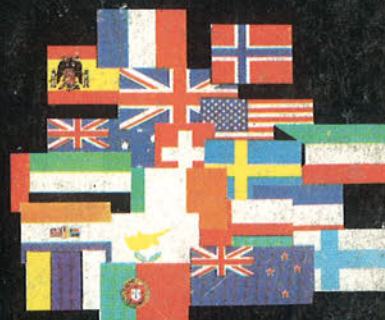


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One of the most disturbing snippets of news to come from the recent Northern Association of Kart Clubs' meeting, was that a couple of the clubs intend to stop running 100 International racing at their meetings — one in particular which has a quite reasonable entry at most meetings.

This would be a shame. Britain currently holds the position of highest esteem in international karting, and is credited with producing several drivers amongst the very top world class bracket. All of them started from a solid background of club racing. Without this, where will our top internationals of tomorrow get their grounding, before tackling the hurly-burly of Green Man Championships and the like?

The blame for the apparent decline of the class is currently fashionably laid at the door of the tyre companies. Things look set to change there this year, and we should give the class a fair chance to settle again before condemning it. International tyre homologation should bring a fair element of stabilisation to the tyre scene. In addition, there are interesting rumours about a re-vamped 100 International "Green Man" series this year, which if it comes off, could re-vitalise the class immensely. (We hope to have more definite news of this next month.)

The future reputation of Britain as a leading international force is one of the stakes. I hope the clubs will give 100 International not only another chance, but all the support it deserves.

CHRIS LAMBDEN

FRONT COVER:

PDS backed Derek Rodgers has been one of the few to consistently head the challenge to the Hermetite team in the last year, and moves up Merlin's Superkart Top 10 — see page 21. Here, Zip GP/PDS Yamaha mounted, he leads Carolyn Grant-Sale (Gartmore Zip/Yamaha) and Owen Jones (CTRP/Yamaha) at the October Donington meeting. (Photo: Rodger Calvert)

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KART AND SUPERKART

Monthly

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John Pudney talks to the 'Maestro':
The Mickey Allen Interview
Plus technical and other features

ON SALE 5th FEBRUARY

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



The CIK Considers 250 Regs

A CIK working group met in London over the weekend of 29/30th November to formulate suggestions for the 1981 CIK 250 International regulations. The meeting was held in London to enable invited 250 specialists to present their opinion on the Saturday as to the best formula to adopt. On the following day, the working group met alone to formulate recommended rules.

The small list of 'invitees' seemed heavily weighted in favour of the pro — "double" trade element, and so it was no surprise to discover that one recommendation would be the adoption of the double engine layout. However, the other main proposal was to allow water-cooled engines as well. This seems to have appealed the anti-double people a little, as they feel the whole package will reduce overall competitiveness of that machinery a little.

Either a price limit, or minimum quantity produced per year, was expected to be set to

exclude the super-expensive exotic engines.

A CIK meeting in Paris on 20th December was due to finalise the regulations, which, it was hoped, would merely involve ratifying the working group's recommendations.

Assuming the above formula is agreed, that leaves the UK with one small problem. The British GP and World Cup are run to international regs., which would mean two separate sets of rules (i.e. equipment) in operation through the year in the U.K.

However RAC man Robert Langford states that he intends asking the clubs involved to run the RAC Championship to International rules. The £5,000 series, covering 8 other Superkart events, (advertised elsewhere in this issue) is also to adopt CIK regulations. Any other promoter can do alike if he wishes.

In effect, it would seem that virtually all 250 racing in the U.K. this year could be to the International regulations. This involves the promoting clubs in a little bit of extra red tape, which could be avoided if the RAC were to officially adopt the CIK rulings at once. The next Kart Committee meeting is expected to be asked to consider just this!

We hope to hear the outcome of the CIK meeting in time for a Stop Press item...

Stocksigns Sign Nigel

Nigel Smith is to receive backing from *Stocksigns* this year and will join forces with regular Stocksigns competitor Peter Brown in a two-kart Superkart team.

The team will run Zip GP karts, and Nigel has already ordered two of the new full bodies. With the likely adoption of water-cooling, the team will look to organise w/c Yamahas, but will rely on their regular air-cooled equipment until the 'wet' motors are fully sorted.

Nigel has recently become part of the 'Merc' brigade, and is poised for a serious challenge this year.

Motul with T.S.R.

A recent news release from Tom Walkinshaw Racing Ltd., confirms that Motul Oil will be assisting the efforts of the Tony Smith Racing Superkart team this year.

The team will be led by Paul Elmore, with Calvin Fish expected to do 6 or 8 races in between F. Ford 2000 racing. Dino karts will be used, initially it seems in "double" Honda form. But as Tony recently said — "whatever set-up proves quickest, we'll use."

As we go to press, the team are heading for Daytona for the second annual Daytona Superkart race.

RAC News

The RAC have released the official list of new engines eligible for various classes:

100 Britain: Parilla SS20, Komet K78B, Sirio ST50 3 port, DAP T80B, DAP T70GB (new rotary valve cover), Hewland KEB2 (new rotary valve cover).

100 National: PCR TS50/3, Parilla TT22, DAP T72.

125 National: DAP 125 TVR 27/V.

K&S 1981

The 1981 Kart & Superkart 100 National Championship is taking shape. A provisional calendar has been put together and is detailed below. As in 1980, the 100 Britain SAM series will run at these same venues:

April 5th	Fulbeck
May 24th	Little Rissington
June 14th	Clay Pigeon
July 19th	Wombwell
August 30th	Kimbolton
September 13th	Tilbury

A competitor's 4 best rounds from the 6 will make up his final score.

Most dates are confirmed. Full confirmation and prize list to come.

Hermetite Threesome



Carolynn Grant - Sale — joining husband Dave in Hermetite colours.

The make-up of the 1981 Hermetite team is now settled. Caroline Grant-Sale is the new face in the line-up, joining husband Dave Buttigieg and Martin Hines in a three pronged attack.

Zip chassis will of course be used, but the motor situation is undecided as yet, with the choice being water-cooled Yamahas or Rotaxes should water-cooling officially come.

In a Word . . .

● Changes at the (Wombwell) South Yorkshire Club. President Nigel Edwards has gone into retirement along with wife Sarah (Competitions Sec.) — something to do with a serious attempt at the 1981 K&S series...

New Chairman is Paul Graham, 40 Sough Hall Avenue, Thorpe Healey, Rotherham. Comp. Sec.: Mrs Alice Wright, 19 Clarksfield Street, Oldham, Lancs.

A new club rule is that entries (£6.00 member, £7.00 non-member) must be received in the Tuesday post prior to a meeting, with a s.a.e. enclosed for confirmation. No telephone entries.

● The Camberley Club's recent 21st Anniversary Dinner raised £347.00 for the Gunnar Nilsson Cancer Research Fund.

● The Eastbourne Club's New Year Dance and Buffet is at the Winter Gardens, Eastbourne, on Saturday 17th January, 7.30 p.m. — 12 midnight. Tickets, at a very reasonable £5.00 each, can be obtained by phoning Mrs Hunnisett at Eastbourne 21627.

STOP PRESS

As expected (viz: the number of people advertising water-cooled Yamaha conversions in this issue...) the CIK have confirmed the proposal to go water-cooled.

Basic regulations (official document to come): Water-cooling allowed. Maximum of two cylinders per kart — whether in single engine or 'double' form. Minimum of 3 gears. No variable induction or exhaust (i.e. no "power-valve" motors).

Price limit: 5,000 Swiss Francs (approx. £1400) in country of origin. Price to cover engine in complete running order, less exhaust system i.e. including carburettors, ignition, etc.

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MORE MINI-ADS
OVER THE PAGE

CLUB SCENE

continued . . .

and Kurt Luby. This trio rapidly pulled away from the rest of the field. Price went into the lead on lap 7, and by lap 8 was joined by Luby in what was shaping up into an incredible dice for the lead. These two passed and repassed for the remaining laps. Luby was in command up to the last lap when, whilst lapping back markers, he made one mistake which let Price through into the lead. Coming round Hammerhead on the last lap, Luby and Price were as one, and as they made their individual bid for the line, they had only two wheels between the two of them on the track in an excitingly close finish with Price getting it from Luby.

210 Nationals

Out of the 23 starters in the final only 12 managed to stay the course. Tony Suthers led the way for 10 laps until misfortune struck and the lead was taken over by Ian Hunter. A superb drive from the fifth row of the grid was exhibited by Don Gell who came second, closely followed by Joe Waggett and Tommy Gough, the latter clinching the Bolton Championship with his superb drive.

250 International + 1 250 National

Both of the heats and the final were dominated by John Ashe, and it was left to Alan Heyes and Mark Hey to provide the tension amongst the spectators for second and third places. As the low setting sun made driving and lap scoring difficult, Heyes held off Hey for half the race, but finally Hey established himself into 2nd place to the chequered flag.

The prizes were presented by the starter's wife, Mrs Tina Mason. Thanks to all officials and marshals for their invaluable help.

Glyn Ellis (Junior Britain)



Results:

Junior Britain

1st	G. Kershaw	Sprint/Peary TKM
2nd	S. Murphy	Sprint/TKM
3rd	G. Ellis	Sprint/Arrow

Junior National

1st	P. Foster	Ferrari/Wright Parilla
2nd	S. Haworth	Wilson/Parilla
3rd	A. Wood	UFO/Parilla

100 National

1st	N. Fletcher	Cobra/FRED Parilla
2nd	P. Elliott	UFO/FRED Parilla
3rd	J. Marshall	Dino/Peary Komet

Nicky Fletcher left everyone else behind as she won the 100 National final (Photo: R.C.R.)

125 Nationals

1st	D. Price	Sprint/HPM Honda
2nd	K. Luby	BM/LDR Rotax
3rd	J. Field	Star/Rotax

210 National

1st	Ian Hunter	Zip/Villiers
2nd	D. Gell	Star/APV
3rd	J. Waggett	Zip/LDR Yamaha

250 International

1st	J. Ashe	Star/Yamaha
2nd	M. Hey	Zip GP/LDR Yamaha
3rd	A. Heyes	Zip/Yamaha

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GOFF KART, 100 BRITAIN '79 CHASSIS. Very good condition. Hydraulic brake. One meeting old, fully tuned Arrow engine £350. Tel: Wellingborough 664512.

SPRINT K77 5 PORT, LANE TUNED, complete outfit, just rebuilt, many spares £220. Tel: 01-656 2937 after 6 p.m.

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In a Word . . .

● Mickey Allen's plans for this year are still unknown, except that he has no intention of retiring. We understand that he has no drive arranged as yet, but is hoping for something to materialise.

● The Northern Association of Kart Clubs has been revitalised, with a recent meeting bringing together members of the Felton, Fulbeck, Rowrah, Wombwell and Hemswell Clubs. We have no official report from the meeting, but understand that a lot of discussion took place on tyres, with reference to the future of the 100 National and International classes.

● Rochester's new kart circuit at Strood - off the A2 not far from the Dartford Tunnel - is apparently now surfaced, kerbed, and in action. We were unable to visit the venue before closing for press, but hear that the club hope to start meetings on schedule this month, using the fourth Sunday each month. It is hoped to have pictures of this exciting new circuit next month.

● Regular 125 campaigner, Robin Stoner, is to receive assistance this year from Seery's Peat Products of Mear (nr. Glastonbury). Stoner's Zip GP/Rotax will run in the Company's bright orange colours throughout the season.

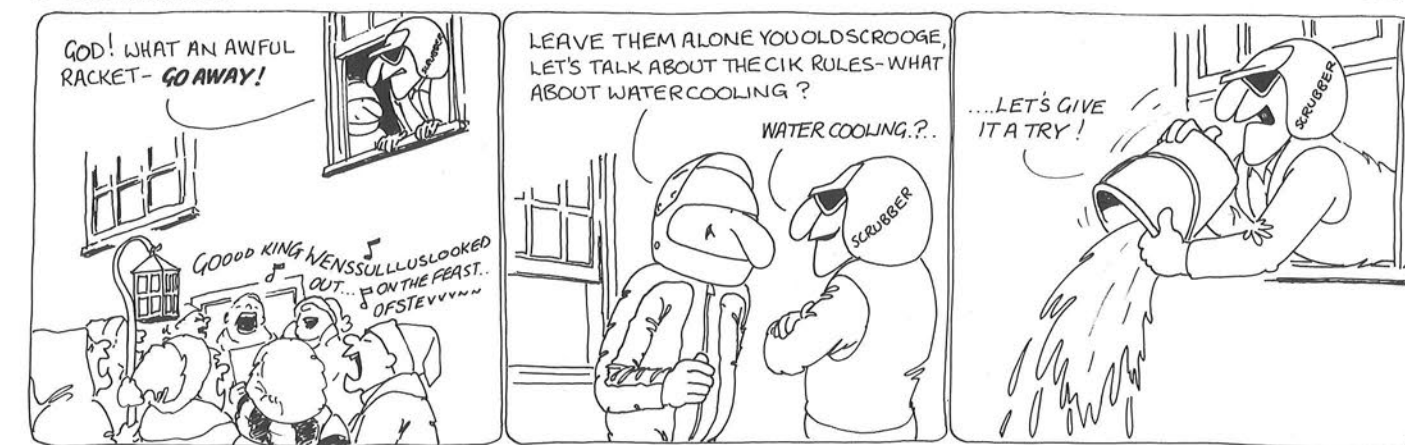
● Clubs will be pleased to know that, following representations by the Minister for Sport, the introduction of VAT on entry fees has been dropped.

It is with deepest regret, that I have to report the sudden death of Dennis Cooper, who passed away recently, at the age of 57. He will be sadly missed at the Lion Kart Club, of which he was a founder member, Director, Treasurer and at times Secretary. He was a quiet man, but the work he did at race meetings, although constantly in the background, was unending. He was also a founder member of the North West Association, but karting was not his only interest. Dennis was also a member of the Motor Cycle Club, Car Club and the RAC ACU Training Scheme, as well as many others. His main concern in karting, was to make sure the drivers had the most racing miles for the least cost.

Dennis will be sorely missed by everyone who had the honour of knowing him, and we all offer our deepest sympathy to his family.

R.R. Brassey
Chairman, Lion Kart Club,
Nantwich, Cheshire.

FRIGGIT



BY BARRY FOLEY

Spare a thought for Ray Wilson, who built his ingenious 'Omag 2' Formula 750 car using ideas gained from karting years. At it's debut meeting in May last year, the scrutineers rejected it, claiming that rubber bushes did not constitute suspension. After months of hassle, the car was finally officially inspected in November and pronounced legal under the 1980 regs. The new Blue Book finds the 750 suspension regs much changed, definitely excluding the machine, and forcing a complete rebuild before Ray can finally race! . . .

Letters

Long time karting devotee, Paul Fletcher, recently circulated a statement outlining his opinion on the effect the newer breed of tyres have had on 100 International karting, and the likely introduction of tyres by the same manufacturers into 100 National racing.

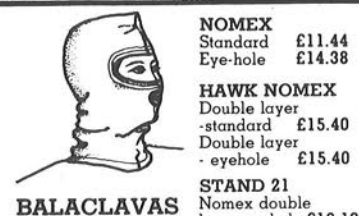
Paul's statement is published below, along with comments submitted by both importers of the tyres concerned. Draw your own conclusions. . .

To all Concerned with National Karting, After having worked hard for 10 years to promote 100cc International Karting, I have seen all this effort wasted with the virtual disappearance of this class within the last 2 years. The reason:- TYRES and a fight between 2 tyre manufacturers to dominate the International Karting scene.

In the last few years these 2 manufacturers have produced the following identified tyre compounds and at least another 15 "fiddle" compounds with the same numbers but 'specials' for 'seeded' drivers. Each tyre has superseded the other.

Bridgestone	Dunlop
Zip	001
YB	061 Qualifying tyres
YZ	111
YAW	418
YAV	592 (This was also the 'fiddle' compound that was used in the 1978 National British Championships).
YBC	005
YAT Qualifying & wet	049
YBE (New CIK)	063
YBF (Wets) (New CIK)	065
	069
	015 Wets
Total 9	Total 11
Grand Total 20.	

The R.A.C. are now under considerable pressure from people with commercial interests to use a new Act of Parliament to allow these tyres into the National classes. These people are saying that they would only use a compound of tyre that is cheaper and lasts longer, they might even be telling the truth, to start with, until the competition starts again and the compounds change.



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Microsplit 430 Split/Taylor Action £112.35
Microsplit 420/430 Carry Case £ 15.47
Microsplit 230 Split Action £ 56.97
Microsplit 235 Taylor Action £ 56.97
Microsplit 120 Split Action £ 52.92
Microsplit 400 Single event £ 52.35

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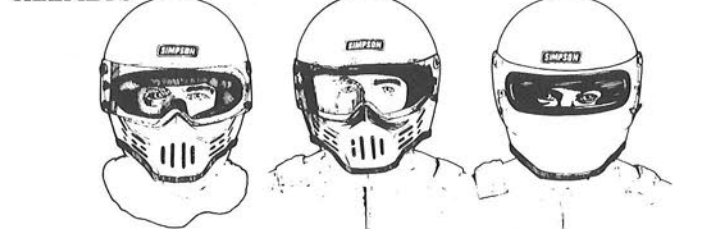
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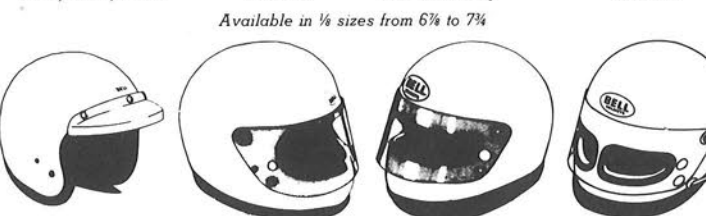
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Model 40. Flame retardant lining and l/s manifold. No bib. Silver only. £ 96.00



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CLUB SCENE

3 Sisters

Bolton Kart Club, co-promoted with Merseyside Kart Club

Welcome to sunny Wigan in November. A damp track soon dried up in the sun and 140 karters gave of their best on this fine circuit. As you may know, 3 Sisters track is shared by six Clubs, and it was refreshing to see co-operation between karters instead of the politics which overshadows some meetings. The lap box, for instance, contained representatives of Bolton, Merseyside, Cheshire, Buxton and Wombwell Kart Clubs. Great stuff.

Juniors

The 14 Junior Nationals led the grids in the

heats with the 11 Junior Britains breathing down their exhausts. In the final Simon Haworth had annexed the pole with Phil Foster Junior at his side. Graham Kershaw was the quickest of the Britains and he occupied grid 3. After two rolling laps they were off, Phil Foster snatching an immediate lead from Nationals Adrian Wood and Haworth. By lap 2, Kershaw had passed the leading Britain, Steven Murphy and stroked off into the distance, never to be challenged again. On lap 3, Haworth passed Wood for second place in the Nationals, and this position remained until the end, both Foster and Kershaw winning their respective classes by a huge margin.

100 Nationals

The first heat of the 45 Nationals took to the air to see who could get the farthest up the

bank at the end of the straight, but local driver, Andrew Fairless showed them how to drive by coming first with Mark Nuttall and Nicola Fletcher in second and third. The second heat saw a win by David Bennison, second was Peter Elliott and third was Ray Grimes. The third heat was won by Nicola Fletcher with Tony Bell and John Marshall in second and third. In the qualifying race Duncan Bullock was the first to go into the final. Nicola Fletcher was on pole in the final and showed the men how to race in each of the 12 laps. Peter Elliott came second, closely followed by John Marshall, David Bennison and Andrew Fairless. The most meritorious drive was by Steven Sykes who came from the 12th row on the grid to finish 8th.

125 Nationals

Bolton Kart Club member, Derek Price, was on pole for the final. Jack Field capitalised on a poor start by Price to shoot into the lead which he held for 6 laps, closely shadowed by Price

John Ashe walked away with every 250 International race, including the final. Below: Peter King (7) leads a bunch of 100 Nationals. (Photos: R.C. Ridgeway)



Kalendar

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).

FEBRUARY

1 FELTON (8 miles north of Morpeth, on A1)

8 CHASEWATER (Pleasure Park, Brownhills, off A5)

TILBURY (Dunlop Road)

WOMBWELL (Dorothy Hyman Stadium, nr. Barnsley)

15 NUTHAMPSTEAD (1 1/4 miles east of Barkway, off B1368 Cambridge-Ware Road)

SHENINGTON (8 miles from Banbury, off A422 Banbury-Stratford Road)

22 TEMPLE MANOR (Strood, off A2, nr. Rochester, Kent)

FULBECK (8 miles from Newark)

28 SURBITON (Worcester Park)

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

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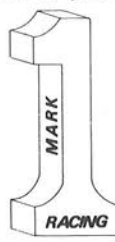
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ACT NOW BEFORE IT IS TOO LATE. This is what you can do if you agree with me.

1. Discuss it at the earliest opportunity in your club meetings and put as much pressure on the R.A.C. Kart Committee as possible NOT TO GIVE IN.

2. Organise petitions and collect signatures and send the results to the R.A.C.

Even if the R.A.C. have to reluctantly accept these tyres the clubs can still refuse to change. Please take this letter very seriously as this could be the end of National Karting.

FOR THE SAKE OF KARTING, DON'T GIVE WAY. FIGHT ALL THE WAY.

Paul Fletcher
Sheffield

Dear Sir,

I would like to thank Mr. Lambden for giving me the opportunity to answer Paul's letter.

I think we should look at the cold hard facts instead of letting all that emotion come to a head again, as it has in the past.

1. It is generally recognised that there are in fact 3 main types of Goodyear tyres introduced over the last three years; U.S.A. type, German type small 10A, German type large 10A, each with very different performances.

2. It is current practise for the better 100 National drivers to test large quantities of tyres because it seems that each batch of tyres give very different performances. Therefore drivers have to sort out the good ones. I find this very disturbing, because make no mistake, we are talking about drivers spending hundreds of pounds on this type of testing.

3. It seems that top National drivers also have to use new tyres every meeting, if not every single race, as the performance apparently drops off very quickly.

The effect of all this is that drivers are spending excessive amounts of money to win, or the drivers with some sort of backing win.

Now let us look at 100 National running on Dunlop or Bridgestone type rubber.

1. To duplicate compound, regardless of date code, is no problem, therefore performance is predictable.

2. Performance is reasonably stable throughout tyre life, until worn out.

3. Tyre wear rate can be better in most cases than current National tyres.

Therefore these qualities will result in less tyres being used and equalise performances more so than the current situation.

With regard to the development situation pointed out by Paul, my experience is more restricted to my knowledge of Dunlop tyres, Dunlop 005 compound was competitive for 18 months and nothing I am aware of superseded it until the 049 compound, again competitive for just over 2 years now. Remember, this is with no tyre rules or homologation. I feel this has been just as stable as the Goodyear situation.

I feel that Paul is getting confused with development compounds, that he has been privileged to hear about or in fact test on the odd occasion, which were not necessarily better just because they were different.

In closing, I must stray from the point a little. We do take exception to the reference that 592 compound was a 'fiddle' in use at the 1978 National Championships.

1. This was a well known compound clearly marked on the tyre.

2. We deliberately checked with the R.A.C. before importing this tyre, to confirm that they were completely legal.

3. They were available to everybody who wanted them, regardless of the make of kart or motor used or any other factor you might like to take into account.

4. They were available well in advance. In fact the month before the 100 National Championships, Fulbeck, without any bother at all. . .

I don't think anyone could deny that Paul has helped karting in the U.K., 100 International in particular, over the years and deserves considerable respect from everybody. But I do think he is a little misguided on his beliefs on 100 National tyres.

I must also say that we have placed no pressure whatsoever on the R.A.C. to put Dunlop tyres on their restricted list. However, if the opportunity is there for a test day as proposed, I feel that Dunlop would show to be very favourable indeed and would have something positive to offer National drivers.

David Lane
Lane Racing Developments

Dear Sir,

One cannot let Paul Fletcher's letter, published above, go unanswered. I do not believe that he is as naive as he tries to make out. Paul bundles together different mal-practices under the one heading, which is most inaccurate and unfair to all concerned. So, to put the records straight, I will endeavour to put both cases on paper as they stand to date.

The main issue that the Company is pushing the R.A.C. over is the subject of *coded* tyres, and we will look at that first. This Company, namely Zip Kart, was the first organization to request the R.A.C. to put a price limit on tyres for the National Class (Paul knows this is true because he was on the Kart Committee. Two other Dealers had this thrown out, but he knows who they were). We still think that a limit on price is needed, and are 100% behind the Motor Sports Council regulation governing this aspect of the situation. What we are against is that of Coding of tyres by *selected* Distributors. No way will this Company accept this regulation, no more than we, would expect Paul, on his new venture of making karts, to accept being told by the Motor Sports Council's Kart Committee, that he could not sell his kart to any Motor Sports Council Licence Holder, to use in any meeting, unless it was coded by Zip or Sprint and was sold through them, or at least handled through them to enable them to have a rake off! That is what this Company objects to, and as Paul rightly says, yes, a lot of pressure is being brought to bear by myself against this completely unacceptable regulation, and I will continue to do so, as to my mind, monopolies cause price rises, whereas competition causes fair prices for all. So, after a two year battle, the Office of Fair Trading have made certain suggestions to the Motor Sports Council on this matter, and as usual, the Motor Sports Council is dragging its heels, and hoping the situation will go away. But it will not. . .

Well, to the other side of Paul's statement. I am afraid I do not agree with his view that tyres have killed 100cc International. I am not convinced that entries have gone down that much — on the two rounds of the Green Man Championships I promoted, when I was at the Hoddesdon Kart Club, we had 41 entries one year and 39 the next year — not that many more than 1980, and that was before sticky tyres were invented. So, I don't think the class has been affected any more by new tyres than it was by other natural progressions, such as new engines, new chassis and other items, which all cost a lot of money. But to blame this reduction solely on to tyres, is to my mind,

both unfair and untrue. The list as regards compounds, is more a case of figures being made to prove any case, certainly as far as Bridgestone tyres are concerned. 'Zip' tyre: only 12 of these were produced as a sample, so it's hardly fair including them at all! The rest fall into a once-a-year change pattern: YB 1977, YZ 1978, YAV & YAW 1979, YBC 1980, with YBE to come in 1981. So, one can quite easily knock the figure of 9 down to a genuine 4 over 4 years. I don't see that that's too bad.

Of course there have been other compounds of tyres. How do you expect any business to supply tried and tested articles without tests? So what Bridgestone do is make use of the World Championship and Asian Championship to test tyres. To make this test as comprehensive as possible, they supply certain contracted drivers with tyres to test at these meetings. After the tests, they co-ordinate the results, then put the best tyre into production for the next year. We admit that some lesser known drivers take exception to this situation, in the same way as other drivers take exception to factory supplied motors, but there you are, we don't live in the perfect world.

One other point: once a tyre has been selected for production, it takes (from the October's production) by sea, until January before we see them. So after the World Championship we place an order for some tyres to come by air. The cost of each tyre then carries an airfreight charge of £5 to £6 each. This charge is put on the tyres for anybody who does not want to wait for the boat to arrive.

Regarding the list of permitted 100 National tyres, I fail to see how Paul can judge this issue any more than I can without some kind of tests to work out which tyres are best. He may well be right (and nobody wants tyres on any list that are not satisfactory), but what we do say is that we want the best tyres that are available on the list, and when we say best, we mean best in all ways — price, wear, safety and availability — not tyres put on a list by somebody sitting at a desk in London! For two years I have asked the RAC Motor Sports Council for a tyre evaluation test (yes, 2 years) with no success. We will keep on pressing this matter until such time as we are proved right or wrong, and the best tyres for a class are permitted by rights, and not by somebody's whims, whether they be Goodyear, Dunlop, Carlisle, Bridgestone, or of any manufacture, provided they have proved themselves. If we have to, as a last resort, get the Office of Fair Trading to help, then so be it.

I don't know how Paul can be so sure of the fact that Bridgestone or Dunlop would change compounds for their National tyres in four months. This is not born out by the facts — the Bridgestone long life tyre has been on the market for over 2 years, is used by most European countries and no compound change has taken place in that time. I do not know how Paul gets his information, unless it is a figure of his imagination. No tyre manufacturer can make money by continually changing compounds, so I see no fear of a compound change taking place, and I think Paul is being a little unfair in his accusation against the tyre manufacturers.

Of course all this trouble with tyres started with the Dunlop situation at the R.A.C. National Championship held at Clay Pigeon in 1978. At that time, Paul was a member of the Kart Committee which permitted certain things to take place, and drivers have been landed with unfair regulations ever since. The troubles were not of their making, but were those of the Kart Committee. I can only hope that whatever is decided and arrived at by a tyre evaluation will at least be given a fair trial by all concerned.

Mark Hines
Zip Kart



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(Four wins from six meetings)
- 4th RAC 125 Short Circuit Championships
Stuart Ziemelis — Sprint/Haywood Rotax
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continued . . .

third and fifth finishes. S. Tillett's tally was second best with a third, fifth and sixth, Gary Till put together a fourth, fifth and seventh. Robert Smith looked all set for a clean sweep with two wins but failed to finish the last heat. Hard Luck Robert. P. Reynolds and Lindy Cook were the remaining team members with good heat finishes of seventh and ninth. Congratulations London K.C.

210 National

Heck! London again, not a lot but enough for their third class win of the day. Well we may not have won but in this class we can boast of having the highest scorer, Bob Green, with a first and two seconds. Chris Prue and Jon Sapey, of Shoestring Racing, gave good support with a third, fourth and ninth for Chris and a fifth, sixth and eighth for Jon. Tony Prue managed two ninths and an eleventh, while Dave Massey had a tenth and unfortunately, two non-finishes. London's highest scorer, Colin Ling, claimed a first, second and fifth. Norman Page weighed-in with a third, fourth and sixth. Derek Avery, still smiling from last night's booze, added a third, fifth and eighth, while Ray Hopkins looked well satisfied with his tally of a fourth and two sevenths. Jim Passet spoilt his score of a first and seventh with a non-finish, hard luck Jim. S. Howard came home with an eighth, tenth and eleventh, which was enough to give his team the cup.

125/250 National

Not again? No, it wasn't, things just had to

change for us Beccles boys and in this one they did. I would tell you the score if I thought it wouldn't upset Terry Arnold, suffice to say in the first heat Terry was the first London driver home in seventh place. Top driver for London was K. Allen, closely followed by N. Wayland and I. Johnson and C. Riley. Terry Arnold unfortunately suffered two non-finishes Sunday afternoon, but looked on fine form, with a strong right arm, Saturday night at the Disco. Man of the match this time was one of our local Ellough drivers, Paul Carter, with a second and two wins, next in line was Ian Rushforth on his new Lancer chassis, Roger Barrington came third, John Davis fourth, John Buckenham fifth, Kurt Luby and Steve Hemming bringing up the rear, both of them suffering a non-finish, and our big American rebel Mike Dziur-galski driving seventh man enjoying himself on his newly acquired 250 National engine.

Team Results:

Juniors	London Kart Club
100 National	London Kart Club
125 National	Beccles Kart Club
210 National	London Kart Club
	Roger Barrington

IRELAND

Charity Karting

Ballymena Showgrounds was the scene for the last race of the Irish karting year. The meeting was a special effort to raise money for the

charity Multiple Sclerosis. The Mid Antrim Kart Club who organised the meeting were delighted at the response from karters and sponsors and were able to hand over £750 at the prize-giving dance after the race.

The day's events started with a celebrity race which included Courtney Junk, Ian McIntosh and Arnie Hill, three of Ireland's Motor Cyclists, Ulster television personality Jackie Fullerton and wrestler Billy Joe Beck. All these celebrities served up a very eventful race to say the least, each one receiving a souvenir of the day.

Serious racing got under way with the 125 National. Terry Wilkinson made sure of a first position with two very quick drives on his Rotax. Tony Anderson was second man home.

The 210 National was dominated as ever by the king of the 210's, Ballymena's Johnny Cupples. He drove magnificently throughout the day to secure yet another win with Glen-gormley man Dessie Graham second.

Ballymena's Dessie Robb delighted the home crowd with a win in 250 National.

The race of the day was without doubt the 250 International with a large display of karts on the grid. Dessie Graham was once again in the trophies with a brilliant display of driving to take first place. Scottish driver Robert Logan proved the dark horse of the day with a well earned second place. Roy Stewart and Terry Hamill finished third and fourth respectively.

The 100 National was a hard fought affair with David Duncan taking the honours with Billy Blair second. In Junior Britain Alan Vance stole the show with David Allen second.

P.G.

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PROFILE

'Butty'

A real 'Racer', Dave Buttigieg's competition history has been one of great variety. It has also been one of astounding success — but the path to the top hasn't always been smooth. Nowadays, Butty works hard, not only as a truly gifted craftsman behind the wheel, but also as a carefully spoken Ambassador of the sport.

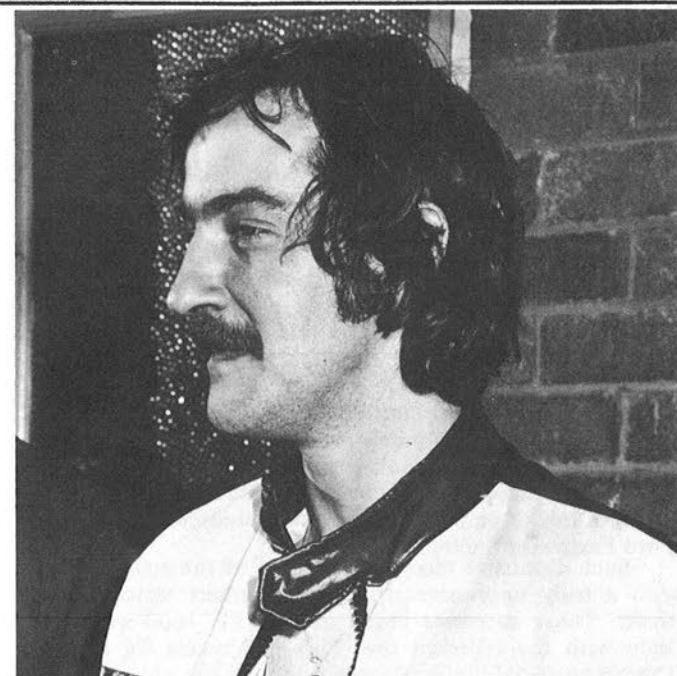
Phillip Bingham explains.

Fiercely motivated, quite often controversial, and nearly always successful — David Francis Buttigieg has been working hard at the Art of Winning for twenty years now. It hasn't always been easy, there have been embarrassing personality and business clashes beneath the glaring public spotlight, and it has all required an almost astounding diligence. But in the end sparkling raw talent and sheer bloody-mindedness have paid dividends. At twenty-nine, Dave Buttigieg has firmly carved himself a niche as one of Superkarting's all-time Greats. On the path to that envied acclaim, he has also left his mark in other arenas...

It all started on water. As a qualified Motor Technician and Garage Proprietor at the family business in Eastleigh, Southampton, Dave's early sporting instincts took him not behind the wheel, but the rudder! Needless to say, he was successful. Having won the British 505 Sailing Championship in 1970, 'Butty' looked around for a fresh challenge. His winner's trend was set.

The next move was one which even Superkarters might consider insane! Before his sailing exploits, Dave had already raced an assortment of karts for no less than eight years, mainly in the Villiers 210cc category. The results he remembers haphazardly as "winning various Southern Championships" but the 4-wheel interest — for the moment at least — had faded. Instead, motorbikes bloomed into the new passion. If Buttigieg has a reputation as a rugged, determined driver rather than one of clinical precision, then maybe the years '71

We all start somewhere! Butty at a Southampton circuit, around 1965.



to '74 explain it. He made his two wheel competition debut in the physically demanding world of Trials. Progress was averagely promising, and saw the Southampton man graduate to Intermediate status — but by now a rather quicker version of two wheeled sport was tempting him. By 1973, Dave Buttigieg was a familiar name to Speedway fans.

Typically, Butty worked at the sport with total commitment, and the familiar result was success. His first full oval season netted the South West Junior Championships, and brought the offer of a place in the Poole Pirates team as a Junior. And the stretch to the top of the ladder just kept getting shorter. From his Junior riding, Dave moved up to the Pirates' First Division team, and little more than a season confirmed all the earlier promise. The highlights of that year were finishing second at Kings Lynn — behind one Terry Betts! — and scoring almost half of the seven-man team's total points at a match at Belle Vue. Numbed to take success though Buttigieg might have been, he could be forgiven for thinking that his new pursuit was looking very rosy.

But it didn't last. Buttigieg's history has been one of contrasting ups and downs, and Speedway was to be no exception. In this case, the 'down' was quite literal — nursing a cracked pelvis and agonising torn ligaments, his oval career was finished. "I spent too much time convalescing and too little time actually racing" he reflects. "It was just silly."



continued . . .

Silly enough, in fact, to warrant another move. This time, it was back to karting. 1974 brought a runner-up's spot in the British 250cc International Championships. Pleasing enough, but somehow hollow after the demanding nature of Speedway. Not unpredictably, our subject's feet were itching yet again.

This time, the itch was in the direction of 'proper' motor racing; Formula Ford 1600. Butty campaigned "a real heap of a car", a well-worn and outmoded Dulon MP15, under the auspices of Norman Abbott Racing. This time, the challenge was not so easy. In the frantic Junior single-seater category, one is pitched against a grid full of aspiring World Champions, and aggression, ambition and a certain degree of dam-the-consequences stubbornness are all part of the formula. So, too, is money, and Dave is one of the first to admit that he is not a natural sponsor hunter. So it was that the Ford aspirant modestly and laughingly summarises his debut season in motor racing as a series of incidents that involved "hitting the bank at Oulton, writing-off the chicane at Thruxton and finishing eleventh out of an entry of over two-hundred in the Formula Ford Festival at Snetterton!"

Such dismissive modesty is typical of the man, even now, with a truly impressive string of Superkart victories to his credit. Those successes began in '75. FF 1600 was pushed aside with the criticism that "it's just racing for ambition. There's no social life whatsoever; nobody has any real friends in motor racing. If you're the best, everyone wants to speak to you; if you're the second best, you're a nothing."

Instead Mr. Buttigieg decided "I preferred the little wheels anyway, Superkarting's a lot faster than FF1600 and 2000 ever knew how to be."

That preference certainly showed. Instantly. The re-newed attack on karting began in 1976 with a third at Snetterton, and from there on things just got better. Selected for the British Team, Dave seated himself in a Barlotti and went on to win both the World Cup and European Championships in that year. Even Martin Hines, the King who was being rocked to the very roots of his precarious Superkarter's throne, was impressed. The Zip Karts supreme obviously reckoned that "if you can't beat 'em, let them join you," for he immediately snapped up Buttigieg into the works Hermetite Zip team.

It was then that the stormy waters began to swirl. The 'dream' signing with the Hoddesdon factory proved to be more often sour than sweet, and although Butty and team-mates Reg Gange Jnr. and Hines swept the board, it was not a happy

This cutting from the 'Speedway Mail', November 16th, 1973, marked the end of Dave's speedway career.



Speedway is a tough, hard sport. This is true not only on the track, but also when it comes to making the game pay. Take Poole junior Dave Buttigieg for instance. He has decided he can no longer continue as a speedway rider as the costs are proving to be too high.

season. An inter-team rivalry between Hines and Buttigieg moved from the track to personal feelings, and, plain to the world, it came to a head when Butty pipped his Boss to the post at the British Championships at Snetterton. Hey presto, another team change!

It seemed that a return to the Barlotti chassis augered for a hard year in '78, but that was not so. David Buttigieg, an intensely competitive species at all times, felt he had a point to prove, and was driving with a vengeance. And prove it he did, seven victories in succession plus the retention of the European title convinced everyone that Dave's career, despite his controversial Zip split, was not over.

But still the team swapping continued. 1979 witnessed a 'works deal' with Reg Deavins Sprint marque. At the time, the problems within the team were no secret; a couple of years has mellowed anger to a frank diplomacy, and we were told that "Deavinsons are obviously pretty good in Class One, but their chassis was somewhat less than brilliant on the long-circuits."

And so, mid-season, the controversial but indisputably brilliant Southerner was back in a Zip seat. The season of problems was refreshingly punctuated by a World Cup victory, and at the start of this season, of course, came the Rapid Movements team. Fickle though motor racing memories tend to be, few will need reminding that the ambitious Rapids team, comprised of the World Cup holder, his wife Carolyn Grant-Sale, and the personable Nigel Smith, did not last. Once more Buttigieg the track master seemed to have upset the rhythm of his season due to an unfortunate knack of being in the wrong place, with the wrong people, at the wrong time.

Until his traditional rival, Martin Hines, sprung a move that surprised even the hardened cynics. Old arguments, Hines said, were forgotten, and he duly offered Butty a place in his dominant works Hermetite Zip camp. That alliance, strengthened by the presence of Carolyn Grant-Sale (sorry, Buttigieg!) is to continue next year. That, in particular, has silenced cynical observer's of the two Superkart Master's intense rivalry.

"It is true that Martin and I had something of a needle match, yes," Dave freely admits. "We are, unfortunately, both of a personality that can spark off quite quickly. That, plus an awful lot of pressure from the media to split us up, meant that we both got quite 'wound up' with each other. When we now look back on the arguments, they were so petty and stupid. But I think we've both learned from them; we've matured, if you like. And because of that, we're both going to be far better off in the future. The media were always trying to split us up, but there's no chance they can do it now."

Such mellow, careful words may at first seem rather surprising, even out of character, from one with such a frenetic political track record. The fact that the Hines/Buttigieg alliance can now continue into its second season however, surely lends those words strong credibility. Indeed, listening to the racer's version of his frequent team changes makes one appreciate that there is far more to the man than mere strong-personality selfishness. Quite the reverse.

"I could have stayed on with all of those teams, sure - and if the drives had been free, I would have done. But I wasn't getting a free drive, and so being called a so called 'works' or 'test' driver was a bit of a joke. And some of the equipment my wife was getting left a lot to be desired. "When I went into a deal, it was not just for myself; it was a whole package, with myself as Number One and my wife as Number Two driver. Those deals never materialised because my wife got absolutely shoddy material. I'm afraid I couldn't accept that, because I looked at it as a whole package, not just my own."

Interestingly, the works Zip seat is the first free drive Buttigieg has secured in all of his twenty years racing and winning. "It's tremendous," he enthuses, keen to point out that "the management of the team is just superb; it makes all the difference to have an understanding Team Manager who does actually manage, so the driver can concentrate on driving. That's the way it should be."

In many respects, it emerges, Dave Buttigieg is a changed man. Typical of the successful sportsman, he can be forthright, and is not afraid to carry the strength of his convictions into action. In the long-run, that attitude has reaped reward.

Kart & Superkart

CLUB SCENE

continued . . .

Junior Britain

1st	Lee Cranmer	Kestrel/BPH Arrow
2nd	Piers Hunnisett	Kestrel/Arrow
3rd	Martin Prior	Kestrel/TKM

100 National

1st	Gary Prior	Dart/TKM
2nd	Gary Till	Zip/TKM
3rd	Ray Wright	Cobra/DAP

210 National

1st	Colin Ling	Barlotti/CL Villiers
2nd	Jim Paffett	Barlotti/Villiers

250 National

1st	Roger Steer	Zip/Bultaco
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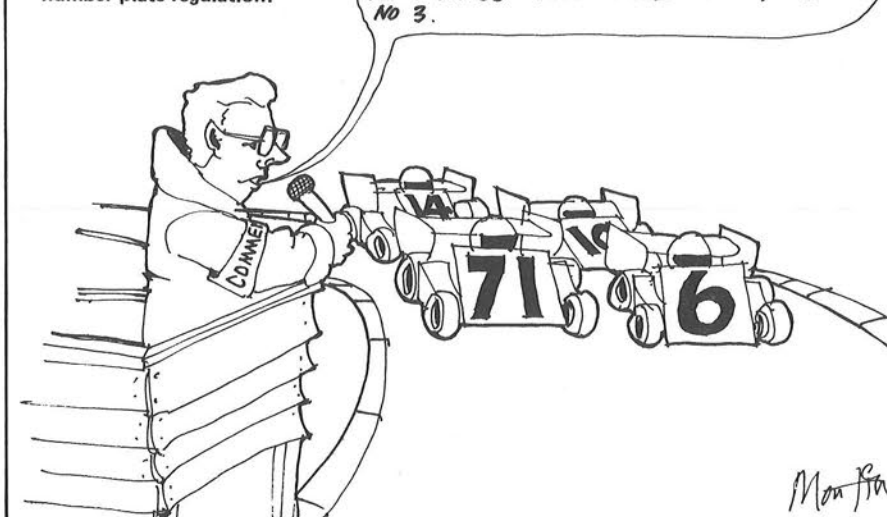
250 International

1st	Mike Kyriakides	Team Dino/Smith Yamaha
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125 National

1st	Keith Bisp	Zip/Rotax
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Reader Martin (sometime 210 racer) Aspland's reaction to the new long-circuit large number plate regulation!



They sure get stuck in to their racing at Wombwell - 100 National mayhem! (Photo: B. Marsden)

Ellough

Ellough Airfield, October 26th, was team race weekend when Sandy and Dave Howarth of Startline Motors organise the London Kart Club teams to travel to Ellough for a social weekend and some friendly racing. We start off with a Saturday afternoons practice session, after which we retire to the Wild Duck Caravan Park Belton, courtesy of Larry Gage, temporarily retired 125 driver, where we enjoy the company of our London racing friends and their families, with a Disco, food and excellent bar facilities. We eat too much, drink too much and generally have a fine time then retire to our chalets and caravans, hired at a special cheap rate due to Larry's interest in karting. Sunday morning and it's suits off and leathers on as we journey to Ellough for a day's team racing.

London and Beccles supplied teams in Junior, 125/250 National and 210 National

classes and were joined by our neighbouring club, Norfolk and Suffolk K.C. to make a three team 100 National race. Race day weather was atrocious yet again, but hopefully a good time was had by all.

Juniors

Juniors opened up the day's racing. The London youngsters took the cup in this class, with some fine driving. Robbie Childs led the way with a full house, three wins score. Next best score was from Martin Prior with two thirds and a fourth. Steve Dart did his part with a second, third and eighth. Gary Moynihan and Chris Duncan had their turn of success with seconds and fourths. Beccles top scorer was Darren Gibbs with a second, fifth and sixth, well supported by Andrew Pogson, Gary Beaumont, Andrew Hale and Ivan Folkes, all battling valiantly to give us a score we could be proud of against the fast London lads.

100 National

Another London win. Beccles were soon in trouble in this class, with four of our team dropping out of the meeting in the early stages leaving an impossible task for our remaining two drivers, Mark Lovell and Ian Beaumont. Mark had a fine second, sixth and eighth, while Ian splashed and spun his way to a hard earned two elevenths, and a twelfth. The Norfolk and Suffolk K.C. lads were the ones left to do battle with the London victors and a very good show they put on keeping the score respectably close. Miles Townsend top scored with two seconds and an eighth, a good solid score from Trevor Woodhouse gave them two fourths, Andrew Simpson a third, Bob Kett sixth and seventh with Ray Lincoln and P. Storey keeping their team in touch. A very good team effort, Tibbenham lads, thanks for coming. London's Chris Callingham was their leading scorer with first,

Last round of the Club Championships, November 9th.

Junior Britain

1st	Simon Blessed	1980 Club Champion
2nd	Graham Kershaw	
3rd	Wayne Vaughan	

Junior National

1st	Neil Douthwaite	1980 Club Champion
2nd	Phillip Woolley	

100 Britain

1st	David Smith	1980 Club Champion
2nd	Ray Chatterton	
3rd	David Goldsborough	

210 National

1st	Brian Finn	
2nd	Dudley Martin	1980 Club Champion
3rd	Gary Hill	

100 National

1st	Lew Marsden	1980 Club Champion
2nd	Peter Elliott	
3rd	Ashley Sparks	

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The machinery may change, but the style doesn't. Leading in a Formula Ford (above) and Superkart (right) — tail out through the Thruxton chicane. But even Champions go wrong sometime (bottom) — inspecting the Thruxton armco . . .

There have been arguments, there have been problems, but to most Superkarters Buttigieg is now not so much the quick but controversial name in the sport, as a 'classic' racer of new diplomacy. The public spotlight always shines on the 'names' of a sport with infinitesimal and unrelenting scrutiny. For a while, Butty closed his eyes to it and went his own way; now, however, there is a man who makes conscious effort to say the right things at the right time. Rather like the Jody Scheckter's of this world, Buttigieg has evolved from the 'Barefoot Racer' to a more thoughtful Master of the Art.

Also like the Scheckter's, however, he still has the courage to speak his mind. Asked to look to the future of the sport, he warns "it is rather shaky, owing to the regulations. We need a stable class, which will bring back the major sponsors, and I think that means running to C.I.K. regulations. Without being disrespectful to anyone in particular, I think the RAC this year have been a complete and utter shambles. I hope and pray that people with more appropriate ideas can squash the RAC. Personally, I don't now want to be run by the RAC, as in the past twelve months they seem to have shown themselves not interested in the people they are supposed to represent. If the RAC want to govern, fine — but let's have somebody who knows about Superkarting today, rather than the sport as it was twenty years ago. We do not want twenty year old ideas. The way they're trying to change the rules, they've lost respect, we've lost sponsors, and we just can't let this controversial system continue."

Buttigieg, of course, used to be a member of the RAC Kart Committee. Once. . .

Despite the 'new image', Dave Buttigieg remains an out and out Sportsman who competes for the love of it. "You've got to work hard at it all the time," he points out, "but I wouldn't want to be over-professional, because some of the fun would disappear. Karting's progressed a lot from a Sunday sport if you want to do well, and it's nothing for me to put in a hundred hours a week, just playing on the kart — that's on top of a usual week's work, of course. But we are 100 per cent involved; we do nothing else but go racing. An awful lot of people would prefer to spend an evening in the pub, or dancing, but that way you're just wasting time and money. By giving it everything; that's how I made it."

As observed earlier, if you mix a healthy degree of intransigent self-belief with raw talent, you just cannot go wrong. Who, after all, has succeeded as spectacularly or as often as David Francis Buttigieg?



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

Tilbury

BBN WINTER SERIES

The November meeting was the first round of the L.K.C.'s winter series for which we had been fortunate in securing the sponsorship of B.B.N. Products.

137 karters responded to the challenge, a good entry at any time let alone November.

100 Britain

The 100 Britain class set the ball rolling and Tony Cruttenden (son of the famous Jim!) was soon in the lead, a position that he was to

Winners Tony Cruttenden - 100 Britain (top) and Andrew Stapley - Junior National (below) (Photos: D. Callingham)



repeat in the next heat and the final. Nicole Turner looked as if she might have done well but her final ended when she tangled with Graham Steer and came off. Later Graham was forced in by mechanical problems leaving A. Roberts in second place.

100 National

48 entries required 4 heats to decide the final grid. Mark Tredwell's return to Dartford Karting might have brought about an interesting confrontation between himself and team-mate Gary Prior, but they only met in one heat and the grid placings kept them well apart. Gary had the better of the day with a win and a fourth, while a non finish for Mark put him in the B final. The other heats were won by Steve

Tillett, Ray Wright and, up from the Juniors, John Herbert. Tim Harvey of Essex Karting Centre also had a good run in the heats, a second and a fourth putting him alongside Gary Prior on the front row of the final.

Gary was soon in the lead and stayed there to the flag but Tim's luck ran out when John Herbert's overtaking move went wrong and they both came off. Gary Till and Ray Wright now in 2nd and 3rd place fought all the way and finished in that order, followed by Lee Crane and Steve Stapley. Mark Tredwell although qualifying from the B final was once again put out by engine failure.

National Novices

Quinton Searle won this group after being pressed hard by Steve Sims. Gary Britnell was third.

Junior Britain

Mark Handyside looked all set to take the first heat until a loose plug cap brought him to a halt. This left Steve Brogan in first place with David Germain second and Kevin Keith third. The second heat went well for Lee Cranmer, who won from Martin Prior and Colin Duncan.

The final was noticeable for the battle for 2nd, 3rd and 4th places. Lee Cranmer having taken a comfortable lead it was Colin Duncan, Piers Hunnisett and Martin Prior who provided the excitement. Piers and Martin eventually took second and third place with Colin a close fourth.

Junior National

Heat winners Andrew Stapley and Derek Higgins gave us the best entertainment of the day as they fought out the final. After taking the lead from Andrew, Derek found himself in difficulty as Andrew worried at him for four laps until a half chance at the pit bend was well taken to put Andrew back in the lead. More laps of bumper to bumper stuff followed until Derek bounced wide to let Robbie Childs through. This gave Andrew a breathing space and by the time that Derek was back in second place Andrew had taken the flag.

Class IV 210's

Another Colin Ling, Jim Paffett epic was finally resolved in Colin's favour after they had both scored heat wins.

250 International, National and 125's

Keith Bisp, who had been lured away from the West Country by the previous day's Rye House TV special, completed his weekend by taking the 125 class. Roger Steer dominated the 250 Nationals while Mike Kyriakides was first to finish in the final for the 250 International class.

Our thanks to B.B.N. for their support in this and the next three rounds of the series.

Dennis Callingham

Results:

100 Britain

1st	Tony Cruttenden	Dart/TKM
2nd	A. Roberts	Remrod/Arrow

100 National Novices

1st	Quinton Searle	Mamba/K88
2nd	Steve Sims	Zip/Parilla
3rd	Gary Britnell	Sprint/K80TT

Junior National

1st	Andrew Stapley	Cobra/BPH Arrow
2nd	Derek Higgins	Dino/DAP



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With winter fast coming on, it's very pleasant to sit back and reflect on the year's sport, and in particular the drivers who have contributed to especially spectacular moments. Discussion inevitably leads round to the inevitable question — "who do you reckon is the best? . . ." So once again, I've come up with my own personal "Top Ten" assessment of our 100 International drivers — those who've competed overseas and those who haven't quite made it that far. I hope it adds fuel to your own discussions/arguments/fights! on the subject. . .

I look forward with some trepidation to compiling my Top 10, because whoever I choose in whatever order, I'm going to be wrong somewhere, aren't I? But if I didn't have a pretty thick skin, I wouldn't be writing this column at all, so here we go. Firstly I must as usual remind you that what follows reflects purely my own personal ideas on who were the best all-round British drivers in 1980 — based on results and race performances, and not necessarily on their total ability if they have had a bad season. (This is a neat get-out clause should I get clobbered by some angry driver or team who feels hard done by!!) Last year I attempted a top twenty, but picking the top 20 is a bit too difficult to be really fair. So, my top ten drivers in 1980 are

1. Terry Fullerton
2. Martin Smart
3. Alan Lane
4. Mickey Allen
5. Alan Gates
6. Ricky Grice
7. Martin Homewood
8. Biff Harris
9. John Gravett
10. Paul Jackson

For purposes of comparison it is worth noting the Top 10 from previous years:

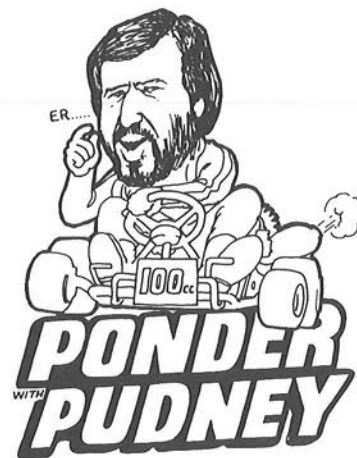
- 1979
1. Mickey Allen
 2. Terry Fullerton
 3. Mike Wilson
 4. Martin Smart
 5. Martin Homewood
 6. Doug Spencer
 7. Alan Lane
 8. Paul Jackson
 9. Alan Gates
 10. John Gravett

- 1978
1. Terry Fullerton
 2. Mickey Allen
 3. Mike Wilson
 4. Alan Lane
 5. Martin Smart
 6. Dave Coyne
 7. Ricky Grice
 8. Paul Jackson
 9. Paul Knapfield
 10. Paul Fletcher

There are obviously some interesting comparisons to be made — the demise of certain names over the years and the gradual rise of others. It's such a shame that Mike Wilson's name has to disappear this year, although you will all understand that it is not that he doesn't deserve a place, but solely that although British, he raced for Italy in 1980 and did not attend any non-international permit British events. With a bit of luck we may see Mike back racing in Britain in 1981, at which time he will certainly be back in the top echelon.

You may remember that I put Terry, Mickey, Mike Wilson and Martin Smart in my "Band of 4" in 1979. This exclusive club is one into which I like to put those drivers who exhibit the extra special skill in kart racing which

I call "the art". This is the real ability to overtake, not just in straight line power, but that special ability to get past people under braking in almost impossible places, when power outputs are very similar. Last year Alan Lane was knocking on the door of my "Band of 4". This year he's in!! If Martin Smart and Mickey Allen don't retire, and Mike Wilson does return to the U.K., we may well have a "band of 5" in 1981 and if Alan Gates finishes developing "the art" we may even have a "Band of 6". . .



on: Who's best in British
100 International
— the Top Ten.

But what of my analysis of the Top 10? Without a doubt, 1980 has belonged to Terry Fullerton, although he has not dominated the British International scene as Mickey did in 1979, (indeed it has been a remarkably open season, with different winners at all the Lockheed rounds) it is because he simply has not raced that much in England, preferring to spend time developing his 100 National drivers. When he has rolled up, with the exception of 3 Sisters, he's won — simple as that! It must have been very frustrating for the other competitors, because Terry's never really looked as if he's been trying. But just look at the season he's had — 3 Sisters Lockheed round, 4th with a No doubt who this little World Championship supporter is backing . . . (Photo: J.L. Aznar)



duff engine on a track notorious for being a speed rather than skill circuit; Fulbeck Lockheed round, an easy win; Global Cup, entry not accepted!!; Jesolo, a brilliant 3rd win in a row; North American Championships, 1st against Zoserl; British Championships, 1st in dominant style; Mazda Race of Champions, against strong European opposition 1st; Hong Kong, an easy win. And he so very nearly won the World Championship. . . Says it all really, doesn't it? My favourite sentence when describing Terry is that "he is arguably the best driver in the World." Frankly it isn't arguable anymore — it's factual. He simply is the best in the World and I do believe he's getting better. If Terry has a weakness (everyone has one somewhere!), it is that he can't organise himself very well. He needs someone to put that more organised face on both business and in his racing, but with such a strong personality as Terry, who does not suffer fools gladly, who could that person be? I have already noticed quite a change in him as the relationship with his "constant companion" Helen, has strengthened, and indeed as this relationship has flourished so Terry seems to have got his act together better and better. The clever one-off sponsorship arrangements organised for the Mazda Race of Champions were, I feel sure, primarily as a result of Helen's efforts and if Terry can get organised that well for the whole 1981 season, then the rest of the World might as well retire!!

Last year I put Martin Smart in 4th spot, and made the point that he could have done even better if Neil Hann's happy band at Mistrale Racing were to use a more reliable motor than the BM. In 1980, Martin in fact put up some superb performances including winning the Global Cup and setting the fastest time at the European Team Championships. Unfortunately, engines rather let him down again at the British and World Championships although he did nevertheless finish 9th at Nivelles, thanks in part to Yamaha. A change to Hewlands for the Mazda Race of Champions resulted in a super second place on the track only to be followed by the much discussed, sad and ill-timed disqualification on a silly technicality. The incident was ill-timed because it came about when Martin is seriously talking about retirement to concentrate on his architectural studies and I got the feeling that a good result may well have helped Mistrale to persuade Martin to stay on the 100 International scene. If Martin does retire, then top grade British karting will have lost (if only temporarily) one of its greatest hopes, because I am quite sure that given the right equipment and the right breaks, Smarty could be destined for the very top. His relative youth and boyish looks belie a tremendous maturity as a driver who is not the slightest bit overawed in the most illustrious company, is never seemingly rattled, rarely makes a mistake and can put it together in a timed practice. Real World Champion material. His position as my no. 2 in the U.K. is not a sop to encourage him not to retire, it's a sincere belief that Martin is that good.

Whilst Martin was prevented from racing during 1980 as much as he would have liked, due to study and examinations, my no. 3 man, Alan Lane, has been really getting back down to some serious stuff. As I'd hoped, old misdemeanours were finally forgotten in 1980, and Alan could really get on with the job. I fell foul of the Lanes earlier this year by writing that Alan had been driving "with his brain disengaged earlier in the season as he tried to make his mark" but I stand by that statement. I felt very hurt that the Lanes should have seen fit to withdraw their advertising from K & S for this remark, especially as I have been a great supporter and champion of the Lane cause in the past and have taken some stick for being

continued . . .

so. People should understand that if I am to remain an impartial commentator, they must accept criticism when it's due just as they can enjoy the praise when it comes. However, despite our disagreement, I do still very much reckon Alan as a driver. As the season progressed he did calm down, (perhaps my comments sank home) and he scored a fine win at the Clay Pigeon Lockheed round to be followed up by an even finer second place overall in the European Individual. All season we were treated to some superb tigering drives from Alan who inevitably was one of the quickest people on the track. Fifth place in the British Championships was no real indication of the terrific drive from the back of the grid, and Alan was a major contributor to England's moral victory at the European Team event. It was such a shame that an unfortunate choice of tyres in timed practice, followed by an unprecedented number of engine blow-ups spoilt Alan's chances in the World Championship, because when he was going he was very, very impressive. The piston problems in fact deterred the Lanes from travelling to Japan or Hong Kong this year, although Alan was reliable enough at the Mazda Race of Champions to finish 3rd on the track and 2nd overall from a mid-grid start. An experienced campaigner, Alan is certainly never overawed in top company, and given reliability could really surprise the unbelievers in 1981.

After his total dominance of the British scene in 1979, the "old" Maestro Mickey Allen has not enjoyed the best of seasons. The long-time partnership, likened to a "Jim Clark/Colin Chapman" relationship, between Mickey and Paul Deavin showed signs of weakening earlier in the season, and was plainly visible at Nivelles, culminating in their recent split after the Mazda Race of Champions. Contrary to various



rumours Mickey has assured me that he is *not* retiring and unless he gets fixed up between going to press, is indeed looking for a drive. Mickey may have had a bad season in 1980, and may (dare I say it) be getting on a bit (estimates have him at 38), but don't *ever* write him off. He is still one of the best overtakers in the game, he is kind to equipment and probably most important, is still, apart from Terry, one of the most feared and respected drivers in the world. Though at times in the latter part of '79 and during 1980 he looked as if he had lost his sparkle, I put his poor performances down to the straining of relations with Deavin and recently the onset of a bad bout of pleurisy. Wherever he goes, whoever Mickey drives for in 1981, he will be a force to be reckoned with, and given the right team, who can offer him the back-up he needs, will be right back up there.

If anything's easy about picking my Top 10

Lane and Gates 'rubbed wheels' and more on several occasions early in the season, but it was later in the year before both recorded their best results. (Photo: J. Pudney)

then it's my choice of Alan Gates at no. 5. It was a shrewd move by the Turneys to pick Alan as the works T.K.M. driver for 1980 and I know he hasn't disappointed them. His performances earlier in the season were fantastic, though suffering some cruel luck, getting knocked off all over the place while dicing for the lead. This run of bad luck evidently resulted in Alan's exclusion from the British team, an unbelievable decision by the selectors, acknowledged as a mistake by their "behind the scenes" manoeuvrings to get him to the World Championships as a "South African!" As soon as Alan failed to be selected it was as if he said, "right, I'll show 'em," by changing his luck and producing some sparkling drives — like his charge into 3rd place

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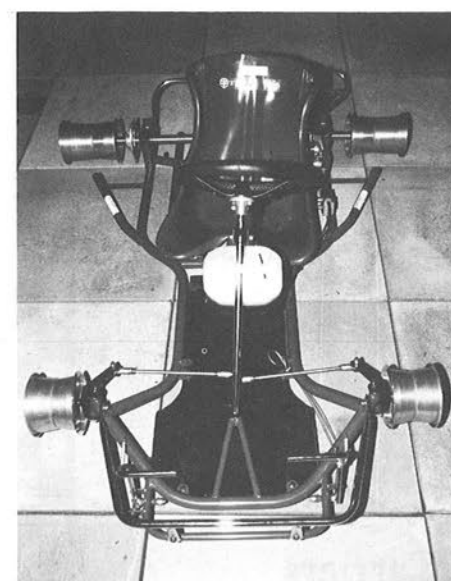
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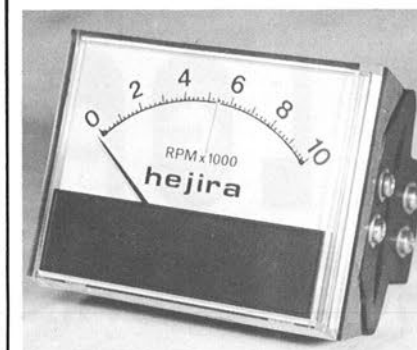
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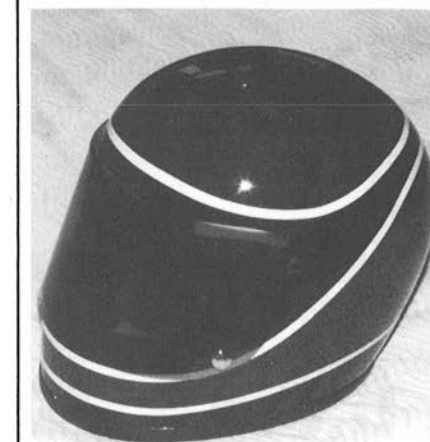
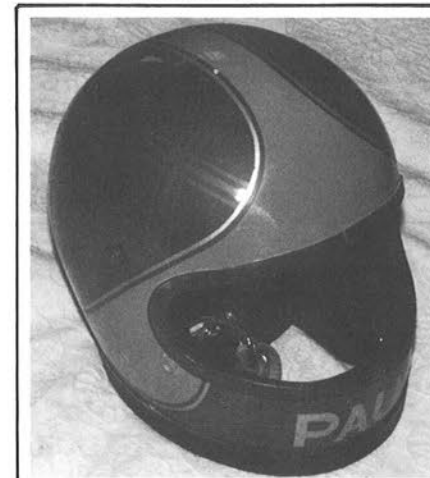
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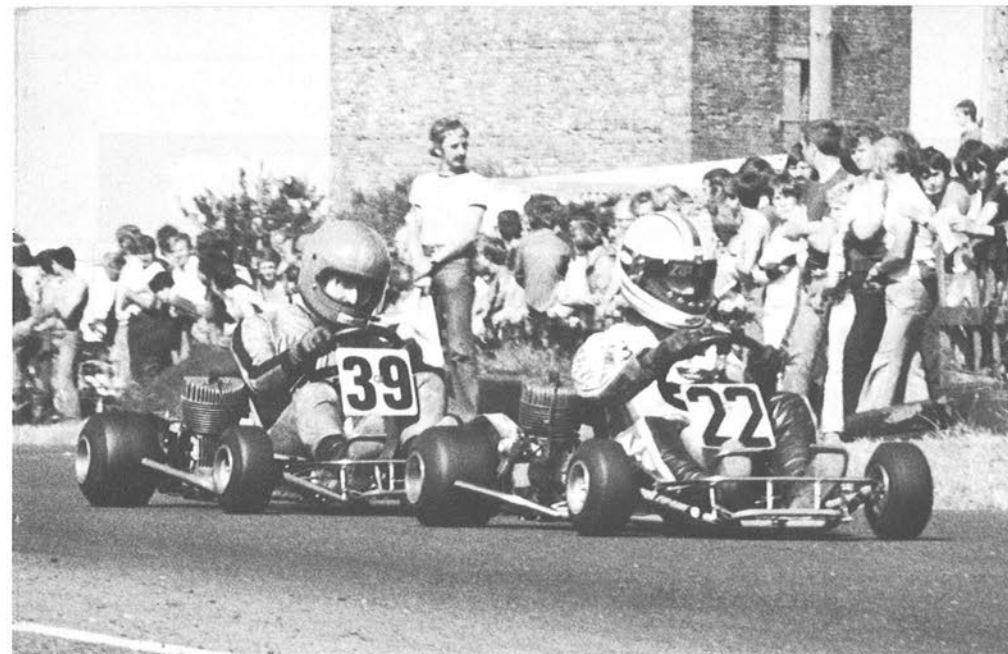
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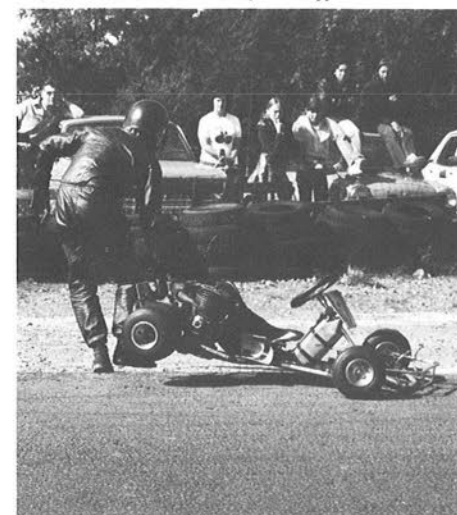
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High spot of Gravett's season was the British Championship, where he harried Smart (22) for second, and nearly caught winner Fullerton. Below: the same event provided yet another unfortunate end to a fine Biff Harris drive.



in the British Championships, and his Mickey-beating drive at Felton to a long overdue Lockheed round win. His fantastic performance at Nivelles is history now, but underlined his natural ability. What should be particularly remembered about Alan's late season performances is that from about July, he was racing against Doctor's orders. On pain-killing drugs to put off an appendicitis operation which he eventually had in October. If I have a criticism of Alan, and it's the reason he doesn't yet expand my "Band of 4", it is that he hasn't quite got "the art" of overtaking as the other 4 have. It's coming, and next year I reckon he'll have it. Then I'll have some extra difficulty picking my top men.

When I saw Ricky Grice at an early season Rye House meeting, racing for the first time since Little Rissington the previous October, I must admit I rather wrote him off, because he was terrible. From that time on, the crafty bugger improved steadily, until suddenly he was winning a Lockheed round at Wombwell and leading the Championship! 1980 was the year Ricky reached maturity. Having questioned whether he was driving for the right team in 1979, Rick stayed with the Lane camp and has developed a very good relationship, to the point where Reg Lane was describing him as "my driver" at Wombwell, Alan Lane being "David's driver"! Ricky has now lost the "rent-a-shunt" title which he rather deservedly acquired in 1979, and has proved that not only can he stay on the track, but he can finish, up front as well.

If he did anything wrong in 1980, it was that he came on strong too late, missing his chance of a crack in the British Team. I hope people will remember in 1981 that this young man was the Lockheed Champion of 1980, and that is an important and prestigious title to win. I hope he stays with the Lanes in 1981 because they are on the up-and-up and he's got the ability to go with them.

I rather suspect that Martin Homewood as my seventh choice will cause some disagreement - indeed I went into print querying the choice of Martin for the British Team in Nivelles. He started the season in a moderate fashion, good drives here and there, a fourth at the Global Cup, but nothing sensational. Then came the selection for the team, and an amicable move away from Mark Barnard of Redhill Racing in favour of the Sprint camp. It was obvious that the change worked, for Martin appeared to get motivated again and produced some excellent drives at the World Championship. Martin always appears to be in his element charging through from the back of the grid - I don't know if I'm seeing things, but he and Paul Jackson always seem to be coming through together, never far apart on the track. If Martin has a failing it is that he cannot quite put it together in timed practice and often ends up further down the grid than he needs to be, only to have to do one of his tigerish drives to get through. Perhaps that's the way he races best, but it is easier off the front, Martin!! If he settles, as he seems to be, with Sprints and indeed becomes their no. 1 driver in 1981, as seems likely, then I am sure that Martin will

Martin Homewood - will he now be No. 1 at Sprints?



win some races. But he must keep motivated.

Biff Harris is undoubtedly one of the more popular drivers on the International scene, and no wonder. No matter what misfortune befalls him he is "up" and approachable. Ever cool he never seems to get rattled and is never one of those drivers people are moaning about for dirty driving. One of the only true privateers in the class who is successful, he either seems to be on the front of the grid only to get knocked off or blow up, or else he is coming through from the 'B' final!! I have long been a Harris fan, indeed he featured in a previous column for his spirited driving of an ancient 250 at Thruxton, but I honestly feel that given some good backing and encouragement he could be British World Championship Team material. I suppose it says it all that he won the overall "Driver of the Day" trophy for his performances during the Lockheed Championship, and his win at the final round proved just how good a driver he is when his luck holds and for that matter how popular he is with the other competitors. I hope he doesn't go 250 in 1981 as he has mentioned, because 100 International would be the worse for his absence, though if he is to continue he'll soon just have to update his ancient be-stickered Transit van which never ceases to amaze me by actually arriving at some of the far off meetings!

John Gravett was 10th in my listing last year and this year pops up a place. I rather think he would have moved up a bit further had his very promising season not been curtailed by a back injury which prevented him going to the Team Championship, and by the tragic death of his Dad, which meant he had to concentrate on the business that much more. One of the quiet men of karting, John and his mechanic brother just get on with life with the minimum of drama. Last year, John was honest enough to admit that he just didn't seem to have the nerve to take the chances necessary to win. Towards the end of the last season and during 1980 you could have fooled me, as he produced some stirring drives, including 2nd in the Global Cup and the British Championships. Unfortunately these did not impress the selectors enough to offer him a place in the World Championship Team. One suspects that his inability to compete at Fulda, plus his inherent shyness and lack of "push" did not help his chances. However, now that the Gravetts have got the business sorted, I am sure with the backing of Dartford Jim, that John will capitalise on his new-found driving aggression and obvious natural ability.

If John Gravett lost out when the team was selected for Nivelles then Paul Jackson won through, as some of his performances through the season although consistent, had been a little lack-lustre. One of the nice things about Paul is that if I do criticise him I won't get harangued, because he knows I write what I believe. If I were to write an end of term report about Paul Jackson it would read "tries hard, but could do better." I really reckon Paul as a very, very good driver, but believe that he should have won a Lockheed round or two, and should generally have shown better. It's true that he did produce some fine charges through the field at odd events, and after a terrific start to the year, when he beat good opposition at Rye House Club meetings, I expected him to really sort everyone out. Whether it was a lack of any aspect of equipment, or whatever, I don't expect Paul is going to sit back, and I'm sure this most likeable and gentlemanly Northerner will be out to prove that he should be further up my list next year. . .

Next Month: A brief look at the guys who almost made the International Top 10, plus a review of the 100 National year.

J.P.

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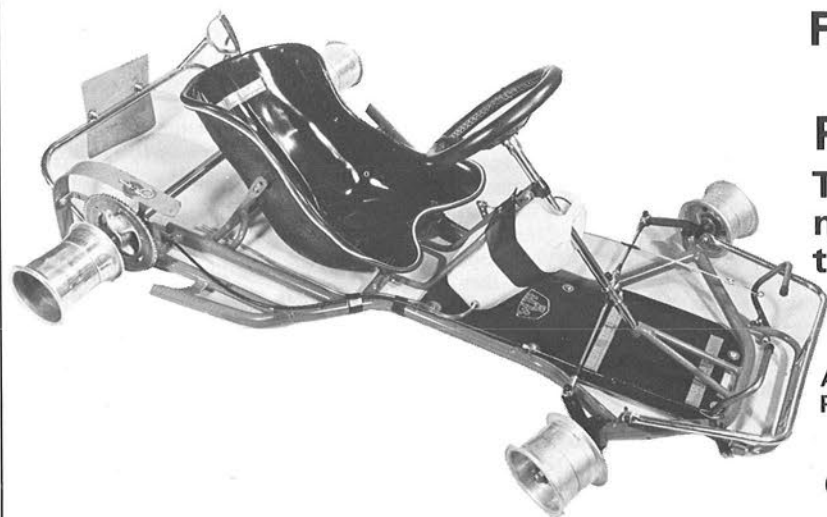
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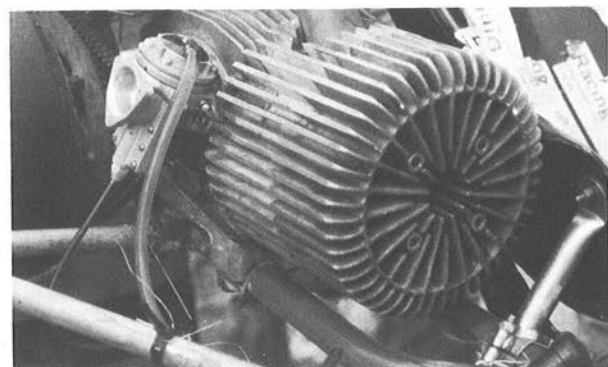
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STOCKISTS FOR



continued . . .

Adjustment of pads to the correct distance from the disc is done by turning the adjusters, which are either hexagon headed bolts, or inset grub screws. Where grub screws are used, you will find another grub screw — at 90 degrees to the first — which locks and unlocks the adjuster screw.

Quickest and easiest bleeding of brakes is done, as in the chart, using a plastic oil can filled with TQF. If the tip of the spout is cut back so that the end is just smaller than the filler hole in the master cylinder, it can be "screwed" in to the master cylinder which will cut a thread on the plastic. Fluid can then be pumped through the system.

A couple of important things to watch for: firstly, if you are stripping your brakes down for a thorough checking, make sure the parts are scrupulously clean before re-assembling. One grain of dirt is enough to score a piston and start leaks. Secondly, always make sure that the brake lever is not pulling over centre and is returning to a fully off position when the pedal is released.

Over the last 6 or 7 years, various modifications have been made to the brakes, but for '81 they are somewhat more numerous, and will result in better braking and pad wear. The new brakes are colour coded — gold for 100cc and black for gearbox classes. This is necessary, because the new models come with different pads, with retaining spring centres moved (for more straight-line on-off movement) and must not be confused with the older units. The new type also have steel pistons to cut wear, and a different lever arm assembly. We also hope to have a specially made pad, for old and new models, from Ferodo next month.

The A - B - C of (Zip) Brakes

A: Adjusting

1. Set pads to correct clearance from disc using the adjusters — minimum 10 thou.
2. Remove the master cylinder filling bolt, and with your thumb tightly over the hole, push the pedal down slowly to bring both pistons out to behind the pads.
3. Release the pedal and your thumb at the same moment, which will leave the pistons in the correct position.
4. Top up the master cylinder with TQF, refit the filler bolt and tighten.

B: Bleeding

1. Adjust pads as above.
2. Remove filler bolt and "screw" in spout of plastic oil can containing TQF.
3. Undo (1 turn will do) both bleed screws. Pump fluid through the system until no air bubbles emerge from the bleed screws.
4. Do up the bleed screws, unscrew the oil can, top up the master cylinder, and refit the filler bolt.
5. With four-wheel brakes, bleed each front brake separately.

C: Trouble-shooting

1. Too much pedal travel:
 - (a) Check pad adjustment.
 - (b) Is the system free of air? Bleed the brake.
2. Pedal travel gets worse during a race:
 - (a) Check for fluid leaks around unions, and tighten if necessary.
 - (b) Check for fluid leaks around seals. Replace worn seals/pistons if necessary.
3. Brakes bind on during racing:
 - (a) Pads set too close to disc.
 - (b) Fluid/air leak — see 2 above.
 - (c) Dirt or grit behind pads or around piston. Clean.
 - (d) Incorrect type of fluid. Change.
 - (e) Pad retaining bolt spring sleeves burred. Clean up with emery paper.
4. Brakes come on well, but are not effective:
 - (a) Remove pads and check for shiny "glazed" appearance. Rub off with emery paper.



Against the tropical, oriental backdrop, Fullerton leads heat five out on the warm-up lap.

Easy When You Know How

A lucrative month for Fullerton ends with domination of the Hong Kong International. Frenchmen Boulineau and Calvayrac take the places, with Homewood and American Pruett charging late for fourth and fifth. Spencer hits a tyre marker while fourth.

100 International drivers who enjoy a well organised meeting, with pleasant hosts, substantial prize fund, and intriguing surroundings can do an awful lot worse than end their international year at the traditional Hong Kong Kart Grand Prix, late in November. The very nature of the circuit, marked out temporarily in central Hong Kong's Victoria Park, precludes the usual days of testing as at most international events, and this is inclined to produce a more relaxed, though competitive meeting.

A healthy sprinkle of top Europeans usually appears to fight out the big money, but this year, a couple of changes seemed likely to reduce that representation slightly. The transfer of the CIK Asian Open Championship title to Japan, and indeed the increasing popularity of the Japanese event in October would draw away some 'names'. In the event, this was the case, with a slightly depleted international entry.

However, those that made the trip, found it worthwhile with the two part final producing a close scrap — for second! From the beginning of practice, England's top International stamped his seal on the £2,500 first prize, and proceeded to dominate the entire meeting in almost boring fashion. . .

Entry & Practice

Heading the entry list was obviously British Champion Terry Fullerton. Making a whistle-stop visit, Fullerton arrived too late for Thursday practice, and would spend most of the brief Friday session bedding in his No. 1 engine.

For the first time in years, Mickey Allen was not present, his parting with Deavinsons having seemingly taken effect. A large hint as to his successor in the Sprint camp was the presence of Paul Deavin to assist Martin Homewood. Third British entrant was Doug Spencer, making his second visit to Hong Kong.

Frenchman Boulineau and Calvayrac seemed to be the main opposition, although an interesting entry was that of well known American "pro" racer Scott Pruett, running TKM

engines on his American style chassis, a feature of which were neat front wheel brakes, hidden inside the front wheels.

The leading Japanese were present, although Yasutoshi Sugaya was on borrowed equipment having decided to come at literally the last moment.

Timed Practice

The shortness of the free practice cut "setting up" time to a minimum, but despite having to run in an engine for most of the time, Fullerton was soon, as one observer put it "all together". Timed practice showed it — quickest by 0.25 sec. on the first lap, not even completing the second "which would have been 3 or 4 tenths quicker" — the engine was still not quite run in and "nipped" lightly.

Fullerton spent the entire meeting out on his own . . .



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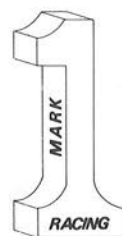
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Oh, oh...



Uuhhl



Ooooh!!!



continued . . .

Second fastest, Boulineau, was himself a couple of tenths up on Calvayrac, with Sugaya, and a tight bunch headed by Spencer, Asai and Pruett, gradually acclimatising to life without clutches.

A pleasant surprise was the performance of fastest local Tony Lam, so often plagued by mechanical problems. His good showing would continue through the heats.

For Martin Homewood, timed practice was a nightmare. After the late arrival of his tyres, the team "went the wrong way" during practice, and then on the advice of a tyre technician, dropped the pressures quite a bit for the timed laps. The result was two decidedly slow laps, and the prospect of some hard work in the heats.

Official Result — Timed Practice

1.	T. Fullerton	(GB)	38.24 sec.
2.	M. Boulineau	(F)	38.49 sec.
3.	M. Calvayrac	(F)	38.72 sec.
4.	Y. Sugaya	(J)	38.87 sec.
5.	D. Spencer	(GB)	38.90 sec.
6.	N. Asai	(J)	38.93 sec.
7.	S. Pruett	(USA)	38.96 sec.
8.	A. Suzuki	(J)	39.03 sec.
9.	T. Lam	(HK)	39.10 sec.
10.	S. Sugiyama	(J)	39.16 sec.
19.	M. Homewood	(GB)	40.26 sec.

Qualifying Heats

As usual, four groups, competing once against each other group, to make six twelve lap heats. One change to the normal system was that rather than the same timed practice determined grid in each heat, drivers started their second and third heats on a grid determined by where they finished within their group, in their previous heat. Not a bad idea. . .

Heat 1: Group A v Group B

A relatively quiet first heat, with Fullerton cruising along a couple of seconds clear, and the top 4 finishing in starting order.

1st Fullerton, 2nd Boulineau, 3rd Spencer. Race time: 7:44.20

Heat 2: Group C v Group D

With Suzuki and Pruett out on the second lap, the highlight was the charge of Homewood — now a bit more sorted — from

Left: how the 'Hong Kong Standard' depicted Sugaya's exit from the first final! Below: into the second final — Asai, Spencer, Calvayrac, Sugiyama, Homewood, Lee, and Pruett, all chasing Boulineau with Fullerton long gone.

Here we are in the new year, and with the first Cadwell meeting only 6 or 7 weeks away, it is still not exactly clear what is to become of Superkarts this year — although there is a flicker of light on the horizon. . .

On November 29th, the CIK held a meeting at Belgrave Square to discuss likely CIK 250 International regulations for 1981. Various members of the CIK 250 working group were there, under the Chairmanship of CIK President, Mr. Buser, and a representative section of the kart trade were to be invited by each country concerned with the class to give their opinions and suggestions, to aid the working group in formulating regulations the next day. Well, the RAC invited Paul Devoy (Haydock Park Motorcycles), Reg Deavin (Deavinsons), Tony Smith (Dino Karts) and Jack Barlow (Barlotti Engineering). In all fairness, you could hardly call that a representative section of our Superkart industry, now could you. . . What about people like Ben Godfrey (T.V.M.), Barry Loakes (Aero Karts), Bob Clowes (Motivation), Chris Taylor (C.T.R.P.), Rob Kerkhoven (G.B.R.D.) or Roy Wooldridge (Merlin Developments)? Surely that would have been a more realistic selection. Of course, Bert Hesketh was present, as a member of the working group, and I was there at the invitation of Mr. Buser.

The meeting lasted some 4 hours. I won't bore you with the various for and against arguments on doubles — you've heard them all before. Suffice to say that the weight of opinion of the "representative section" was for them! . . . However, the subject of water-cooling saw virtually no opposition, and will obviously be accepted by the CIK, which is a step in the right direction.

The following day's meeting produced a set of recommended regs, which by now should have been endorsed by the full CIK, which met on December 20th. I am led to believe that the basic regs will allow water-cooling, both for twin cylinder 250's and "double 125" set ups. There is expected to be no price limit, but there will be a requirement for a certain number of engines to be produced per year, to exclude such super expensive exotic units as the Morbidelli, Kawasaki or Hetschel etc. Hopefully, inter-make competition will keep prices reasonable.

Reverting to the meeting the day before, it was interesting to note that a development engineer from Rotax who was present, seemed unconcerned about the acceptance of the double principle. He felt the technical problems with the unit would kill it. When you also consider that the new regs. will allow the twin in-line water-cooled Rotax 250, and that logically two heads, barrels, crankshafts etc. from the 125 Rotax driving through only one gearbox, one clutch and one chain must be better than two separate 125 engines, it's not hard to understand his lack of concern. The Rotax man was also of the opinion that it would be impossible to obtain perfect gear selection between two motors all the time. . . The future of the double is now dim, especially as France and America have specifically refused to accept the concept.

Well where does this leave us all here in England? It would seem that the rest of the world now has basically what we wanted, and officially, right now, we are now the only country still running air-cooled 250's — and we're supposed to be the pace-setters! The Silverstone GP (and Morecambe's World Cup) will have to run to International regs., or no-one will turn up from overseas, and we are going to have to put together water-cooled equipment to race in Europe. So I can really see no option other than for the RAC to adopt the CIK regs. for the U.K. forthwith. At least that would produce world-wide stability for the class.



When the Singles (odds) are stacked against you . . . And how to get the "brakes" . . .

To put paid to the various exaggerated claims as to the price of water-cooled equipment, I've investigated cost, and Zips can supply brand new Yamaha TZ (G) water-cooled units (complete with ignition and carbs., but less exhausts) for £1,250 + VAT, or the Rotax 256 water-cooled in-line twin, similarly complete, for £1,500 + VAT. A purpose-made radiator for these units is around £70. Conversion kits for your current Yamaha — as discussed last month — can be supplied for £260 and include cylinder, cylinder head, pistons, rings, thermostat and hoses.

Anyone contemplating running a Rotax has to bear in mind that it has to be mounted on the right. In the case of a GP for example, this entails a new bare chassis, engine mounts, gear-lever, side pod and tank with carrier, and track rods, which will cost in the region of £275.

Those of you with current air-cooled equipment shouldn't worry too much about being outstripped. It has yet to be proven that water-cooling will be much quicker, but even if it is, by the time people have it sorted out, it will probably be about time to replace your TD3 barrels anyway. Can we expect the Rotax to run away with everything? Well, bear in mind that the type of power required for a kart is different to a racing bike — I have always found that a "top end" motor generally comes out on top in Superkarts. Whilst the Rotax has good "bottom and middle", due to the rotary valve

induction, it may not match the Yams. on top end. . .

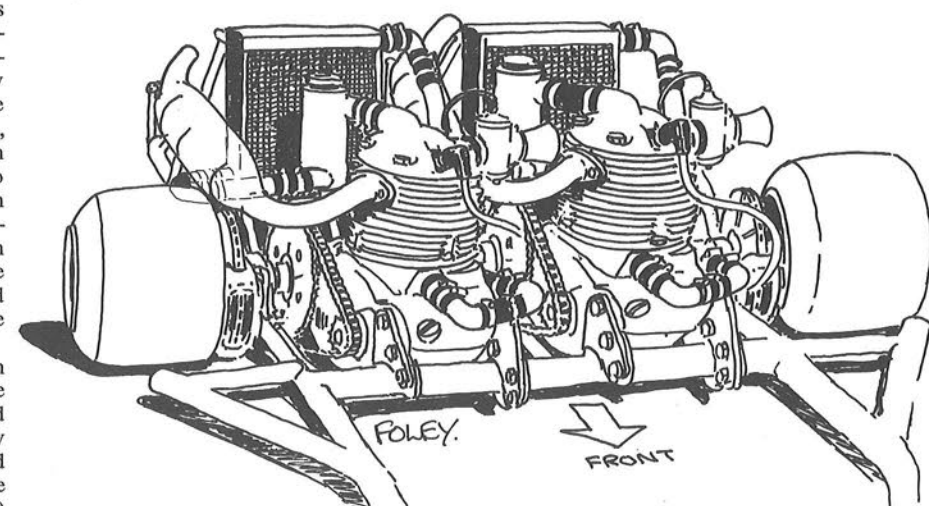
As I had mentioned we would, we did our wind tunnel testing the other week, and it turned out to be the most informative day I've spent in years. More on that next month, but one thing is for sure, and that is that Silverstone lap times will come down considerably this year if the Motor Industry Research Association wind tunnel is correct — and I'm sure it is!

Winter is the time for general rebuilding and maintenance of equipment. Something a lot of people find a little hard to sort out is brakes — something I am often asked about.

So let's take a look at the Zip brake, although most of what follows will have relevance to other similar types of brake. I've summarised the basics in the small chart which you may find handy to cut out and keep for reference.

The Zip brake is a sealed unit and doesn't use the normal reservoir system, which means a slightly different bleeding system to other types, along with different fluid. Whatever make of brake you use, make sure you use the correct type of fluid — in the Zip brake case, automatic transmission fluid, or TQF. Should you inadvertently use the wrong fluid at any time, you will have to wash out the whole brake system thoroughly and replace all seals before rebuilding the brake with the correct fluid.

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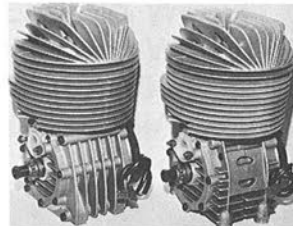
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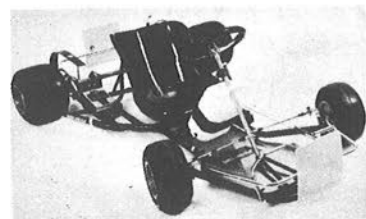
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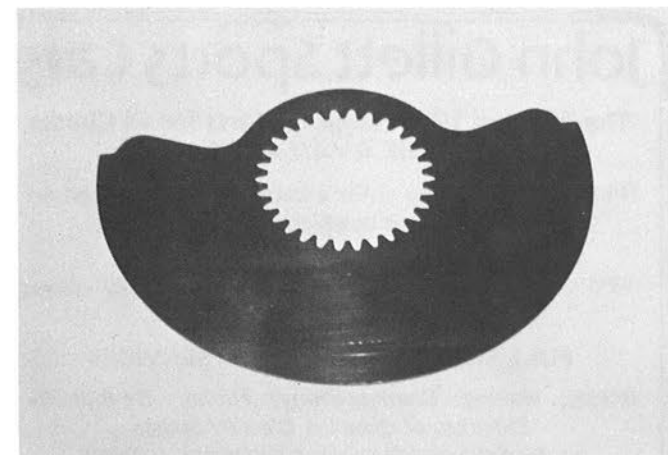
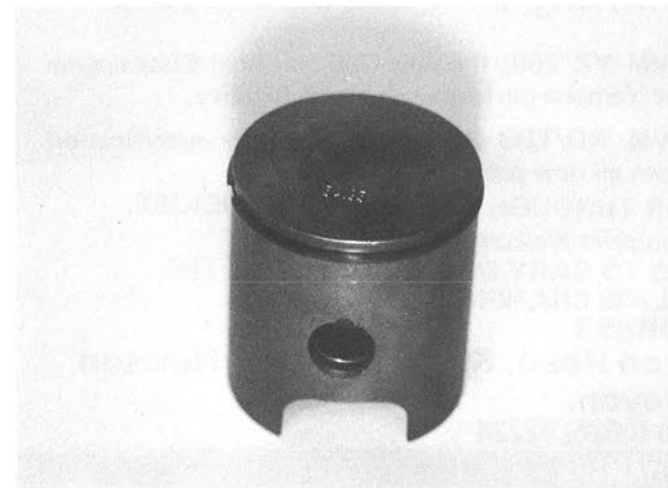
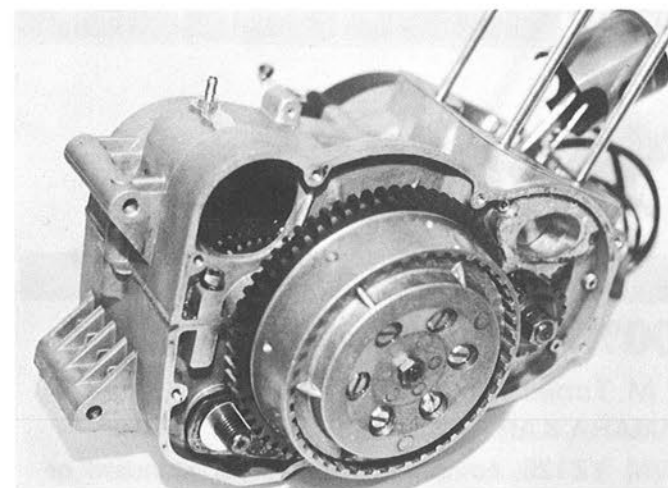
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of the engine. As in the 250 Yamaha, the crankcase/gearbox
cases conveniently split horizontally, with two mounting lugs
front and rear.

The motor weighs in at 22 kilogrammes. No exhaust
systems were supplied with the engines, but the bevy of English
exhaust specialists should soon see to that. . .

A fair bit of testing has already been carried out on the
engine in Italy, on bikes, and the factory claim 30 b.h.p. at
12,500 r.p.m., with an apparently very flat torque curve be-
tween 8,500 and 13,000 r.p.m. No maximum revs were given. .

As we saw the DAP 125 within 24 hours of its arrival, and
with John Mills busily preparing many engines for homologa-
tion inspection the next day, time did not permit an even
more detailed look at what seems to represent an interesting
new challenge to the 125 class. Assuming the homologation is
completed satisfactorily (and there's no reason why not) John
hopes to have engines on the circuit very shortly, and is looking
forward to a challenging involvement in what is, for him, a
new avenue of karting.

C.L.

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DAP's 125

When you consider that for many years before the current proprietors of the Italian DAP factory — Angelo and Achille Parilla — began producing their 100cc kart engines, their father built and sold "Parilla" motorcycles, it is perhaps no surprise that the present DAP company have decided to enter the fast expanding field of 125 gearbox racing. It was therefore with considerable interest that we had a quick look at one of the first batch of ten engines imported by John Mills for homologation purposes, keen to see what effect their 100cc technology had had on the design. . .

Anyone expecting a slightly enlarged 100cc engine, with a gearbox hung off the rear, will be pleasantly surprised. The engine is completely new and on first sight, the head/barrel assembly give it an appearance not unlike the YZ Yamaha, or a scaled down 250 Bultaco. Major difference is of course the rotary valve induction, thus inviting direct comparison between the engine and the Rotax air-cooled 125 which currently dominates the class in this country.

An "over-square" 55mm x 52mm bore and stroke configuration is used, with a single (plain) ringed Mahle piston running in the traditional DAP cast iron liner. The arguments for and against cast iron liners are many, but one for, is the ability to bore out to larger sizes, of which there are two on the DAP. Port configuration is interesting. The exhaust is unbridged and oval in shape, with two large transfer ports shaped much as in their 100cc derivatives. The third transfer port follows the pattern of the T74 100cc engine — starting in the crankcase as one, but splitting into two smaller passages in the barrel, providing two ports, situated very close together, directly opposite the exhaust.

Accurate port timings were not available, but it was interesting to note that the top of the exhaust port was some 25mm from T.D.C. — as opposed to 30mm on the Rotax — perhaps indicating a "little screamer."

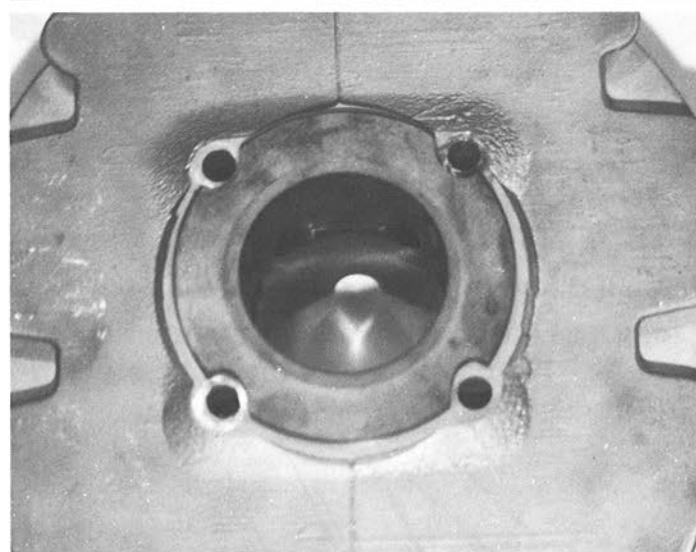
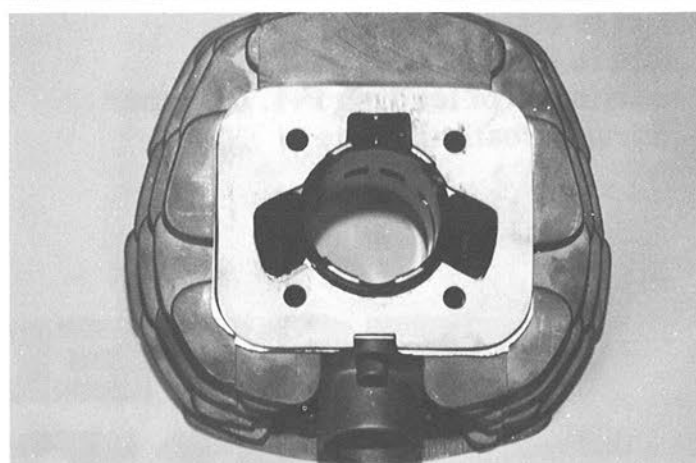
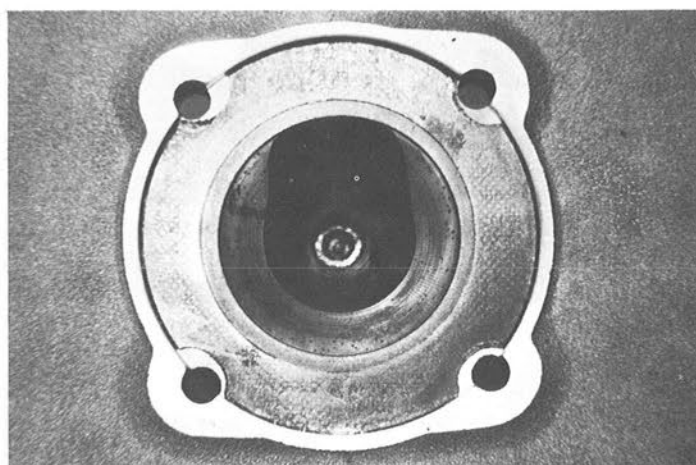
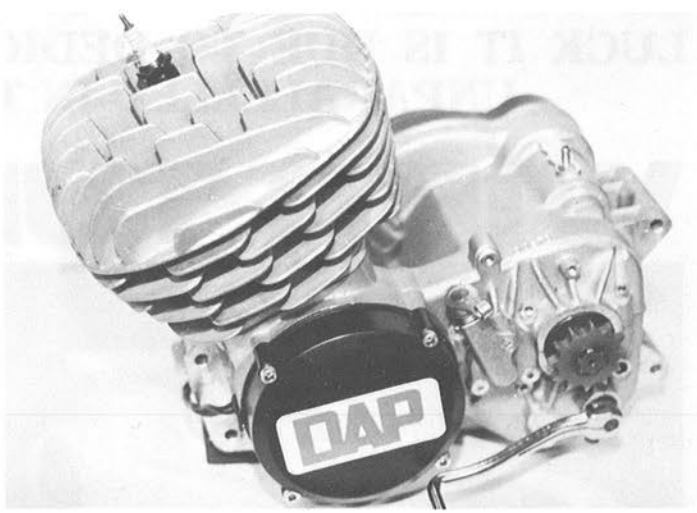
The cylinder head contains a shallow squish area, with a hemispherical combustion chamber. In addition, a shallow channel is cut from the combustion chamber out to the edge of the squish area, directly above and the same width as the third transfer(s). The (geometric) compression ratio is 13.5 to 1. A thin fibrous gasket with copper coated inner area seals the head and barrel joint.

Crowded needle rollers provide the little end bearing, with considerable sideways movement of the con rod within the piston possible, as the rod is "located" at the bottom end — a caged roller assembly, with side thrust washers. The con rod itself is of the H-section type, and was polished.

The crankshaft is a three piece assembly, with a 100cc Motoplat unit, mounted on the left side, providing ignition. Moving outward from the right-hand crankwheel, there is the second main bearing, a spline driven rotary valve, a third, supporting bearing, and finally the primary drive to the gearbox — via straight cut gears — onto a beefy looking clutch assembly.

Remaining "up front" briefly, the induction is oval in shape, gradually changing to circular out by the inlet, where the upwardly-angled 36mm Del Orto PHBE 36HS carburettor is rubber mounted.

The primary drive/clutch assembly is of the "wet" type, running in oil. Behind and above the clutch assembly is provision within the crankcases for the clutch driven water pump needed on the water-cooled 'European' version. The gearbox is a conventional 6 speed assembly, with the splined final drive (as well as the clutch and gearbox levers) on the left-hand side



continued . . .

ninth on the grid, relieving Sugaya of second, but too late to catch Calvayrac.

1st Calvayrac, 2nd Homewood, 3rd Sugaya. Race time: 7:52.24.

Heat 3: Group B v Group C

From the front row, Calvayrac trailed home 22nd with a flat tyre, leaving countryman Boulineau to resist the close attentions of works Yamaha driver Sugiyama. Homewood steady to finish 4th.

1st Boulineau, 2nd Sugiyama, 3rd Asai. Race time: 7:45.52

Heat 4: Group B v Group D

An easy win for Boulineau, some four seconds clear of Sugaya. Somewhat processionary, apart from the departure of Fujiwara from fourth.

1st Boulineau, 2nd Sugaya, 3rd Sugiyama. Race time: 7:47.63.

Heat 5: Group A v Group D

Easy for Fullerton, from Sugaya and Lam, but Spencer and Lee dropped to 7th and 9th after a "backmarker incident". Superb effort by Aguri Suzuki took him from 18th to 4th.

1st Fullerton, 2nd Sugaya, 3rd Lam. No race time given.

Heat 6: Group A v Group C

Fullerton again, in fastest time of the day. Pruett was now getting it together, and was comfortably second, with Spencer coming from 7th to 3rd. A last lap error by Homewood, demoted him to 8th.

1st Fullerton, 2nd Pruett, 3rd Spencer. Race time: 7:38.47 — 38.17 lap average. . .

The Finals

A further innovation was the final procedure. The Hong Kong G.P. has usually consisted of one 30 lap race, but this year it was split into two 20 lap "halves", the second starting in single file, in order of finishing of the first, with the overall result being based on the total of the two race times.

After the usual ceremonies and presentations, the main event got under way at 2 p.m. Fullerton continued his devastating run and simply disappeared to win both parts of the race by over ten seconds — that's an advantage of over 0.5 second per lap. He completed the first 20 in a time of 12:43.92, an average of 38.2 sec. per lap, and increased the pace to 38.1 sec. laps in winning the second in 12:41.85.

On both occasions, Boulineau was second, reasonably comfortably. But behind him, a tremendous scrap for the places was taking place. Leading Japanese contender, Sugaya, blew his chances with an ill-timed dive, as early as lap 4 — resulting in spectacular instant retirement. . . Meanwhile Asai, Spencer, Sugiyama and Homewood were hard at it in very close company, soon to be joined by two more — charging from grids 17 and 18 respectively, Calvayrac and Pruett moved steadily forward, and by the end of the first section, were in amongst the third place battle.

The second half got under way, and as Fullerton and Boulineau got on with the job, Asai tenuously led Spencer, with Calvayrac now showing Sugiyama, Homewood and Lee the way, just clear of Pruett — making effective use of his stopping power.

This group maintained its tight, but fairly static positioning as the laps reeled along, but as the race drew into its last few laps it all began to change! Sugiyama was the first to go, locking up his engine with six to go. Spencer was next, clipping a marker tyre that had been nudged out of line and spinning to a halt. He restarted for 9th.

Then it was Asai's turn, with only just over two laps to go — another seize. Calvayrac was now third and indeed closed to within two seconds of countryman Boulineau. Homewood, his team having made further small chassis adjustments between races, was going quicker than ever, and as the race ran



Top: Spencer (left) and Fullerton dominated the International team race. Bottom: Homewood's team won the 'mechanics' race, and covered the young lady in champagne. . .

out was fast glueing himself to Calvayrac's tail. Pruett rounded off an impressive effort with fifth.

By now, Fullerton was well into his victory lap, no doubt bemused at the ease with which £2,000 was about to come his way. Boulineau's second was the best that anyone could expect with Fullerton in such dominant mood, and his effort showed intelligent appreciation of that.

Aguri Suzuki's drive into the places, from a disastrous 26th grid must have pleased him, while top local was Ken Tomsett — another plugging drive from the back — 10th after Lam's luck ran out midway through the second race.

Result: Hong Kong Kart Grand Prix

1st	T. Fullerton	Fullerton/TF DAP
2nd	M. Boulineau	Birel/Parilla
3rd	M. Calvayrac	Fullerton/PCR
4th	M. Homewood	Sprint/Sirio
9th	D. Spencer	Zip/Parilla

At this stage of the meeting, most machinery is getting a trifle tired, and this was well illustrated in the International team race, with a rash of retirements, including both Frenchmen. However, Fullerton, paired with Spencer, came through to lead an easy 1-2, with Japan's Sugaya and Asai eventually taking 3rd and 4th.

There was even victory spoils for the Homewood team. Assisted by Glen Beer and Paul Deavin, Homewood led his team to win the celebrated Hong Kong Mechanics Race — which involves some high speed wheel changing and petrol filling. . .

All in all, a very relaxed way to end the international season.

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

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Donington	14th June
Thruxton	5th July
Donington	6th September

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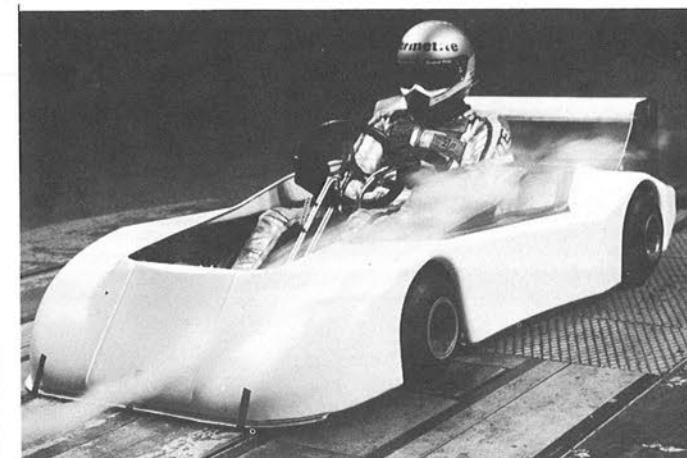
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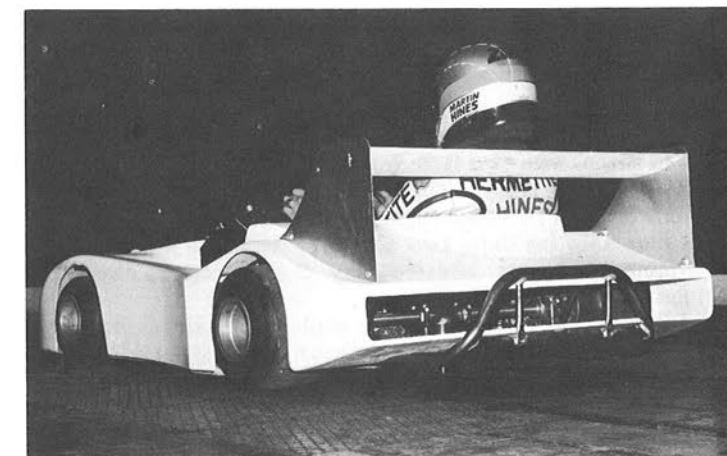
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The Chris Merlin column

THE SUPERKART TOP 10 (12!)

1.	Lennart Bohlin	(3)
2.	David Buttigieg	(1)
3.	Steve Stylin	(4)
4.	Martin Hines	(2)
5.	Paul Elmore	—
6.	Calvin Fish	—
7.	John Ball	(6)
8.	Derek Rodgers	(10)
9.	Nigel Smith	(7)
10.	Reg. Gange	(9)
	Dennis Crompton	—

(Brackets indicate last year's rating)

The 250 scene is now truly international and likely to become more so and thus I have included two Internationals amongst our own 'home grown' Top Ten.

No hesitation in Bohlin's top rating. We are a peculiar lot us Brits — we love being beaten, particularly if a nice guy does it. I may be a trifle biased towards Lennart, but I think it's true to say there has never been a more popular and respected World Cup winner and this year, with his total dominance of the European Championship, in practice and both wet and dry races, he underlined his ability as something other than a one-track specialist i.e. Morecambe. Bohlin was over in this country in November and called in at most of the chassis manufacturers after spending a few days at Star Karts. The initial reason for the visit was to leave his kart here to be sent with others to South Africa for the forthcoming Championship meeting. When I spoke to him he was a little evasive about his plans for next year, though he was hopeful that he had obtained sponsorship from a group of Swedish Caravan manufacturers. His reason for visiting Zips, Deavins and Aeros was not clear, but I have subsequently heard an unconfirmed story that an Aero is to be sent out to him in Sweden to test. One thing is clear though — Lennart, who is probably one of the hottest candidates for international success, is out to 'cash in' on his European and World Cup

wins. Good luck to him — he deserves any offer he can secure. If there is such a thing, I consider Bohlin to be the finest "kart technician" there is around today. How he will fare in the forthcoming age of greater emphasis on aerodynamics with the inclusion of water-cooled engines remains to be seen. Whether or not he goes Rotax or stays with Yamaha is also uncertain.

Dave Buttigieg is our own No. 1. The "rain master", no other driver evokes such enthusiastic praise, in particular from the older retired drivers from yester-year, attracted back to karting as spectators by the spectacle of today's Superkarts. Some people go so far as to say he could win in a wheelbarrow! I wouldn't go so far as that, as was illustrated when he had a Rapid Movements Zip modified by Tony Harvey. He was then off the pace at the beginning of the season. And when Tony Harvey started telling him how to drive round Morecambe at the World Cup he was 'off' Rapid Movements too! The clash of personalities was as much as anything the reason for the pull out of Ted Moore's support. When the same engine was put in a works Zip, set up to Hines' liking but not initially to Buttigieg's, we had the old magic back with his Cadwell triumph at the first round of the Long Circuit Championship. At Thruxton, his fruitless exhibition of 'webbed foot' magic (you will remember he was slowed by a puncture on the last lap) was a virtuoso performance. He had nothing that four or five others in that final didn't have in the way of equipment, and yet was 3-4 seconds a lap faster than anyone. It is rare examples such as this of the complete mastery of an art, that I remember when I read the snivelling little 'doubting Thomases' who couldn't drive a nail straight, let alone a 250 Yamaha, denigrate skills such as this by totally unsubstantiated allegations of illegal fuel and other forms of cheating. He only won two big meetings (they secured the British Championship for him) but was usually the main pace-setter once he was in the works Zip team.

If Stylin's 3 wins had been at the end of the season, his spectacular performances would be fresher in our minds. These three wins would have been 4 had he not slowed up at the first Cadwell meeting of the year and allowed Paul Elmore to get the jump on him to the final flag. His performances later in the season were not quite so inspiring, partly due to lack of funds. It has been a number of people's opinion that the performance of the Aero on Dunlops was superior to others in the colder weather at the start of the season as the greater castor angle on the Aero, compared to the Zip, warmed the

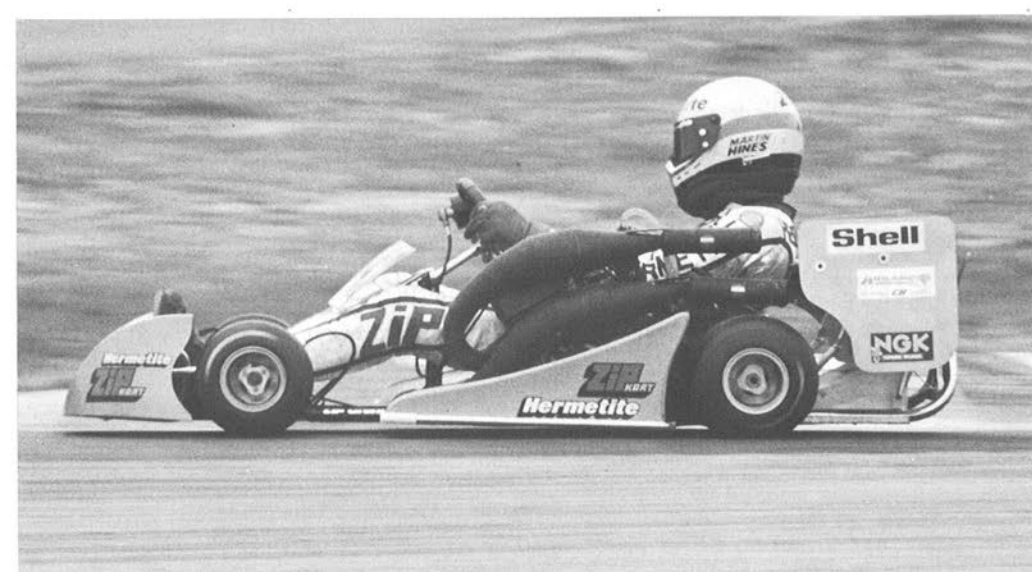
tyres up quicker, but once the so called Summer arrived, this heating up became excessive and the tyres went off. Only a theory, but perhaps an ounce of truth in it. I very much hope that the happy band of Trevor Peach, Barry Loakes, G.B.R.D., and Stylin find the funds and form for 1981, to offer the same strong threat that worried all their competitors at the beginning of this year. Stylin probably has more racing miles under his belt than anyone else in the Top Ten, and has a wealth of experience as a consequence, though a reputation for falling off the road still follows him. He is from all accounts one of the hardest drivers around, and will 'hack' his way through the field when necessary — a touch of the 'pint of blood' for breakfast syndrome — and I like that!

Hines improves with each season, but so do some of the others. He now has a composure and confidence that he never had before. Three or four seasons ago he frequently had equipment that was two or three seconds a lap superior to anyone, and would either 'throw it away' on the first lap or stall on the grid. Now he knows his own measure and can pace himself. One particular example of this was the GP at Silverstone. In the heats he stroked his way through every race, secured a front row grid for the final, unbolted some of the goodies and bolted on other demon tweaks tested in practice, and left



Above: Buttigieg and Ted Moore of Rapid Movements — the team did not quite get it together. Below: Stylin's early season form was devastating. On his way to victory at Donington, he leads Fish and Ball, who met head on on several occasions (Photo: D. Smith)





Left: Hines — a new composure and confidence. Above: Nigel Smith, often amongst the Hermetite boys, leads Elmore at the wet Thruxton meet. Below: Reg Gange — versatile and experienced.



very commendable 3rd at Silverstone. Almost as many racing miles as Stylin, he seems to have been around as far as my memory goes back. I am sure he could be a winner, but seems to lack that last ingredient. He must have done as much good for Potteries Diesel Service as they have for him — long may the association continue.

If Nigel Smith continues to improve at his present rate he could well find himself much higher up next year's table. At the end of the season he was showing tremendous form, having left behind some of the old "hair brained" image that did, after all, make his name. He has secured sponsorship and has ambitious plans for next year which include the full time employment of one of Hines' ex mechanics, Richard ("Ricardo") Tapper, another of those Kiwi invaders! His season started with a 3rd at Snetterton, and ended with his sensational 4th, from the back, in the European Championship. He was also in amongst the Hermetite lot at the final Donington.

Another man of many racing miles is Reg Gange. Every time he appears to be over the hill, he comes back with a vengeance. When things were beginning to look good with the Gola Dinos, they folded, so he went back to his old faithful marque, Barlotti, in time for the World Cup where he was amongst the possibles until the wet final. At the end of the year he had a few outings in the Zip prepared kart of Martin Merritt and looked impressive. His versatile ability was underlined at Oulton Park in Roy Wooldridge's 125, when in practice and the heats he was just about the quickest in the class against all the regulars, having never driven the kart before.

Derek Rodgers is one of the old hands, and 1980 was probably his best year ever in Super-karts. He won the '79 Cadwell Superkart series, but this year didn't end up with any titles, yet seemed to be up amongst the action far more frequently, showing up very well at the World Cup in the heats, next to pole in the final and a

continued . . .

everyone grovelling in the final. There was a time when his ego would have to be satisfied by heat wins, but this time the big one was all that really mattered. A new Hines was born! Whatever the regulations eventually dictate for next season's fast circuit racing, the man with the greatest resources to develop that which shows the greatest potential — be it TZ Yamaha, Rotax or double Yamahas — is undoubtedly within the Hermetite Zip camp. In Buttigieg's opinion, Hines is one of the hardest drivers to pass, not because he resorts to baulking or tactics resorted to by the lesser 'hob-goblins', but because he enters corners as quick if not quicker than anyone else, which makes getting to the apex of a corner before him a challenging task. The confirmation of Buttigieg's place in the Hermetite Zip team next year illustrates one of two things — either that it is preferable to have the acknowledged master on your side, or that Hines considers himself capable of coping with the best on equal equipment!

Paul Elmore, as has been said before, is a very stylish driver, capable of the occasional very forceful driving. There are at least three main qualities or characteristics that a talented driver may possess — one is hunger for success and to satisfy that hunger requires a lot of hard graft. Another is forcefulness — not backing off when challenging into a corner. Once a reputation for forcefulness is established, life becomes a lot easier and enables the very few, of which Elmore is one, to come from the back through to the front. The other quality is that of natural ability, the feel of a kart and it's control in all situations. Buttigieg is obviously the most talented natural driver; Elmore isn't far away from being his heir. One reason for him leaving the Zip set-up was that he didn't feel he was getting all the goodies — I don't feel that was really a fair complaint, as, for example with Alan Rogers and Roy Fish's assistance at the last Donington he could surely have had no complaints about the competitiveness of his equipment. You have to be hungry to sort out and get the best from what you are given.

The top four — Buttigieg, Stylin, Hines and Elmore are a very special mould of driver, and all possess a fourth quality — that of running a race from the front. To be able to do that requires confidence, but not an over confidence in their own ability, instinct for track conditions, and a feeling for when a sufficient pace has been set. Also the art of lapping back markers and deciding when and if chances have to be taken. So often a hard fought scrap can be lost by the wrong split-second decision at this stage of a race.

Calvin Fish wasn't included in the Top Ten last year as he didn't seem to exhibit any blood

lust, hunger, or even the right temperament. His exclusion worked wonders! How wrong he has proved me to be. Totally unafraid to 'rub wheels' with anyone, dicing with Ball on more than a few occasions (and that in itself takes nerve) he has been involved in virtually every memorable scrap be it in a heat or final, finishing the season by out manoeuvring Elmore and Hines at Donington by way of a 'thank you' to Zips for their support?! I was wrong perhaps, but it certainly did this transformed young racer no harm, to under-rate him and after a season of 'ribbing' from father Roy, I am as pleased to see him having well and truly earned his place in the top five. Father Roy, for all his 'quiet retiring unobtrusive ways', is the power and strength behind Calvin. No-one has come anywhere near his consistency. On a points basis, covering all the fast circuit meetings, Fish clearly comes out on top, with 2 wins, 3 seconds, 3 thirds and 2 fifths, with only one mechanical failure — which ended his Championship chances at the first round. His efforts at Silverstone should not be forgotten either; ambitious fathers cannot push 19 year olds round Silverstone at 109 mph — they have to want to go that quick!

The 1979 European Champion was a bit of a surprise to everyone. It wasn't until I looked over his kart at Morecambe that I saw what lay behind such an achievement. Poul Peterson, like Mr. Bohlin, is another kart technician and here a lot of his strength lies. When watching him he looks nothing spectacular and you begin to feel he isn't going very quickly after all — then you see all the 'names' behind him! One reason he doesn't conjure up an impression of speed is that he has very effectively silenced his engine. If you don't sound quick, you don't look quick. But he is, and as steady as a rock, with a very smooth unhurried driving style. Third fastest at Jyllands Ringen, third best qualifier at the World Cup, it's a shame we don't see more of him.

John Ball, mechanically inconsistent but totally undaunted by any opposition, undoubtedly has an exciting future, but will need a steady influence on both his driving and his preparation. If he was taken in hand by a forceful personality who could minimise his engine experimenting at meetings, he would start to carve his name indelibly on the sport. He undoubtedly has all the ability and nerve that it takes to succeed in a big way, but has really achieved less in terms of good results than last year. His Daytona win is hard to evaluate but there was a good second at an early Donington.

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continued . . .

do very well. His family are no strangers to motor racing and the regulars could well be in for a shock. Whatever, I am sure you will all want to join me in wishing him every success.

The other double winner was Paul South. At Three Sisters he confounded everyone by turning up with a kart that he had built himself over the winter. Painted a sickly yellow, it was nevertheless very fast right from the start of practice, and in the final he simply pulverised the opposition to run through to a well deserved first time out win. By the beginning of May however, a series of expensive engine failures nearly put paid to his season until a timely contract was signed which has assured his racing for the foreseeable future. Felton saw his next triumph, dominating this wet race until the line started to dry, and still finding enough extra to hang on at the front across the finish. The RAC Championships looked good too until an over-optimistic Nigel Mitchell took them both off on the first lap (Nigel did say that his engine seized but that wasn't how it looked to me. . .). Paul moves up into International next year, gaining experience for another crack at the Junior World Championships.

John Herbert eventually finished as runner up in the R & R Series (and in the RAC Champs), though without one win to his credit. He did take two thirds at Clay and Felton but, apart from a superb race through the field at the RAC which took him from 18th to 2nd, he didn't achieve the regular success that perhaps he should have. I always enjoy watching John race, and this year was no exception. He too has already started senior racing and seems to be adapting well, but whether his flamboyant driving style will adapt to the requirements of International tyres when the weather improves remains to be seen. Jackie Brown seems to manage to be quick and spectacular so I hope John will too.

Jonty Millward should have finished the season better, and might well have done but for an unfortunate accident playing football followed by another at his local disco(?) just before the last round. That he races at Rissington at all is a credit to his determination, and 1981 could be his year.

I really don't know how Brian Stapley manages to keep Andrew and his older brother Stephen racing. The amount of travelling they do must present a considerable strain, yet Andrew is always highly competitive and always a threat. I'd like to see him have a full season on really top equipment and I really think that there would be few drivers who would get close to him. As it was he picked up a third, two fifths, a sixth and an eighth place to take fourth overall in the Series which is a real credit to their family effort.

Paul South took 5th by just one point from Derek Higgins! Derek started his season well with a 4th at Three Sisters, but then seemed to suffer a spate of problems which kept him out of the results. At Wombwell particularly he was sensational until brake failure robbed him of a certain win — not quite the place to have that happen! — but then he took the Rissington race as he had the previous year with a very confident performance. He too has now 'gone up' and is already frightening the establishment, and has secured a sponsored drive in International next year.

Kevin Warner won the 1979 R & R Championship, and so had to start as favourite this year. I am sure even he will agree that luck played a part in his highly competent RAC Championship win when the chain broke as he crossed the finish line, but then if he hadn't



been in the lead at the time in front of the hardest chargers in the country he wouldn't be the Champion, would he? Early season disasters prevented him from doing better in the R & R Series, but later in the season he cured this and finished well with a fighting second and third at the last two rounds. And don't forget his performance at Le Creusot.

There are times when I feel Gary Moynihan is almost too forceful for his own good, and he has tended to get a little too involved in other people's races at times rather than making sure of a good finish. I don't think 8th overall is a true reflection of his potential and I am looking forward to seeing how he performs in the future. Nigel Mitchell I find something of an enigma. If he hadn't been forced to miss two rounds then his average results would have seen him challenging hard for the Championship Title. As it is he only just makes the top ten, though this is certainly an indication of how competitive the Series has become rather than any shortcoming on Nigel's behalf. Neil Douthwaite enjoyed a steady rather than spectacular season and, from being a real force to be reckoned with in 1979, I thought that he seemed to lack some of his previous fire. This could perhaps be laid at the door of equipment, but then that's just as important a part of the preparation for success.

Just out of the top ten came five drivers who all should have achieved more. Mark Bailey, fresh from his outstanding season of Britain racing, rather let his loyalties over-ride his judgement and, though it was clear that he was very fast, he just didn't pull in the results. His best of third at Fulbeck did begin to look as if he was getting the act together, but then he struck a different period which didn't improve until the Junior World where his performance was outstanding (helped by some loaned factory Parillas). I expect to see him as a regular winner in 1981 and he must be favourite for the Titles. Robbie Childs, always fast but suffering from a number of mechanical maladies which kept his scores down, David Wright who somehow never really settled down to making the most of his ability, and Simon Tring, improving visibly towards the end of the year, all contributed greatly to the standards of the racing. Gary Foster-Jones on the other hand had a lot of trouble keeping himself racing at all, never mind managing to turn up at every round which, through considerable persistence, he did succeed in accomplishing. He surely has to make his mark for sheer determination and deserves much better than the multiplicity of miscellaneous equipment that he has driven this year (he told me that he doesn't like some of

Above: runner up in both 'National' Championships, John Herbert, finished second again, this time to Nigel Mitchell, at the Junior Global Cup. Below: Paul South surprised many by winning the opening R&R round on a home-built chassis (Photo: John Pudney)



the long words I use so I couldn't resist the challenge. . .). One really good year with a team who could keep him properly equipped could pay dividends, though I can't help feeling that his competitors are probably quite happy with the present situation.

It was nice to see a sprinkling of competitors making the pilgrimage from Ireland, particularly the Jordan family, and of the few girls that braved the competition, Joanne Fabby, the only one to make every round, seemed to enjoy herself immensely — we could do with a few more to brighten the grids.

1981 will bring a new crop of drivers into every class, one way or another, but the standards already set in these popular series will certainly be exceeded yet again. The first round is scheduled for Three Sisters on Easter Sunday (19th April) and full details will be announced in good time in this magazine. Make sure you get a copy because I am changing the system of Registration and Newsletter distribution, and you will all need to re-register with me, by phone or letter, if you want to be put on my new address list.

Finally, though I have only had space to mention a handful of the 126 drivers who scored points during the year, may I thank you all for a fabulous 1980 Championship season. I am really looking forward to seeing you again in 1981.

P.W.



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BRITISH CHAMPIONS

◀ **JUNIOR NATIONAL BRITISH
CHAMPION KEVIN WARNER**
2ND John Herbert
4TH Richard Dean



SCOTTISH CHAMPIONSHIPS
1st NATIONAL — Peter Mac Callum
1st JNR BRITAIN — Craig McWilliams



Number ten, is Dennis Crompton. Always immaculately prepared, he made, as with Gange, two changes of chassis throughout the season — from Zip to Aero and at the end to C.T.R.P. with whom he will remain for 1981. Dennis has all the urge to be a consistent winner which with a little more luck he could be. He is another man who is completely undaunted by the established stars — his charge into the lead at the Cadwell Championship round in front of all the stars illustrates his lack of respect for the works men. He receives support from Chattertons in the engine department and will be supported by the very capable Chris Taylor as far as the kart is concerned. I hope for big things next year from both he and fellow C.T.R.P. man Owen Jones who had an excellent first season in 250 and was only just out of the Top Ten.

When I showed my list to Chris Lambden, we weren't far apart in our ratings with the exception of 2nd, 3rd and 4th. We had the same names but in a different order. My favouring of Stylin for number two was probably as a result of my preference for the "shit or bust" temperament of driver and I guess "S.S." falls pretty snugly into that category! Allowance must be made for a much smaller budget available to him — it is a great shame when Rob Kerkhoven's great ability as an engine man is restricted by the dreaded 'loot' factor.

After the slap in the face of the double coming in, the apparent complete reversal of the effect of that, by the C.I.K.'s new regulations (to include water-cooling), and possibly even to allow the National fast circuit meetings to run to the C.I.K. formula seems like an about face. Those in favour of water-cooling have after all seemingly got what they wanted, and more so! What the full effect will be won't be known until well into the new season. A sort of Formula Libre was what I wanted to see some three years ago, but whether with the present economic climate it can be afforded, only time will tell.

On top of all that, with the acrimonious relations between the RAC and the majority of the Superkart drivers, Martin Hines has been invited onto the RAC Committee! Somehow, I cannot see A.T.B. and Martin smiling sweetly across the Committee table at one another, so does this mean that the moderating influence that now seems to have come to the fore, will soon be followed by the removal/resignation of the Chairman? There has been talk of just that for some months now, but I will believe it when I see it and not before. A crisp new fiver would seem a cheap price to be the fly on the wall if both these gents are present at the first Committee meeting next year!...

The C.I.K. meeting that recommended these drastic changes took place in London over the last weekend of November, the outcome of

which was supposed to be confidential until ratified on December 20th. Nevertheless, by Monday December 1st everyone seemed to know about it. The leaks were of a bottomless bucket proportion, to the extent that it has been said that the first Morecambe meeting next year is to include water-cooling. I, in fact received an order for water-cooled Rotax exhausts the Friday before the meeting — work that out!

I wonder whether the running of a water-cooled engine and the lengthy period of the warming up procedure, has crossed the minds of the organiser of the World Cup. Can you imagine 30 or 40 water-cooled 250's being started and warmed up in the restricted confines of a rather damp Morecambe paddock — the mind boggles! A water-cooled engine requires at least 10 mins. warming up. If the coolant in the entire system is not brought up to working temperature, as soon as the water circulates, when the engine is under working load, a cold seizure is guaranteed. A couple of laps warm up will not achieve a sufficient temperature. Boiling water at £5 a jug?...



Ben Godfrey of T.V.M. is building up a kart to the "double" engine formula with two of the latest 125 Yamahas. The idea was for Gary Deal to drive the 'beastie' but the measurement between the two engines didn't correspond with one of Gary's vital statistics, so it seems probable that Steve Elmore may be seen at the wheel, which will provide a formidable combination.

News of another 'doubles' that have now been tested at Snetterton, are the Dinos of Paul Elmore and Calvin Fish, which by the time you read this will be at Daytona to do battle. One of these was on display at the recent Birmingham Show. The totally new bodywork takes full advantage of the regulations permitting Dennis Crompton — not afraid to 'mix it' with the big names. Someone to watch in 1981. (Photo: D. Smith)

bubble wind shields, and is very eye-catching. The side pods incorporate wings which will be utilised to house radiators when water-cooled engines are used. They look good, and initial testing suggests they are good. With the knowledge of the new C.I.K. regulations, some of the opposition to the doubles has faded away — it is now very apparent that there was as much if not more resentment to the way they were forced upon us, rather than what they actually represented.

Last month I mentioned the sad loss of Sidney Taylor. Now we have news of the death of John Brise, at the age of only 52. He was the father of Tony Brise who was killed in the Graham Hill air crash when on the threshold of a promising Grand Prix career.

John Brise was one of the founding fathers of karting in this country. He built karts in the early days and introduced the name of Montesa into the sport, firstly the M100 which was a successful 100 engine before the days of the Italian disc valve motors, and later the 200cc model. He was a wealthy man who still had a lot of time for people, and was very helpful when I got involved with Montesa motors. He was a successful kart driver in both the gearbox and non gearbox category, and was at one time the World Stock Car Champion.

A fine sportsman with a keen eye for business, he was far from a greedy man. He once laid on a couple of huge Ford trucks when I made the move from London to the frozen north for a very nominal charge. A true gent! To his wife Pam and surviving sons Tim and Simon, I would like to extend my sympathies.

I have two particular karting memories of John. At Shenington, before the use of fuel pumps, he had a floor tank on his Brise kart and urged the petrol from the tank to the carb by having a length of fuel tubing in his mouth and pressurising the fuel tank! For his efforts he won his Class in the R.A.C. Championship. The other was an hour long dice I had with him at a Snetterton 9 hour race which had all the character (and tactics) of a five lap sprint, including cutting right across the kerbs at the Esses. All good-natured stuff, but everytime he cut me up "something rotten" he would never fail to give me an evil leer — I think he thought he was back in his stock car!!

Next time you are wondering why you still continue karting during the winter, and you are shivering from wet and cold in some inhospitable paddock, never fear, there are people with an even more masochistic form of pleasure. A friend of mine, with whom I sometimes go climbing, has gone off to conquer Everest in the first British Winter Expedition, with temperatures of 40 & 50 below. So there are people even more unhealed than you!...



Report Time...

After a season of close encounters amongst Great Britain's top Junior drivers, Peter Wardle reviews the performances of our up-and-coming youngsters. Better hide — it's the end of term report...

Back in March I ventured into print with a few predictions about the U.K. Junior scene, at the same time stating my natural cowardice about end-of-season reviews. The Editor is, however, an aggressively persuasive man and he has convinced me that, as you will have little better to do over Christmas except go to those boring old parties in between planning for 1981, and the worst that could happen is that I get lynched, you might as well work up a bit of passion over my end of term report!

Re-reading my preview I am pleased to say that many of my predictions came good (though not without one or two sweaty moments). The heading at least turned out to be fact rather than a question, as 1980 was the most hard fought and competitive year of Junior racing that I have ever had the pleasure of following.

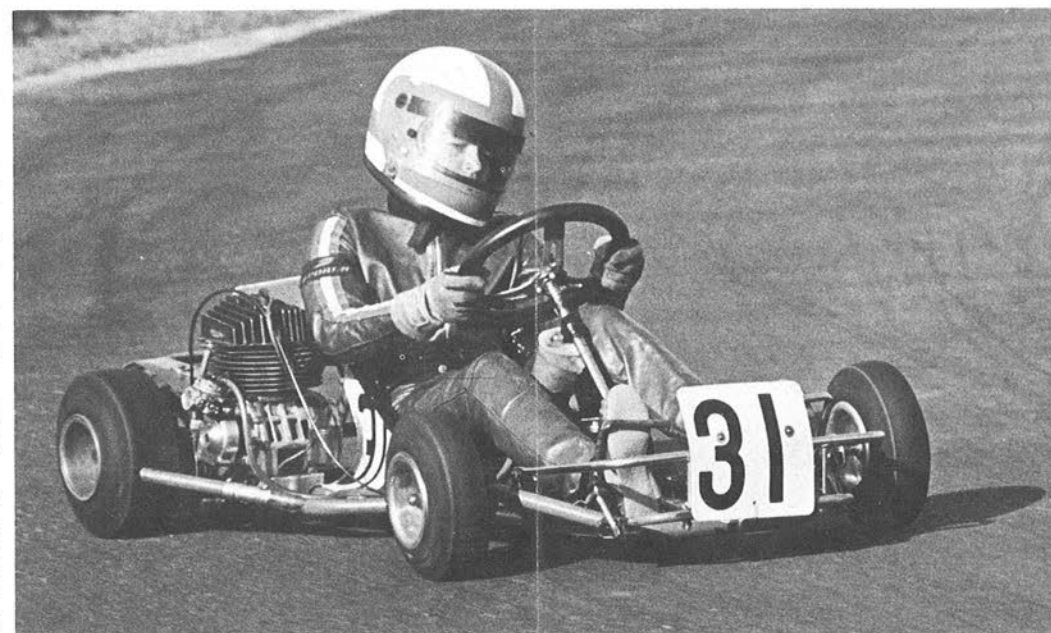
With much the same group of drivers and their families following the Road & Racing Racewear sponsored Championships the season developed into a very friendly social scene which served to intensify the rivalry on the track rather than diminish it. Hard though the racing proved to be, when you are competing against similar opposition month after month, brain fade tends to diminish. The extra length of the races too encouraged the art of pacing effort, which improved driving standards visibly. Apart from the regulars, every round produced a number of local drivers out to pit their skill against the professionals. Some of these gave the pro's quite a fright, while others clearly learnt from their experience. Generally though, it was the regulars who made the results and underlined the fact that the constant honing of skill and equipment that these Championships produce does pay dividends.

It is obviously impossible to mention everyone by name because, insistent as Chris Lambden is about having me rush into print, he does also have one or two other things that have to be fitted into the magazine — mind you who reads Pudney's column anyway!! I will therefore restrict the review to the top ten in each class of the Road & Racing Racewear Series with just a sprinkling of others which have enjoyed splashes of success if there is room. It was interesting, incidentally, that this year's RAC Championships at Clay Pigeon felt just like another Road & Racing round i.e. much the same entry — and the success of the multi round Series seems to have rather overshadowed the RAC title because of its 'lottery' nature.

JUNIOR BRITAIN

My start of the year tip for the top, Nick Crabtree, finally took the R & R title after some tense moments at the final round, but his early season efforts really didn't come up to expectations. He looked as if he was so worried about falling off and therefore mucking up the rest of his season, that he was actually being over-cautious. By the time we got to Clay Pigeon though, he got the message — caution is fine but not surrounded by the hard chargers in Junior Britain who simply don't understand the question 'wait for me?' His third place at Clay was followed by a total domination of Felton, a superb drive through the field (18th to 4th before the engine quit on the last corner!) at the RAC Championships, and another dominating win at Wombwell. At Little Rissington he knew that he had to stay glued to Lee Cranmer's rear bumper, no matter what, and duly did so to take the Championship by just five points. He is already planning a season of Junior National in 1981 so it will be interesting to see how quickly he adapts to this new challenge.

Lee Cranmer, the 1980 RAC Champion, has to be joint top with Nick. All through the year, Lee and his father have worked hard for their results. His consistency was very good, not once finishing out of the top ten at an R & R round. Lee, like Nick, is a thinker, and this served in his case to give the impression that he



was racing slightly below par when in fact he was driving for the Championship rather than a particular race win. Typical of this was the Clay Pigeon round when, for lap after lap, he sat behind Peter Studer without making any real attempt to scramble into the lead. I feel that he could, and should, have gone through, and on reflection I think Lee would probably now agree as the five points he didn't get there would have put him equal with Nick at the end, and given him this Championship too on the result of the tie decider.

When it came to the crunch though — the RAC Championships — he found himself in exactly the same position, but this time made no mistakes in getting past Peter to take the lead and the No. 1 plates. His battle with Nick will be resumed in Junior National.

Peter Studer, as the oldest of the Britain drivers, was in his last season of Junior racing, moving into Senior Britain next year. I got the impression that he was suffering from a bit of a built in handicap from his weight (nothing personal. J), trying to make up for this at times by taking chances that were arguably less than justified. Pete is a very approachable person and it is very rare that his camp is the scene of anything but a friendly welcome. On the other hand, try overtaking him when he doesn't think you should and it certainly won't be made easy. His win at Clay was certainly helped by Lee's reluctance to mix it too closely, but then the rest of the season has seen some very consistent front-running performances. I think he is going to go very well in Senior Britain and the regulars are going to find him mixing it with them right from the start of next year — and might well be there when the RAC title is at stake.

I felt that Jeremy Cotterill's season really should have been better than it was, because he is undoubtedly very talented and determined. I first saw him this year in a hotel in Yeovil the night before a Clay test day, and I nearly didn't recognise him! Smart suit with all the trimmings, well scrubbed and gleaming — just not the happy piglet style that I was more familiar with at race meetings. . . After this he will probably *Junior Champions' Gallery*. Top: R&R 'National' Champion Tim Sugden scored heavily in early rounds. Middle: Nick Crabtree — R&R 'Britain' Champion — came late, and won it at the last round. (Photo: P. Croft) Below: RAC 'National' Champion, Kevin Warner — he drove a measured race. Far left: RAC 'Britain' Champ Lee Cranmer (11) during his struggle with Pete Studer at the Clay Pigeon R&R round.

turn out looking utterly immaculate at every race. Of the rest, he was certainly the most feared challenger at every event, and it was only occasional equipment problems that stopped him accomplishing more. Yet another who is making to move to Junior National next year, I look forward to watching him competing again.

Steve Brogan started like a lion with a superb win at Three Sisters and a third at Fulbeck, but then seemed to spend the entire season working his way through from the 'B' final after over enthusiastic heats. A pity this, because he is certainly fast enough to regularly mix it with the best if he would only learn to pace his effort a little better. I understand that he too is moving up a few days before the first 1981 Championship round, so this should be interesting.

Steve Murphy came on well, particularly at Rowrah where he was the only driver to be able to chase Steve Dart strongly for the lead throughout, and I expect to see him regularly in the top half dozen in the future if he stays in Britain racing.

Dart on the other hand had an excellent mid-season period, winning at Rowrah, then following this up with a third and second place at Clay and Felton respectively. The last two rounds though proved disastrous after another good drive at the RAC, and from being close to the top of the table for a while he slipped down to finish 7th which really doesn't do his talent justice. Scott Banks ran consistently all year, picking up two consecutive 5th places at Rowrah and Clay, then 3rd at Wombwell, while Martin Prior, though certainly very fast, suffered repeatedly from problems that really weren't his fault. That he finished the season on a high note, 3rd at Rissington and 1st, watched by millions of viewers, at the televised Mazda Race of Champions at Rye House must mark him out as a strong favourite for next year as he intends to stay with the Brits.

Completing the top ten comes Simon Collins. Not necessarily as completely equipped as some drivers, he seemed a bit too aware of this and tends to give the impression that he doesn't believe he can outperform those who he thinks have a technical advantage, so doesn't. If he once gets over this psychological barrier I think he could easily become a regular front runner.

It's impossible to mention everyone, but of those I think will be staying with the class I expect to see Jamie Kavanagh and Fraser McEwan-King at the front very soon.

JUNIOR NATIONAL

This class proved to be as hard fought as ever, though the rather limited age grouping has kept the actual number of drivers down. Perhaps there is a case for lowering the transitional age limit from 14 to 13 to even this out, especially since Britain tends to get the lions share of the newcomers, National creaming off the hard chargers eventually.

In terms of results there are two drivers who stand out, the only two apart from Nick Crabtree to win more than one round each.

Tim Sugden showed excellent early season form, making up for his miscalculation at Three Sisters when Jonty Millward surprised him by snatching second in the final lap, by winning the next two rounds in fine style. He then capitalised on this early lead to arrive at Little Rissington having only to collect his attendance points to be sure of the title. In fact he retired from that race but by then no-one could catch him so he ends his involvement in karting on the highest possible note. I understand that next season he is hoping to move directly to F. Ford 2000 and personally I think he will

