was no exception with the first sight of the new CIK 'homologated' tyres. Also much in evidence was the Yamaha engine, revealed at the World Championships, and now in the hands of several leading Japanese drivers.

In the end, after a dismal start, the meeting was to be won by Mike Wilson, England's Italian resident and entered IAME works driver. After many frustrations and near misses, there could not have been a happier winner.

Entry & Practice

Peter de Bruyn, newly crowned World Champion, headed the entry along with Wilson and team-mate Forsman. Regular Asian visitor Toni Zoserl was present and would use exclusively Yamaha engines, as would Cathy Muller, present with countryman Marc Calvayrac.

Switzerland had three representatives — Paul Guedel, and brothers Thomas and Beat Jans. From the other half of the World, Australian Champion John Pizarro — who would provide the surprise of the meeting — was joined by New Zealander Ray Hart. The rest of the 45 entry for the main event was made up of Japanese, with a handful of Hong Kong drivers.

Practice proved a trifle traumatic for Wilson as all his engines blew. In the end he borrowed one of de Bruyn's Parillas with which he completed the entire meeting! There were doubts

cast over the quality of the available petrol, so the team obtained some from the local town.

Timed practice proved mystifying with all the Europeans well below times they had done in free practice. Many used new, unscrubbed tyres, which in the three laps available just didn't get going and this was taken to be the reason, especially as Australian Pizarro, using well scrubbed rubber, managed fastest equal, amidst a collection of works Yamahas. Interesting to note that Yamaha had gone to the trouble of equipping Toshio Suzuki — who has spent most of 1980 driving F3 in England — and he justified their faith with fourth fastest in his first kart event for a year.

Leading Yamaha pilot Sugiyama earned pole for the first final, but blew up.



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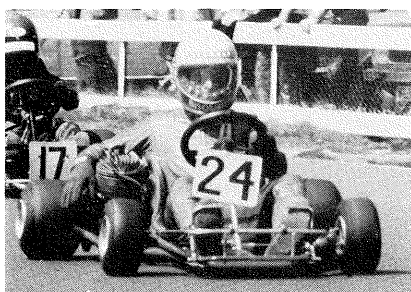
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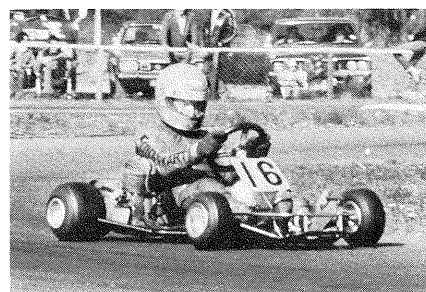
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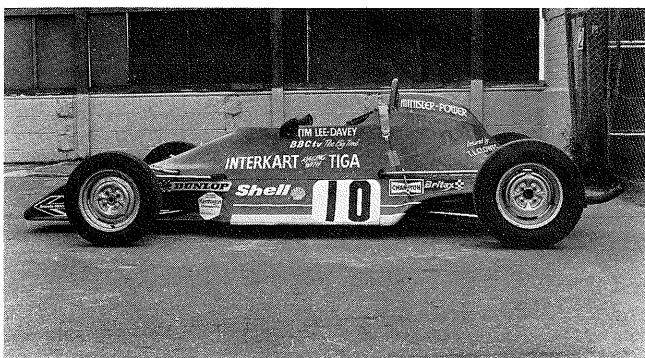
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Whilst karting is not new to the television screen, the 30 minutes or so of the meeting recently shown at Rye House will not, I feel, go down as a great milestone in the advancement of karting as a spectator sport. In the 60's there were two or three races televised at Rye House, the opening Blackbushe meeting was televised and even Long Marston used to be on sports programmes sometimes – how many of you remember Long Marston at Tring? All of these meetings helped to stamp out the “lawn mower” image but local reaction in my area to this recent viewing was to say the least disappointing – “I thought you said they did 100m.p.h. these days” – “Did you used to do that? It's kids' stuff.”

The Race of Champions meeting, though no fault of anything other than rather unimaginative camera angles and positions, conveyed none of the excitement and appreciation of the drivers' skills. It *looked* slow, and the Junior racing did little to impress. I would have liked to see interviews with the drivers before or after racing – the public like to see faces to be able to identify with. Fullerton was rightly acclaimed as the World's best kart driver although it doesn't seem so long ago, when he entered the kart business, that people were prepared to write him off, as his racing was bound to suffer – instead his reputation has increased! But please, please, when you send Fullerton on his victory lap, not a Mini pick-up, when Mazda have sponsored the meeting!

In evaluating karting as a regular goggle box sport, we might be forgiven for thinking that the sports it has to compete with don't represent much in the form of competition if you consider the coverage that is given to darts snooker and golf. The difference, however, is that millions of viewers indulge in these activities themselves. Millions don't however drive



The Chris Merlin column

Grand Prix cars, and Formula 1 now receives its fair share of coverage. Sports that attract household name sponsors are therefore the ones that find themselves most greatly exposed.

To attract them, the whole of karting must become less political and present a united front. Obviously the most spectacular form of kart racing is 250 International on a motor racing circuit. To successfully televise this though requires a lot of cameras and equipment. If karting ever does present a televiseable promotable image, the scale of sponsorship that will have the effect of increasing the already large enough gap between the club driver and the elite – is that really what we want? It is rather a Catch 22 situation – whether to go big and increase the interest in karting, or not to in case it all ends up as First Division racing at the expense of the lesser levels.

What I would like to see, that would be very spectacular, would be the revival of “twin” (2 x 100cc) racing on short circuits for a television Championship. The regular star drivers would be allotted the same chassis each meeting but would draw for engines and tyres, ensuring close racing. Only 8 or 10 chassis would provide all the racing you would need. This would all be paid for by two or three large “household name” sponsors. A way-out, somewhat ambitious idea, but the likes of Nick Brittan – who was largely responsible for the Mazda Race of Champions meeting – is used to talking far larger sums of money than this would involve. This sort of format of racing would present a very followable spectacle, and would be what ‘go-karting’ is all about, or meant to be about – a simple form of motorised racing with the emphasis on driver's skill, rather than who has the best equipment.

Whenever the part comes up in the tough guy western movie where the “cow poke” hero delivers a lethal looking boot in the crutch of the bad guy, it is always guaranteed to raise a laugh. I cannot say I have heard much mirth resulting from the similar styled assault by the

RAC on the future of 250 karting. There has been no re-think on the decision made in September on the regulations for next year.

During an Appeal lodged at a legal level concerning the ruling of the Motor Sports Council against the double engine kart this year, the learned Sir Hartley Shawcross considered that there was no difference between two cylinders working a common crankcase, and two separated engines driving a common rear axle and connected by a welded chassis! This ruling was obviously considered to totally influence future regulations, ignoring any pleas to the contrary. Very convenient and totally erroneous. There was no reason at all why the regulations could not have been restructured to satisfy popular opinion.

So what has been the end result of this prolonged wrangle? A large amount of distrust and suspicion between the competing karter and the governing body – a thoroughly undesirable and, I would think, unintended end result, to the detriment of all parties. Hundreds of pounds worth of ‘phone calls and letters – all to no avail. Thousands of words of editorial in the “thinking man's” kart magazine (K & S) and a similar amount of wordage in the other magazine justifying the opposite view point...

Motoring News saw fit to mention the matter in no less than three places in one issue, expressing doubt at the actions of the RAC and pressing for an explanation for the ruling. Belgrave Square must be feeling rather vulnerable at the keen interest shown in their workings by a paper with a circulation of well into 6 figures.

It would seem that those opposing the double kart have lost their battle. But all may not be lost – a rather significant trump card is just about to be placed on the table, the outcome of which I can only say I await with interest! I have known of the possibility of this since early October, and wish the bold step much luck. Who out of Hines, Paul Devoy and Alan Burgess will be wearing the broadest grin next year? Whoever it may turn out to be, you can bet your bottom dollar it won't be the end of it!

There is an uncanny parallel to the state of flux affecting Superkarting and the large rift that has occurred in Grand Prix racing with a French Dictator, in this case, telling Mr. Ecclestone and his fellow Ford engined constructors what their cars should be like next year. The “frog” Balestre has picked on the wrong guy in Brabham boss Ecclestone, who has arranged a series of races for what he is calling the “World Professional Drivers Championship” “cooking a snoot” at the “ban on skirts” official World Championship, which is only likely to be supported by the “big cats” – Renault, Alfa and Ferrari. But for how long when all the coverage by the media will undoubtedly be centred around the new World Champion and a full field of the Ford “kit cars.” The inflexibility and consequential stalemate has rumbled on for the same period of time as ours has. Large sums of money have been at stake, uncertainty of involvement by sponsors has occurred and enemies have been made. An identical state of affairs, and both sports as a whole have suffered a tremendous set back. It is regrettable when a power struggle molests any sport, and that is just what is happening.

Largely as a result of the karting controversy, a writ for libel has been served by Alan Thomas Burgess on no fewer than nine defendants: – Kart & Superkart Ltd., Shenval Press (the original printers), Surridge Dawson (the distributors), Mark and Martin Hines, Philip Bingham, Chris Lambden, John Pudney and myself. A fairly comprehensive list you might say...

continued . . .

The new link-up between Haydock Park Motorcycles and Tony Smith has very definitely injected the Honda of Derek Price with a lot more chuff. The meeting at Cadwell saw a non Rotax engined 125 on pole position for the final for the first time this year on a fast circuit, and it wasn't so far off the pace at Donington. Tony Smith seems to have bounced back into life after his undeserved problems following Gola pulling the carpet out from under his feet earlier this year, with a small factory unit in Cambridgeshire and now a shop near Tottenham. The new 100cc Dino engine he is handling has apparently already won the Danish Championships, but how will it figure in this country with all the top International drivers rather securely tied up?

I CAN'T TELL YOU HOW DEPRESSED I AM, I FEEL AS THOUGH I HAVE SOME HOW LET THE SPORT DOWN - D'YOU KNOW I'M THE ONLY PERSON ON 'KART AND SUPERKART' MAGAZINE WHO HASN'T GOT A WRIT!



125 driver Mark Allen, after his collision with Paul Molloy, is helped over the Donington safety wall, with injuries to a tender spot. . . (Photo: Dave Smith)

The unconventional nature of this new engine bears a strong resemblance to the engine Tony had in mind when he was in the employment of Zips and they were first entertaining the idea of making an engine for Class 1. This concept was considered too unconventional at the time and the standard type of design was adopted instead. So we will await with interest the Dino's progress. One criticism that has been levelled at it has been the fact that the crankcase is somewhat shrouded from the air stream by the barrel. It has always been my opinion that the incoming mixture does a fairly adequate job of cooling this department of the engine.

125 racing this year has shown a very healthy following — competitive racing, not totally dominated by anyone in particular, but closely fought out by Molloy, Hill, Wooldridge, Tim Parrott, Mark Allen and Derek Price, with others occasionally showing some good form. The racing on the whole has been incident free, one notable exception being the rather hairy "coming together" at Donington when in the final Paul Molloy got "out of shape" coming out of the chicane and was "t-boned" by the closely attendant Mark Allen. Both left the track at considerable speed and both required hospital treatment, Molloy a walking plaster for an ankle injury and Allen a plaster and ten stitches in his backside — only 10 days before his wedding. A case of love me tender?! . . .

C.M.

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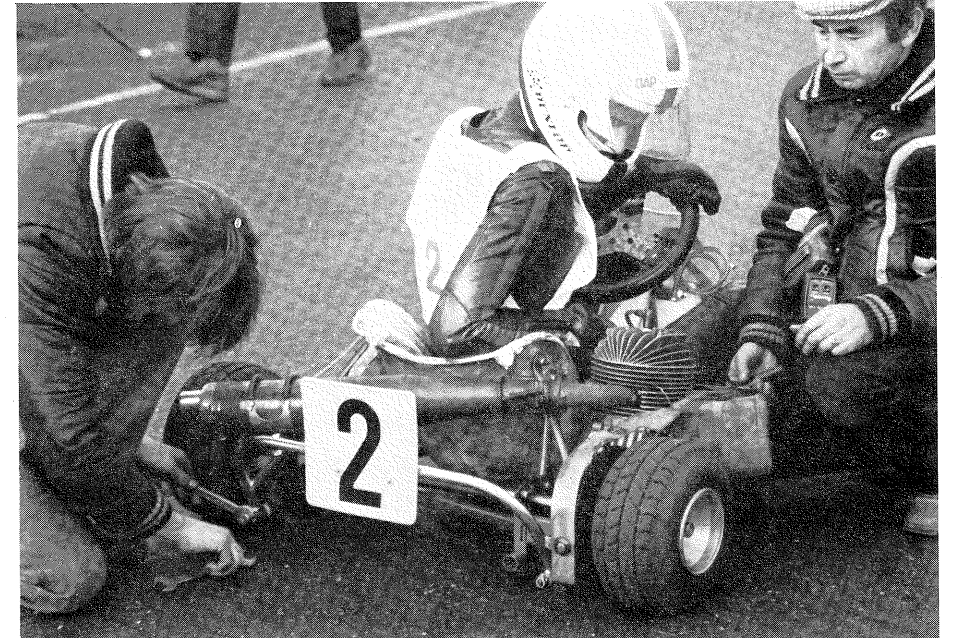
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continued . . .

but then Fullerton began to pull out the beginnings of a large lead with contemptuous ease. Smart and de Bruyn moved in to pressure Forsmann, and this fight was to prove the battle of the day. Mike Wilson, unhappy on the wrong tyres, had already fallen away and would be out a few laps further on with a broken plug cap.

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ROSSEL (DK) Dino/Dino	GATES (S.A.) TKM/TKM
BERTZEN (Ger.) BM/Parilla	HOMWOOD (GB) Sprint/Sirio
LANZETTI (Italy) DAP/DAP	ALLEN (GB) Sprint/Sirio
RAPHANEL (Fr.) Birel/Parilla	MILLS (GB) DAP/DAP
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SMYTH (Ire.) Dino/DAP	BERTECCO (Italy) Bret/PCR
SINGENBERGER (Switz.) All Kart/PCR	



1979 World Champion Koene makes a small chassis adjustment during damp practice. Below: Forsman and mechanic discuss chassis set-up.

allowed Smart a small breather, but try as he might, he just couldn't squeeze inside the determined Swede. Half distance, and as Fullerton cruised effortlessly around, some 8 seconds clear, patiently on his way to £500, the action still came from the 2nd — 5th battle, with Haase tagged on the rear. Peter Koene circulated in a lonely 7th, clear of a ducking, diving bunch made up of Gates, Jackson, Homewood, Rossel, Raphanel and Bertzen — more or less in that order.

Perhaps stimulated by a dive from Lane, Smart redoubled his efforts, and made it, squeezing inside Forsmann at the entry to Stadium, immediately pulling clear. Seemingly disheartened by this, the Swede was rapidly shoved further back by Lane, Grice and Haase. The young Dane was showing fine form, and would finish the race glued to Grice's bumper.

The last laps were very settled — Fullerton routinely choking the carburettor, Smart with a handy gap over the Lane/Grice/Haase threesome, Forsmann on his own, Koene clear and Homewood having broken clear of the Gates/Jackson/Rossel battle.

Fullerton finished in jubilation, the victory salute drawing a warm response from the crowd — it's been a while since he last raced at Rye. . . Team-mate Smart finished an equally competent second, his driving under the early pressure, of the highest calibre. Lane and Grice both outlined the form that their team have shown over the last half of the season, while Haase's result — from an almost 'regular' Rye House visitor — could only have been pleasing.

Promoter Nick Brittan — hopes to make the TV event an annual one.



The story should end there, but there is an unhappy post-script. For the first time, Smart was using Hewland engines, which in 5 port form are used both in National and International classes in the U.K. Both Smart and mentor Neil Hann were under the impression that the 5 port configuration was also homologated for CIK International events and raced thinking that. However, after doubts were raised at post race scrutineering, and records checked on Monday, only the 3 port version was found to be "legal."

Despite the fact that the result had been declared official at the track, it was thus amended, excluding the unlucky Smart. Not a happy ending to a fine drive.

Official Result — Mazda Cars Race of Champions

1st	Terry Fullerton	Zip/TF DAP
2nd	Alan Lane	Lane/Parilla
3rd	Ricky Grice	Lane/Parilla
4th	Jorn Haase	Sirio/Parilla
5th	Lars Forsmann	Birel/Parilla
6th	Peter Koene	DAP/DAP

125 gearbox racing returned briefly to Rye, and their 10 lap final resulted in a predictable win for Tim Parrott (Dino/Yamaha) over a mixed field, from a front row start.

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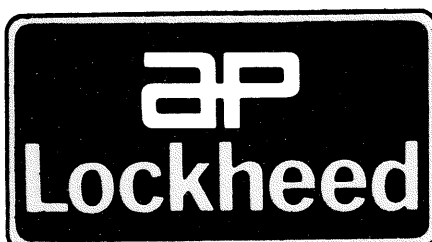


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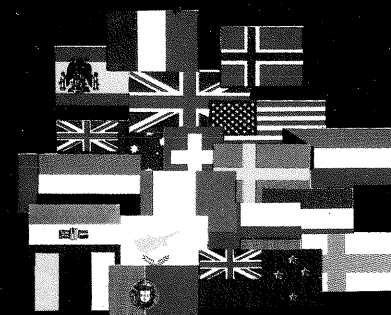
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TF's TV Show

Fullerton annihilates an International field to win Mazda International loot. Sad ending to fine second place drive by Smart. Lane and Grice come through well. Forsman first overseas finisher. De Bruyn and Wilson go out. Televised Junior race lead all the way by Prior.

Report: Chris Lambden

A sudden addition to the 100 International calendar, almost as a post script to the season, the Mazda Cars Race of Champions recently provided an interesting opportunity to evaluate how current 100cc karting comes over on television. Promoted by Nick Brittan, himself a kart driver of some repute from "back a bit", the meeting was built entirely around television, with one race only for the high quality International field taken out almost live (delayed by an hour) on ITV's World of Sport. A Junior Britain field was also assembled and their final preceded the Mazda Cars Race of Champions on the box.

With £200 starting money, and the lure of £500 first prize, a fairly healthy sprinkle of European drivers materialised at Rye House on November 8th, with no less than 4 current or former World Champions on the grid to dispute the 25 lap race.

Entry & Practice

World Champion Peter de Bruyn headed the entry, but when his team arrived, it was not with the familiar Swiss Hutless equipment, but rather a pair of unpainted All Kart prototypes. When quizzed on this seeming change of allegiance, de Bruyn merely grinned and said "just testing — possibly for next year."

IAME had been persuaded to send over their two leading pilots — Mike Wilson and Lars Forsmann — fresh from a 1-2 at the Asian Open, in Japan. Both appeared with the usual Birel/Parilla equipment.

DAP were present in numbers — Peter and Fred Koene being joined by Italian Roberto Lanzetti, and Middle East Champion Roger Mills (!) on pure DAP/DAP equipment. Terry Fullerton, would use DAP engines, but on a different chassis.

That "different chassis" aroused much comment. The entrepreneurial Fullerton had realised the financial possibilities of a televised race, and had successfully approached several likely backers. The result found him lining up on a works Zip 981, "with assistance from Kentish Saab, Bridgestone and Kelgate." Win or lose, Fullerton would earn a few shillings...

Another "one off" drive was that taken by Dutchman Harm Schuurman. Rumoured to have disagreed with Dino over policy at the World Championship, Schuurman would drive one of Bill Sisley's Cobra karts, using his own Parilla engines.

Everyone else was on their usual equipment — World Junior Champion Berndt Schneider, rapid Dane Jorn Haase, the entire British World Championship Team, "South African" Alan Gates, plus a handful of slightly less well known Europeans. Finally, and pleasing to see, a spot was offered to Lockheed series winner, Ricky Grice.

Main practice day, Friday, was wet and very cold. Amidst the wry Continental comments about "British weather," most overseas entrants got down to some serious wet weather testing, there being no great optimism to suggest clearing skies for race day. But it happened! Saturday morning, although still bitterly cold, saw a clearing sky. A gradually drying track allowed only the last 20 minute session to be a dry one — scant time for the unfortunate first-time visitors to re set-up. To their credit though, to a man they got stuck in, displaying that fierce brand of competitive professionalism that delights promoters.

When timed practice — using the two lap system — began at noon, it was bitterly cold, and the recently dried out surface with no rubber down, offered precious little grip. Times would be slow, and early attempts showed it — Wilson 36.7, Peter Koene 36.8, and an unsettled Fullerton 36.5 (compared with 35.66 two days previously!). Smart created a stir by equalling this, and then de Bruyn went — 36.6. Most Left: Hardest part of the weekend for Fullerton was the post-race interview with Andy Marriott. Below: After 2 laps Fullerton was well gone leaving Forsman (14) to fend off Smart (20) de Bruyn, and a fast closing Alan Lane (21).



English drivers waited until near the end to try their luck (it was first in, first served), but in the end nobody could improve the time: Forsmann 36.7, Gates 36.7, Lane 36.7, Jackson 36.8, Homewood 37.0, and poor Mickey Allen, who clipped a kerb on the crucial lap, 37.1.

With the timing only done, for some reason, in tenths of a second, there were obviously many ties, so second best times counted for a lot in sorting out the final starting positions...

Prior Notice

Twenty four leading Junior Britains had been invited to compete in a televised race, and had run two heats before International timed practice to sort out grid positions.

Martin Prior served clear notice of his intentions by clearing away to win the first from Pete Studer, and indeed these two did enough in the second to sew up the front row of the grid. This second heat went to Simon Collins, from Jamie Kavanagh and Piers Hunnisett, in a somewhat processional outing.

Whether it was the general high standard of Junior racing or the presence of the TV cameras, a well-behaved field poured into Stadium for the first time. As they filed out onto the back straight, it could be seen that Prior had gone into an immediate lead, pursued by a colourful queue of keen youngsters — Studer, Hunnisett, Brogan, Cotterill, Thorpe, Kavanagh, Dart, and the rest, including a frustrated British Champion Lee Cranmer, for whom things had not gone well.

The front four were nose-to-tail as TV commentators Andy Marriot and John Watson

followed them round. Very, very tight it was in there, with certainly no-one wanting to make a fool of themselves in front of millions!...

So tight was it at the front that the only change was Brogan slipping into third at half distance. Steve Dart was progressing — up to 6th behind Cotterill, and then 4th as the latter had a last lap drama with Hunnisett.

Prior managed to pull out a few feet over the last lap or two as Studer fought to resist a hard-pushing Brogan, and came home to what must have been a very satisfying result, drawing as it did some very complimentary comments from John Watson, who a short while earlier had showed the viewers that it wasn't all that easy...

1st	Martin Prior	Kestrel/Hewland
2nd	Peter Studer	Reema/Hewland
3rd	Stephen Brogan	Dart/Hewland

The TF Road Show...

Almost before Martin Prior had completed his lap of honour, the International field was lined up ready to go.

Fullerton, on the front row, would start with brand new, unscrubbed tyres and his efforts to scrub them, along with a late-starting de Bruyn trying to regain his grid, produced 5 rolling laps before the field was stopped and told the facts! Two more laps, and it was on.

Fullerton carved across to lead into Stadium, whilst Forsmann, benefitting from his fast start, rounded Smart to tuck in for second. Through the midfield and out onto the straight

— Fullerton, Forsmann, Smart, Wilson, de Bruyn, Lane, Grice, Jackson, Haase, Koene, Gates, Homewood and so on...

Forsmann hung on tight to the leader's bumper for two laps, indicating a possible race,

Above: Up goes the flag, and Prior (32) leads the Junior Britain field away. Below: Jorn Haase (7) slowly edged nearer to Grice in the closing stages of the Mazda race. Bottom: Fresh from victory in Japan, Mike Wilson (6) circulated in front of Haase before going out at one third distance.

