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S. ENGLAND: Kart Parts, 87, Beverley, Toothill, Swindon, Wilt. Tel: (0793) 37751
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The recent rather noticeable success — of the instant kind — being achieved by three of our International kart drivers (see *Just Heard*, P2) is once again focussing attention on our sport as a virtual necessity for the aspiring single seater pilot of the future. Look at any leading driver profile in any of the car racing magazines, and almost inevitably — although a little begrudgingly — the phrase "spent five years in karting" or "ex British kart team" will appear.

The word "begrudgingly" is used because, despite the overwhelming evidence — in the form of de Angelis, de Cesaris, Patrese, Cheever, Lammers, Mansell, Fabi and so on — the rather aloof car racing fraternity still struggle to accept that these funny little things are actually of some value, and indeed are probably responsible for the extra success of those who "have" as opposed to those who "haven't".

However, the success of these ex karters, is undoubtedly the best possible advertisement for karting, and the reasons for their success fairly obvious. In Spencer's case, before he has even driven a Formula Ford, he has a full Junior career and British title behind him, followed by another three years of top International competition. Things happen very rapidly on a kart circuit, and the torrid wheel-to-wheel stuff we see all the time, makes Formula Ford driving a relatively calm proposition by comparison.

There may well be a danger of karting becoming solely classified as a training ground for car racing, but fortunately we have that great number who see the sport as an end in itself and see the diversion between kart and car racing as merely different forms of motor sport.

But the way things look, it wouldn't be a surprise to find F3 talent-spotters lurking on the sidelines at future British Championships. . .

CHRIS LAMBDEN

FRONT COVER:

Leading the Zip Champion of Champions Superkart Series after two rounds is Nigel Smith. The immaculately turned out Stocksigns Zip has utilised Yamaha TZ power to take its two second places, but Nigel is now to run a Rotax with assistance from Merlin Developments. Here, he leads LDR's Jon Dixon through the Donington chicane. Coverage of the two Superkart season openers begins on pages 7 and 22. (Photo: R. Calvert)

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KART AND SUPERKART

Monthly

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NEXT MONTH*

- K & S Round One
- Snetterton Superkarts
- Green Man Opener

ON SALE 7th MAY

*These items were correct at time of going to press



RAC News

Following the March Kart Committee meeting the following was released:

INTERCONTINENTAL E (ex 250 International)
The official English amendments to the Regulations for the Class have now been sent to all Scrutineers and Clubs. Further, the Council of the RAC MSA Ltd has approved that these shall forthwith be accepted for 250cc International events in this country.

GreenMan81

The 100cc Championships season is already underway. First blood has gone to the popular Kart & Superkart National and SAM Britain Series and by now you will have a pretty good idea of who the leading contenders are, and who has won the first round at Fulbeck.

Next on the list is the first round of the new style Green Man Championship at Three Sisters. Regulations and entry forms have already been sent to all the drivers who have registered with me in both the International and Junior classes with the first of this year's News Letters, and for those of you who have yet to contact me, copies will be sent to you by return of your own registration.

INTERNATIONALS:

The 1981 tyre rules seem to have gone down very well with everyone. Understandably there are those who'll "believe it when we see it," but I can assure you that the rules *will* be very firmly policed. I have even arranged that if necessary rubber samples can be taken and compared with known legal samples to make quite sure. Mind you, when you consider the massive penalties already built in to the CIK tyre homologation rules there really isn't any incentive for the tyre companies to produce CIK marked 'specials' so we shouldn't have a problem anyway. If one or two drivers rush away from the opposition in this Series then I think you can be absolutely sure that it is the result of their own preparation and ability that is doing it — not the tyres. The result, and the competitive level of the racing, is going to be absolutely fascinating!

Championship tyres are now available from me for every driver who has registered and quite a lot have already gone out and started the prize fund off well. Full information about all this will of course be in the News Letters.

There are only a few days to go before we reach the deadline for receipt of the full season registration fee of £30, and I must emphasise that registrations must be *received* before this date if you want to take advantage of the bargain price. *Any late registrations that are not postmarked earlier than the 9th April will only be applied on the £10 per race basis*, so after three rounds you could find yourself paying a 'tenner' a race. (In case any of you

JUNIORS TEAM CHAMPIONSHIP

It is confirmed that there will be a Junior Team Championship run at the Junior Individual Championship at Locarno. Those Juniors selected for the Individual event will not be eligible for the Team. There is also a difference in the age qualification. For the *Individual* Junior Championship, drivers must be born between the 1st January, 1964 and 31st December, 1967. For the *Junior Team* Championship, drivers must be born between the 1st January, 1965 and 31st December, 1967. For both events, the minimum weight is 120 kilos.

think this is going to make me rich, remember that any surplus fees go into the prize fund — i.e.: back to you!

This rule does apply to *everybody* so if you intend to join in, don't hang about any longer. . . Most of the leading drivers are already in, so the Series is going to be guaranteed a spectacular send-off at Three Sisters on Easter Sunday. Even if you aren't racing, please do try to get there to watch. Spectator viewing is very good and if last year is anything to go by, the standards of racing in every class will be exceptional.

JUNIORS:

In spite of the efforts of Sir Geoffrey Howe, I have already received a very encouraging list of Britain and National drivers (the National list being particularly good in view of the sometimes cautious start that Junior National has had so far this year). The Britain list contains quite a few newcomers, while some of the more experienced drivers have switched to the faster category with very interesting results. Frankly, I am very reluctant to predict any winners this year as both classes seem to be wide open.

It is all too easy to assume that everything in karting is fine, but with the escalation in costs over the last couple of years, particularly in travelling expenses, it might seem to be contrary to the interests of drivers to run National Series like these. I know that there are a number of individuals who feel, for whatever reason, that multi-round Series are detrimental to the sport. I could not disagree with this outlook more. The popularity of these events are all the evidence needed to support continuing them and putting every effort into their success. The challenge of longer races and the opportunity to regularly compete against the best drivers in the country in every 100cc class (and this does mean some of the best in the World) seems essential to the fascination of karting. Not only that, but by visiting every corner of the country, local drivers get the chance to race in their region's event against competition that would otherwise be unavailable to them.

Whether this simplifies or complicates the difficult task of the British Team Selectors is a good question, but it does allow them to look at all the contenders racing together which is difficult to arrange any other way.

Finally all of you will be delighted to hear that, thanks to John Pudney, all three Green

OBSERVATION AND SELECTION MEETING
Mr. Tony Temple, the Team Manager, will be contacting all those who have registered for the various Championships (other than Gearbox) and informing them of the various dates and venues of the Observation Meetings, but the Fulbeck National Meeting on 26th April is compulsory for all.

FORMULA K (135cc)

Although it would seem that they are virtually unobtainable as yet in this country, three engines have been homologated by the CIK for the Class. They are Komet K29, Atlas 29 and PCR TS 54/3.

ADVERTISING

Following a new CIK Regulation the RAC MSA Ltd has approved advertising on non-bodywork karts. This shall comply with the following CIK Regulations:—

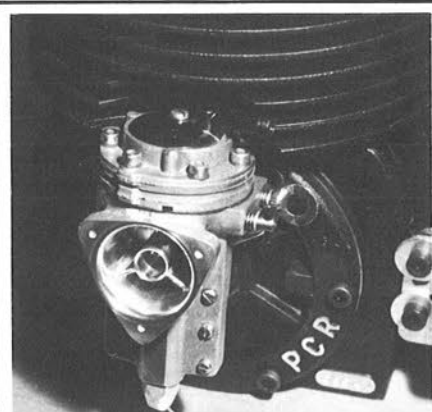
"The advertising area allowed must be a flat perpendicular plate affixed to the front of the kart of maximum dimensions 35 x 15 cms, which shall not exceed the measurement between the bottom of the frame member and the top of the front bumper. This is to be fixed directly to the tubes at at least 4 points (at least 2 top and 2 bottom). The material used must comply with the prescription in Art. 36 of the Annuaire. (i.e. flexible plastic)

There is no restriction to advertising on bodywork where bodywork is allowed. None of the foregoing removes the rights of the Organisers as specified in Art. 36."

Man Championships will be enjoying some first class trophies presented by Pudney & Sims Ltd. Both Junior Champions will get a special trophy to keep, plus of course their share of the cash fund, with a little something for the runners-up as well, while the International Champion will get his name on a new and magnificent 'perpetual' trophy which he will hold for one year. Although this will be the first year it will be presented, all the names of the winners since the Series was started by Paul Fletcher some eight years ago, will be inscribed on it. Definitely something very worthwhile to aim for as well as the cash incentive. Thanks John. . .

If there is anything you want to know please call me, day or evening, on 01-946 7401. Otherwise I look forward to seeing you all at Three Sisters.

Peter Wardle



We recently saw a prototype (courtesy of Bernie Orphan of British Kart Sales — Germany), of a carburettor recently developed in Germany by Raine Kaese. Versions have been tested in both basic Tillotson and "slide" form, and apparently given excellent results.

The basic modification consists of a centrally located mini venturi, to which the main fuel outlet flows. Plans are afoot to manufacture the carburettor in England.

Mini Ads

Sell (or buy) equipment, spares, or whatever with a Mini-Ad. All Mini-Ads must be prepaid and will be inserted in the first possible issue after receipt.

Rates: 10p per word (£1 minimum charge).

Please send your Mini-Ad, clearly typed or printed to: Kart & Superkart (Mini-Ads), Pinder Road, Hoddesdon, Herts.

Mini Display Ads (boxed) are also available at £8 per column inch. Copy to same address.

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continued . . .

while the third row was occupied by Trusting and John Townsend.

From the flag Smith and Lovell were involved in a bumper to bumper scrap until they touched coming out of the left hander, leaving Smith off the track. Restarting in 7th place, he produced a tremendous drive up into 3rd which became 2nd when Lovell seized. Townsend inherited the lead but was forced to give way to the very determined Smith. Townsend also seized a few laps later leaving Smith well clear to take an excellent win. Second place eventually went to Simpson with Kett and John Townsend close behind. What a finale to an excellent opening meeting.

Results:—

Junior National
1st Howard Rogers LeSpectre/Parilla

Junior Britain
1st S. Hunt Mustang/Arrow
2nd P. Wilfred

Summer lee

1st March 1981

The March meeting at Summerlee saw heavily overcast conditions, threatening rain all day with an icy wind penetrating every last layer of clothing. Undeterred, all concerned prepared for an exciting day's racing.

Junior Britain/National

Scottish Champion, Craig McWilliam commanded the circuit all day, taking all three heats and the final in convincing style. The real racing however, took place in the battle for second and third places throughout the day, producing some fine competition. In heat two, Ian McLeish spun in front of the pits while lying in second place, allowing Evelyn MacRitchie to take second. Whilst sideways, McLeish was hit by Derek Masterton and was carried off with a knee injury. A few tears later McLeish came back in the third heat undeterred to take a well earned second place, which he repeated in the final. Heat three saw Ian Cope, (Junior National), and Nicky Lander (Junior Britain), excluded from the heat for ignoring flag signals.

After three exciting heats, the final proved to be rather an anti-climax, which took the form of a fairly well spaced out procession, interspersed with some aggressive jostling amongst the third and fourth places.

100 National

After being released from their straight jackets the 100 National drivers set about their business of attempted mass Hari Kari. With feet to the floor and brains out of gear, Messrs Donoghue, Di Resta, Brown etc., were battling with a vengeance. Heat one saw Tony Donoghue taking the chequered flag followed by Bryce Whiteford after a closely fought battle.

Heat two saw Donoghue grasping an early lead while Alan Brown and Louis Di Resta dived continuously for second. On catching backmarkers, Brown was held up while Di Resta snatched the gap to take second which he held throughout the heat.

Heat three saw Donoghue and Fairley nudging and pushing side by side for lap after lap until finally Donoghue eased a short lead. Positions changed continuously during the heat with Brown making an impressive bid for victory. The penultimate lap saw the demise of

Junior Novice
1st George Cubitt

100 Britain
1st Charlie Goff Goff Mustang/Arrow
2nd P. Hunt Mustang/Arrow

100 National Novice
1st Mark Dunham
2nd T. Toughton Dino/Parilla

210 National
1st C. Poole Zip/Upton
2nd Bob Green Zip/Upton

210 National Novice
1st Russell Townshend Zip/Villiers

125 National
1st Kurt Luby Lancer/Rotax
2nd Mark Hood Zip/Hood Rotax

250 Superkarts
1st Stan Harvey Dino/Berry Yamaha

100 National
1st Robert Smith Zip/Parilla
2nd Andrew Simpson Dino/Parilla
3rd Bob Kett Dino/FE K88

Donoghue with a seized engine, slithering into the crash barrier with wheels locked and a broken sprocket carrier.

The final was an equally tough battle with Di Resta and Donoghue at each others throat while Brown spun at the first bend. Donoghue finally pulled away from Di Resta but was always aware of his presence close behind him. Striving to catch the leaders, Brown tried the "airborne approach" to get through the pack, succeeding only in landing in the nearest pile of tyres.

210 National

In the 210 class, Andy Whitefield seemed determined to race his heart out despite the poor entry. After winning heat one, with Stoddart in second place, his luck ran out as his kart stopped on the circuit. Things became a little difficult to follow thereafter as spinning appeared to be the order of the day, with Stoddart winning amidst the confusion.

Heat three saw the early retirement of Whitefield, after revealing that his problems in heat two were caused by a broken gravity feed tank. After pushing his kart ¾ lap he lay down exhausted to watch the rest of the heat, leaving Jim Gordon to beat Stoddart to the flag. At the end of the heat, a miserable groan from Whitefield, revealed that he had forgotten to switch on his petrol after his earlier repair. Almost in tears he swore he'd win the final. . .

With all systems go, Whitefield put up an impressive performance to win the final with Stoddart finishing a comfortable distance behind, heading the spaced out procession behind him.

I. MacRitchie

Results:—

Junior Britain/National
1st Craig McWilliam Sprint/Arrow
2nd Ian McLeish Zip/Hewland
3rd Nicky Lander Sprint/Arrow

100 National
1st Tony Donoghue Sprint/TKM
2nd Louis Di Resta TKM/Sirio
3rd Gordon Wilson BM/TKM

210 National
1st Andy Whitefield Barlotti/AWS Upton
2nd Bill Stoddart Barlotti/Upton
3rd James Lewis Barlotti/Villiers

Kalendar

APRIL

4 SNETTERTON (nr. Norwich)
Round 3, Zip Champion of Champions Superkart series, plus all long circuit classes.

5 SNETTERTON — Short circuit event.

LITTLE RISSINGTON (Air Force base nr. Stow)

FELTON (8 miles north of Morpeth, on A1)

12 ROWRAH (nr. Frizington, Cumbria)

CHASEWATER (Pleasure Park, Brownhills, off A5)

WOMBWELL (Dorothy Hyman Stadium, nr. Barnsley)

TILBURY (Dunlop Road)

KIMBOLTON (10 miles s.w. of Huntingdon)

CLAY PIGEON (Midway Yeovil/Dorchester)

17 ELLOUGH (2 miles south of Beccles, Suffolk)

19 CADWELL PARK (on A153 between Horncastle and Louth). Superkart Championship round two, plus all other long circuit classes.

3 SISTERS (Off Junction 25, M6) Round one, Green Man and Junior Championships.

SHENINGTON (8 miles from Banbury)

NUTHAMPSTEAD (1¼ miles east of Barkway, off B1368)

20 SURBITON (Worcester Park)

26 DUNKESWELL (5 miles from Honiton, Devon) Round 1, RAC 100 National Championship.

FULBECK (8 miles from Newark)

CRAIL — Team meeting.

MAY

3 LITTLE RISSINGTON — RAC Short Circuit Gearbox Championship, Round 1

FELTON — RAC 100 National Championship, Round 2

SNETTERTON

4 SURBITON — Bank Holiday meet.

10 WOMBWELL — RAC 100 National Championship, Round 3

In a Word . . .

● The date of the European 250 Championship has been changed from 16th August to 30th August. As this now clashes with Oulton Park, our CIK rep., Robert Langford is asking the organisers to think again.

● Latest news on 135 from the CIK is that it is still on, but with only 3 events currently scheduled prior to the World Championship (Jesolo, one in Germany, and another at Le Mans on August 2nd), it looks like being a pretty odd year.

Contrary to rumours published elsewhere, our sources tell us that there is no "graded drivers' list," and anyone may do 135 — provided he is recommended as suitably qualified by his National body. In addition, competing in 135 races will *not* bar drivers from CIK 100cc events.

● Two more additions to the K & S Championship prize list have been notified. Mick Hill of "Auto Art," Rochester, will complete an action painting of the winner, which will be presented to him shortly after the series end. A valuable and desirable prize. . .

Edward Lewis have donated a £20 voucher for a pair of racing boots.

Whoopsee time! Our 100cc maintenance article last month should have given cylinder head torque as 15ft/lbs not 50!

The Kart and Superkart series regulations should count 4 rounds from 6 — not 5 from 8 as printed last month. . .

● As we go to press there is no fourth round of the RAC 100 National Championship (or second round of the 100 Junior Britain Championship) following the withdrawal of the Bolton Club (see *Letters*). Robert Langford was hoping to arrange an alternative, but this would obviously need to be finalised before the opening round in three weeks. . .

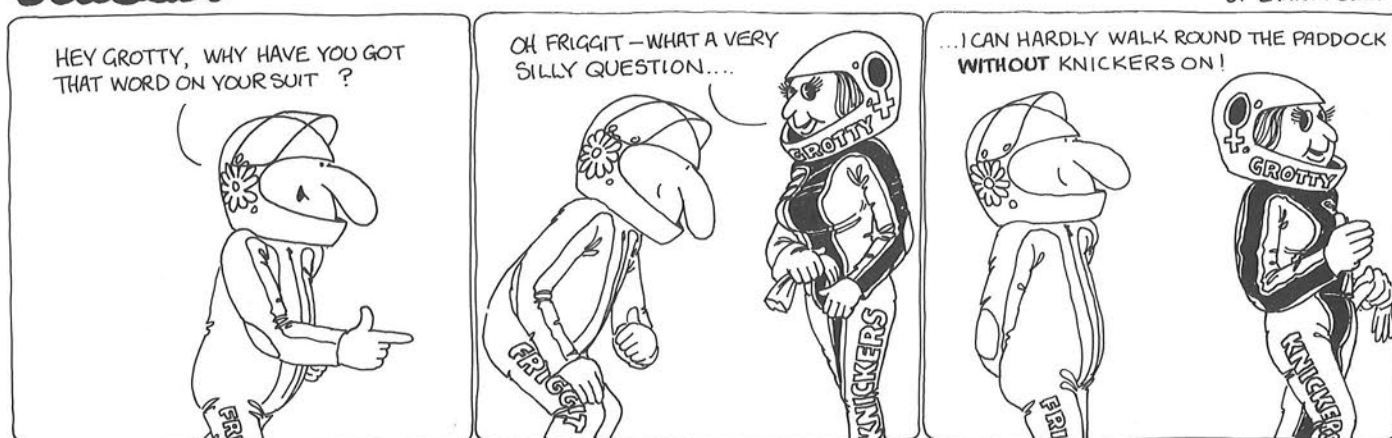
As it currently stands, the 100 National Championship will be all over by May 10th!

● Two last-minute allegiance changes before the Championship season begins. Derek Higgins has severed his connections with AK Racing and will now drive works supplied Zip chassis — mainly in International.

Similarly, Kenny Churchill has switched from the Reema camp, and seems set to fly the Sprint banner in 100 National.

Round 1 of the RAC 100 National Championship at Dunkeswell (April 26th) will be sponsored by Strand Glassfibre, who also back local Superkart pilot Trevor Lucas.

FRIGGIT



Motorsport followers can not have failed to notice the impression being made on the Pace Formula Ford 2000 Championship this year by Dave Coyne. The ex 100cc British Team member is one of several currently demonstrating that karting is the way to go if you want the best possible start in car racing. Coyne (above), who has a works drive for Delta in both FF2000 and FF1600, has a comfortable points lead in the Pace series, and as we go to press has just won the first round of the European FF2000 series.

Meanwhile, brilliant Brazilian international kart driver, Ayerton Senna da Silva, is now resident in the U.K. and embarking on an FF1600 year that has already netted its first win.

To cap it all, most recently, Doug Spencer won his debut race — the opening round of the "Novice" Dunlop Star of Tomorrow FF1600 series and now has the offer of a works drive. (Photo: R. Calvert)

● The fun Hayes & Harlington Club Dinner at Heathrow's Skyway Hotel recently provided several Superkart "heavies" with a chance to settle old scores with Rae Davis, who was divested of not only his suit, but every last thread of modesty.

One observant female onlooker was heard to say "What a lot of fuss about such a small matter. . ."

● A date for your diary — the Isle of Man kart double event, September 8th and 9th. The Lion Kart Club are organising a seven day trip, including viewing of the I.O.M. Car Rally. More news when we hear it.

● Brian Heerey will now be campaigning his Zip GP/Smith Yamaha in WPT colours, joining 125 pilots Alan Mountain and Mick Newton in the firm's livery.

● Quinton Hazell Automotive, manufacturers and suppliers of automotive parts are backing 100 National campaigner Malcolm Davison on the K & S/RAC Championship trail this year.

STOP PRESS

Kart & Superkart Championship — Round 1, Fulbeck, 22nd March

1st	Graham Waldron	Fullerton/TF
2nd	Gary Foster-Jones	Lane/Parilla
3rd	Mark Wilson	Birel/Parilla

SAM 100 Britain:
1st Adrian Mills Zip/JM T80

Full coverage Next Month.

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Mark Piercy on a Haywood/TKM

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CLUB SCENE

continued...

John Hughes making up the four to join the back of the 'A' final.

A heavy shower before the start of the 'A' final saw 22 of the drivers assembled, hurriedly changing to treaded tyres, the 2 exceptions being pole-man Ian Williams, and his fellow front row man Brian Parias who stuck to slicks, much to most people's amusement.

After three rolling laps, they were off, with Parias grabbing the lead from Williams with Gordon Wilson slotting into third ahead of the pack. In 2 laps Parias had a large lead with Williams fighting for his life ahead of a train of 9 karts. Gordon Wilson found a way by Ian Williams on lap 3 only promptly to retire. George Price then took the plunge past Williams only to be quickly retaken. George himself was under considerable pressure from an inspired Willy Grieve who was revelling in the conditions having carved his way up from 9th spot, and Willy in turn had Nigel Davison and Steve Burr breathing down his neck.

On lap eight George Price finally gained control of the pack for good and although Ian Williams was never far from his rear bumper George held on to second spot to the finish closing a little on Brian Parias towards the end as the leader cruised to the finish. Into fourth spot came Willy Grieve with Nigel Davison fifth, Steve Burr sixth, Andy Fairless seventh and Andrew Keenan eighth.

One thing is for certain and that is that the National class is even closer and more competitive now than it has ever been, so although the 'old firm' of Parias, Price and Williams are still able to end up on top at Felton, there are plenty of people around now who are capable of causing a few surprises.

Results:

100 Junior Britain

1st	David Kirk	MM3/Arrow
2nd	David Price	Mistrale MM2/GEP Parilla
3rd	Keith Blackburn	Barlotti/TKM

buffer to win from Pogson and Palmer. Hunt was the first Britain home in 4th place, ahead of Wilfred and Wilson. Cubitt dropped only two places and will, no doubt, be one to watch in the future.

100 Britain/Novices

Heat 1 went to P. Richardson ahead of Novice Mark Dunham. P. Hunt was 2nd Britain home while in 4th place was C. Taylor, another Novice. Dunham went one better in heat 2, winning from K. Tinworth, Taylor and Hunt. Charlie Goff, that "wily old fox" of karting, finally got his equipment sorted out in heat 3 to take a fine win. Hunt also produced a good drive to finish ahead of Tinworth and Dunham.

Dunham just pipped Hunt for pole but it was Goff with a storming drive from grid 5 who took the chequered flag. Dunham finished in 2nd place well ahead of Hunt who was in turn comfortably in front of Tinworth.

210 National

Just three finishers in heat 1 as Bob Green won from Ken Austin and Novice, Russell Townshend. Green repeated his winning performance in the next heat, this time from C. Poole, Townshend and J. Sapspeed. Chris Prue won heat 3 following two non finishes. Again Townshend drove well, coming home 2nd from Sapspeed and Austin.

So once more we had a Novice sitting on pole for the final with Townshend being kept company on the front row by Green, while Austin and Sapspeed sat menacingly on row 2.

100 Junior National	
1st	Mandy Roue Sprint/GEP TKM
2nd	Neil Brayton UFO/TKM
3rd	John Ellis Sprint/Parilla

Best Novice - Junior National
Chris Williamson Sprint/DAP T70

100 Britain
1st Alistair Reed Zip/TKM

210 National
1st Stu Alsop Blow/Upton
2nd Keith Ferguson Star/Villiers
3rd Terry Ramshaw Blow/Villiers

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

100 National
1st Brian Parias Zip/Dickson TKM
2nd George Price DAP/GEP DAP
3rd Ian Williams Wilson/Parilla

Another great race was presented for everyone looking on as Poole came through from a grid 6 start, picking off the drivers in front one by one to take a thoroughly deserved win from Green, Townshend and Sapspeed.

125 National

Boyd Barrington looked in fine form as he won heat 1 in style from Kurt Luby and a battling Mark Hood. Ex 100 National driver, Nigel Wigg, in his first meeting in this class, showed the more experienced drivers the way home in the second heat, winning from Peter Hall and Luby. Heat 3 produced a win for Luby with a fine drive ahead of Hall and Barrington.

Luby and Barrington sat on the front row for the final and a great tussle seemed in prospect. This was not to be unfortunately as Barrington suffered from mechanical failure, handing the race to Luby. Mark Hood finished second and the only other finisher, following retirements for one reason or another from eight of the ten starters.

250 Superkarts

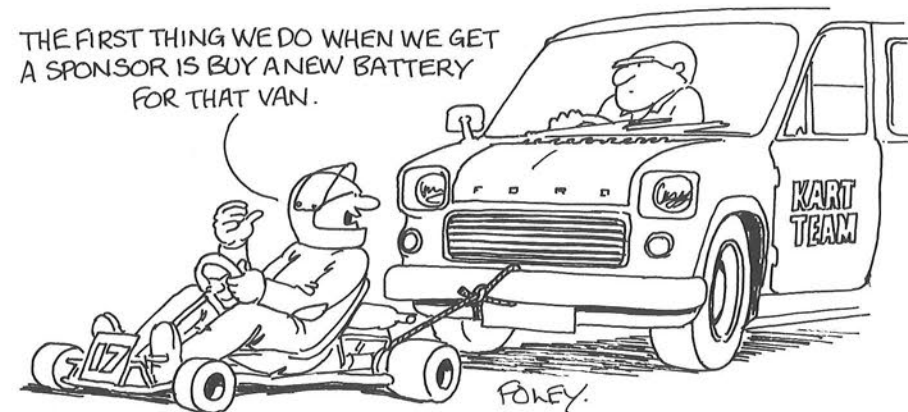
Stan Harvey brought along one of the new 'watercooled' Yamahas much to the interest of everyone who was witnessing for the first time, this new breed of Superkart. All was not well in the first two heats as Harvey was forced to retire on each occasion. Things were put right for heat three with a very convincing win. Heat one was won by D. Bates while number 7 won heat two from W. Jackson.

Harvey really showed the potential of the new Yamaha as a major force by walking away with the final, winning by half a lap from Jackson.

100 National

Mark Lovell showed everyone a clean pair of heels in heat 1, winning from the dicing duo of Bob Kett and Miles Townsend. As feared, a number of karts were involved in a first bend accident, but the lesson was learnt and the corner was treated with respect for the rest of the day. Rob Smith won heat 2 from John Townsend, J. Milner and R. Trusting. Heat 3 produced Lovell's second win with Trusting 2nd, Andrew Simpson 3rd and Miles Townsend 4th.

Lovell, with his two wins and a 6th, claimed pole with Smith alongside on 2. Behind these two came Miles Townsend and Ray Lincoln



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Dear Sir,
 I am very worried at the standard of driving which is developing in karting. The sport is not suppose to be a contact sport, but every race now sees accidents and there are many cases of dangerous driving with the officials at races turning a blind eye.

Have we to wait until someone is killed before officials at race meetings act? Bad or dangerous drivers should be given a warning board, followed by disqualification if not heeded.

With the start of the Kart and Superkart Championship not far away, something must be done. If at a drivers' briefing they were warned that observers would be out watching, there would be an improvement in the standard of driving. We will lose many drivers from karting

if we do not stop the cowboys who think bullying tactics will be overlooked.

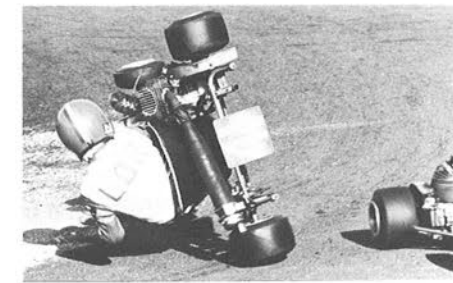
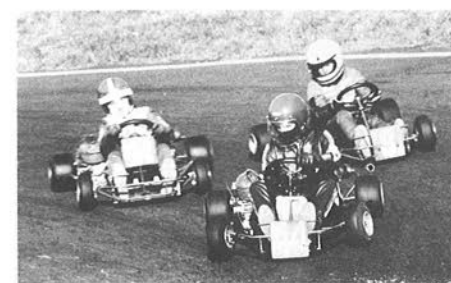
Please can you not use your influence to clean up the race meetings? It needs someone with power to contact the Clubs involved to get them to make improvements at their tracks.

E. Moore
 Egham, Surrey

Dear Sir,
 Please would you print the following statement from the Bolton Kart Club in your next issue, regarding the cancellation of the 4th round RAC Championships on August 15th - 16th, 1981:

It is with regret that Bolton Kart Club have to cancel the fourth round of the 100 National

Following last month's photographic feature, we recently unearthed a rather good example of some on-the-ball sequence shooting. This Dave Smith series illustrates an incident involving the then Junior, Kurt Luby, at the infamous Morecambe hairpin. . .



Championship and the second round of the Junior Britain RAC Championship for the following reasons:

a) Having applied for the RAC Championship last August, we were under the impression that it would be a one-off Championship as in previous years. When we were allocated the Championship, we were surprised to learn that the Championships were to be run over two and four rounds for the Junior Britain and the 100 National respectively. Unfortunately, we were to run the last round of each.

b) We then received a provisional format of the Championship rules from the RAC which stated that £800 was to be spent on trophies, which included £50 fee towards the RAC Presentation Dinner.

c) The hire fee for the Three Sisters Circuit for 1980 was £150 per day. The new charge for 1981, from the Greater Manchester Council, was indicated to be £250 + VAT. This would have meant a hire fee of about £600 for the two day meeting.

The Committee has spent a considerable time trying to work an expense sheet for the two day meeting, and the end result was that the Club would run to a terrible loss, which we, as a small Club, could not afford.

After we had cancelled the meeting with the RAC, we received another letter from Mr. Langford which indicated that the initial £800 trophy money was based on a one-off meeting, and that this would be thrashed out at the RAC meeting in London on March 18th.

The Committee again spent a considerable time reconsidering the running of the Championships, but we could not see that we would receive enough entries to cover the expenditure involved. We could not anticipate 180 entries arriving for a 4th round of a Championship, and this would be the number needed to show only a slight loss.

Could we apologise for any inconvenience caused to any drivers who would be entering at Three Sisters, but this was a case of bureaucracy going mad at the expense of a Club.

Mrs E. Price
 Secretary, Bolton Kart Club



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continued . . .

210 National

The two men to watch in this class were Richard Boston and Brian Finn. Two heat wins going to Boston and the other to Finn. In the final it was Finn to take the lead, but not for long as Boston took over on the second lap and kept this position for the rest of the race. Second man home was David Green with Robbie Kellet coming in third.

125 National

Again there were two men to watch, Gary Hill having wins in all three heats and Tim Parrott three seconds. For the final, Parrott made sure he wasn't going to be second best this time, as he led all the way to the chequered flag, relegating Hill to second position, and well done to Novice Dean Jamison who came in third.

Many thanks to all who contributed to us having such a well organised meeting.

J. Marshall

Results:

Junior Britain		
1st	Steve Murphy	Premier/Arrow
2nd	Scott Banks	UFO/Arrow
3rd	Steve Key	Premier/Arrow

Start of the Junior Britain final: Patrick Walsh (57) gets away in front of Stephen Kay (70), Glyn Ellis (28) and Scott Banks (97). (Photo: D. Croft)

Junior National		
1st	Simon Howarth	Premier/Parilla

100 National 'A' Final		
1st	Ian Williams	Premier/Parilla
2nd	Nicky Fletcher	FRED Bear/Parilla
3rd	Tony Bell	Premier/Parilla

100 National 'B' Final		
1st	Steve Sykes	Premier/Parilla

100 Britain		
1st	Steve Gill	UFO/Arrow
2nd	Adrian Mills	Jeta/JM DAP
3rd	Malcolm Wood	Sprint/Arrow

210 National		
1st	Richard Boston	Barlotti/Upton
2nd	David Green	Zip/Upton
3rd	Robbie Kellet	Sprint/Upton

125 National		
1st	Tim Parrott	Dino/Rotax
2nd	Gary Hill	Zip/Yamaha
3rd	Dean Jamison	Sprint/Honda

Felton

1st March

A miserable and overcast day greeted the 65 karters who arrived at Felton for the Northumbrian Kart Club's second race meeting of 1981, with the track gradually drying out during the day and the rain holding off until just before the last final on the programme. The 100 Senior Britain and 100 International classes consisted of just one driver each and these were run from the rear of the 100 National 'B' final. The conditions provided an interesting days racing which was competitive to say the least.

100 Junior Britain

With Jason Plato conspicuous by his absence it was left to David Kirk and David Price to share the honours in the heats, a tie breaker giving pole position for the final to David Kirk.

From pole position, David Kirk firmly took the initiative in the final and led every lap for a worthy victory, pulling comfortably clear of

the mayhem which was occurring behind. Initially David Price took second spot followed by Keith Blackburn and David Hillcoat, with Hillcoat deposing Blackburn during lap 3. This seemed to stir Keith up a bit and by the end of lap 4 he was in second spot having repassed Hillcoat and then taken Price as well! Hillcoat then elbowed his way past Price only to slip down the order eventually regaining fourth spot with 2 laps to go. Hillcoat's demise allowed Price to focus his attentions on Blackburn and he got by with three laps to go, pulling out a reasonable cushion by the end. Sailing away in front, quite oblivious to all this was David Kirk and he took the flag after 10 effortless laps from David Price and Keith Blackburn.

If the "little 'uns" continue with this kind of form, particularly David Kirk, I think young Plato will have to pull his socks up a bit to keep ahead!!

100 Junior National

A healthier entry than we have seen for some time in this class (and 5 of them Novices - always a healthy sign) produced three different heat winners, victories going to Neil Brayton,

Mandy Roue and John Ellis with these three clearly being the 'class' of the field.

Mandy Roue made no mistake in the final and carved across pole-man Neil Brayton to take the lead at the first corner. From then on, Neil had the dubious privilege of watching Miss Roue put in a sparkling performance, pulling away to an easy win. The leading positions remained static throughout the final with John Ellis holding a consistent third behind Mandy and Neil, however this statement does not do justice to the excellent kart control which was displayed by the Juniors in such treacherous conditions, with the best Novice award being presented to Chris Williamson who put in good drives all day and was the only runner in the final not to be lapped by the leading trio.

The performance of Mandy Roue after only a handful of Junior National outings was quite a revelation. She certainly seems to suit the National class tyres better than Britains and will hopefully continue to improve throughout the season, definitely a driver to watch for.

210 National and 250 International

With the small entry of 250's it was decided to amalgamate them with the 210 Nationals.

Dealing with the 250's first, pole for the final was taken by Felton stalwart Rob Johnstone with two wins and a second, the other heat having been won by the ever improving Nigel Young.

The 210 heats saw three wins for Keith Ferguson with only Andy Martin seemingly able to find any sort of reliability to challenge him, and the rest having at least one non-finish.

At the start of the final, Nigel Young actually had the affrontery to take the lead from Rob Johnstone and in fact held it until halfway round lap 2 when Johnstone dived past. As rain started to fall the Club Champion's greater experience really showed as he eased away from Nigel to record yet another convincing Felton victory. A word of praise for Nigel Young, however, who is gradually finding speed to go with the smooth consistent driving that he has displayed since moving up to the 'big bangers' and as he gains experience he will surely prove to be a strong challenger for Rob Johnstone's Felton crown.

The 210's produced a bit of a controversial result with Stu Alsop leading from start to finish with Keith Ferguson never seeming to find the form he displayed in the heats, finishing a dispirited second only to be told that he did not figure in the results. A quick consultation followed and Keith was rightfully reinstated in second place with these two the only ones able to stay on the same lap as the 250's.

Third position fell to Felton committee member Terry Ramshaw who confirmed the promise shown in the two heats that he finished, by turning in a thoroughly competent display.

All in all a fair day's entertainment from the 'big boys' in conditions which definitely were not to their advantage.

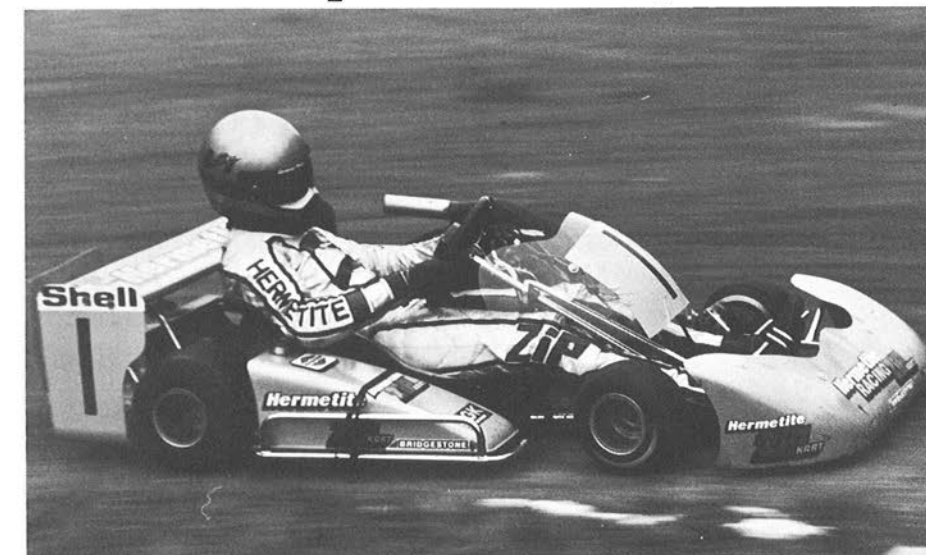
100 National

With 34 entries the Nationals once again provided over half the total entry and it was this class which provided most of the excitement during the day with each of the six heats and 2 finals being fought out tooth and nail.

Heat winners were Brian Parias and Ian Williams with 2 each, Willy Grieve and Gordon Wilson, with George Price and Nigel Davison showing consistent form.

The 'B' final was eventually won by William Turner with Derek Wheatley, Ian Smith and

Butty Keeps His Cool....



Buttigieg triumphs first time out with water-cooling. Hines' water-cooled Rotax sets the pace in the heats. Smith wins tough battle for second, from Ball and Stylin. Class wins to Wooldridge (125), Longden (210) and Cortijo (250 Nat).

Report: Phillip Bingham.

The message couldn't have been clearer. Water-cooling arrived at Cadwell Park on February 22nd - and how! In the first ever British long-circuit meeting to allow these engines, it was plain that a new era had arrived. Martin Hines acknowledged the new regulations by using Rotax power; works Hermetite Zip team-mate Dave Buttigieg a Yamaha TZ; and Stock-signs Nigel Smith had also laid his hands on a TZ. Between them, they cleaned up. Overnight, the traditional monopoly of air-cooled Yamaha TD's was over - well almost. . .

therefore that he had been "testing the temperature" of this new prospect (if you'll excuse the pun!) long before most of his rivals had even rebuilt their Yamaha TD's.

After some encouraging testing times at Snetterton, and then positively shining performances a couple of weeks later at Cadwell, Hines had no problem in making up his mind. With the new regs., he concluded, there was but one path to follow - and he arrived at the Lincolnshire circuit with a Rotax, and a confident grin that was almost as big as his torque advantage. . .

Perhaps as a confirmation of the pecking order in the Zip camp, Dave Buttigieg also had a new liquid-flowing novelty to experiment with, but not a Rotax. Instead, he had a Yamaha TZ, which Hines though had found only slightly slower in testing - although still

fractionally swifter than the air-cooled TD engine, of course. The third member of the Hoddesdon Equipe, Carolyn Grant-Sale, had at this stage one of the familiar TD's to rely on.

Neither of Martin's team-mates appeared in practice, despite arriving at the track with completely new gear, so it was left to 'The Boss' to wave the Hermetite flag. That he did, however, not without some disconcerting troubles. Although pleased to find that his aluminium motorcycle racing radiator was working adequately - something which several other rads had not managed in previous weeks - practice was not to be plain sailing. After just half a lap (yes, half a lap!) his Rotax engine seized. Just a few moments later, K & S Editor Chris Lambden also skidded to a sorry halt, rear wheels locked. He, too, was running a Rotax. . . Both men dismissed the embarrassment with the vague explanation "a mistake in ignition setting." Whatever, perhaps Hines' rivals need not be so nervous as the heats approached. . .

Especially that is, Nigel Smith and Steve Stylin. The former boasted a Yamaha TZ on his Zip GP, while the works Aero driver also sported the water-cooled "advantage." For Nigel, the meeting marked his debut with Stock-signs Racing, and most professional it looked too, in black and yellow livery. With kiwi ex 100cc Champion Ricardo Tapper thrown in for good measure as full-time mechanic, Stock-signs can be expected to feature strongly this year. (Nigel's serious approach to 1981 could perhaps best be illustrated by the two large, pointed horns protruding from his woolley "pit hat". . .)

Likewise must Aero still be rated. The Huntingdon marque very nearly missed this meeting, but an all-nighter on the Thursday prior to the race saw them eventually unload for some brief practising at 2.30 on Friday afternoon. "It's the first time I've ever worked that hard," grinned a weary Stylin, but if the appearance alone of Aero's new fibreglass clothing was anything to go by, the hard grit must have been worth it. Still sporting a very wide rear wing, complete with full-depth side plates, the Richard Grant Racing Aero now also features total >

The radiator on Stylin's pretty Aero is behind the "bubble" grille. . . (Photo: D. Smith)

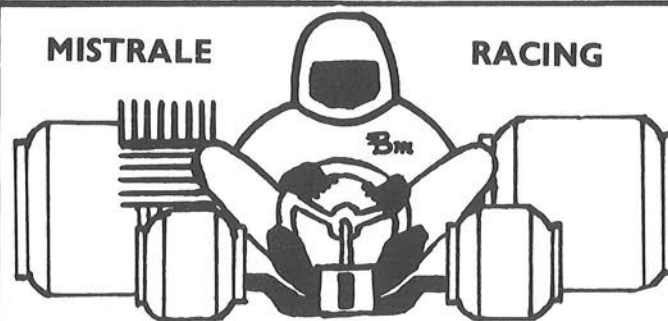
Pit Bits

Invariably, it is the preparation intricacies beside the works Hermetite Zip transporter that attracts most of the paddock attention, and the 1981 season opener was no different. The karts, however, were. . .

. . . In probably the most radical way since the sport began dabbling with fibreglass aerodynamics. Indeed, the new look of the Zip karts - and just three others on the entry list - possibly bore more significance to the sport than any other change since its very introduction. True, aerodynamic noses, side-pods and wings have got to be worth something against the clock - but this latest addition to the sport looks like having an even greater effect. It is called water-cooling, and Martin Hines would have convinced you of its significance even before the Superkart brigade gathered together for the first time this year at Cadwell.

The Hoddesdon entrepreneur, with the thoroughness that is his hallmark, had anticipated the approaching legality of liquid cooling in the 250 International Class. Not surprising,





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100 Junior National **1ST** Simon Howarth

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CLUB SCENE

Wombwell

8th March

A good day's racing in store for us today. The weather wasn't too bad, there was light rain at the start of the meeting, the track being very wet, but it soon cleared up and by the time the finals began the track had just about dried out.

Junior Britain

The first to take the flag in heat one was Steve Murphy but he was found to be 1lb underweight and first place was given to Patrick Walsh. In the second heat Murphy had a really good race coming from the back of the grid to finish first, followed by Steven Kay finishing second and Scott Banks third. The third heat went to Graham Kershaw, Patrick Walsh taking second place and Stephen Kay third. For the final there was a real battle for first place between Patrick Walsh and Graham Kershaw, both were driving extremely well but about three quarters way through the race, Graham's brakes failed at the end of the straight and both Patrick and himself were off the track. Steve Murphy, who had moved up to third, took over the lead and finished first followed by Scott Banks second and Steve Kay third.

Junior National

Not many entries for this class. With a grid of five, the main man to watch was Kerry Thorpe who had easy wins in his first two heats, Simon Haworth winning the third heat. Thorpe was straight into the lead in the final but had to retire after the first few laps due to a flat tyre. Simon Haworth took the lead with Simon Blessed behind him, but after another lap Blessed had disappeared leaving Haworth to cruise round to take the chequered flag.

100 National

Over fifty entries for this class with six heats and two finals. Paul Carr won two of the heats, the other four heats being won by Nigel Edwards, Ian Williams, Derek Higgins and Ashley Sparks. The 'B' final was led by Andrew Cursley for the first six laps but his engine seized and he was forced to retire, leaving Steven Sykes to take over first place which he kept to take the chequered flag, Adrian Wood finishing second and Steven Burr third.

The 'A' final was a really good race with Paul Carr taking the lead and after the first few laps he was way out in front, leaving Ian Williams, Nicky Fletcher and Tony Bell to fight for second position. At the chequered flag it was Paul Carr, followed by Ian Williams, Nicky Fletcher third, Tony Bell fourth, Ashley Sparks fifth and Nigel Edwards sixth. But it was not a lucky day for Paul Carr because a protest had been lodged against him for an incident which had happened at the very start of the race which resulted in Paul being excluded from the results.

Senior Britain

The first heat was won by Philip Hogg, David Smith finished second and Trevor Faunch third. Adrian Mills took the chequered flag in the second heat with David Smith behind him and Philip Hogg finishing third. The third heat belonged to Steve Gill after an excellent drive with Victor Vaughan second and Adrian Mills third. Steven Gill was still on top form for the final, winning it by ten seconds leaving Philip Hogg, Malcolm Wood and Adrian Mills to battle for second, but at the flag it was Adrian Mills second, Wood third, Chris Burn fourth and Philip Hogg fifth.

Edwards had pole position, with Kuwait's Fossey beside him, and Mills, Witort, Gladdish and Sharp in the next four slots. Fossey started superbly to block out Mills for the first lap, but Witort unfortunately oiled up on the rolling lap. Sharp, sitting comfortably in third position after the first lap, was not able to catch the flying DAP team of Edwards and Mills, and lost it completely on the 11th lap, dropping four places letting Lange and Fossey through into third and fourth places, where they stayed to finish the race behind Edwards and Mills.

The Cyprus team arrived in Kuwait with their engines only, as their karts would not go through the BAC 111 cargo door at Larnaca. With 18 hours to go to the first race, local club members rallied round and found 5 rolling chassis to lend to them. A valiant effort against the clock saw them on the track, but regrettably not competitive on their borrowed equipment.

Best National Driver awards of radio cassette recorders were donated by G.E.C. while Marlboro provided uniforms for the track officials as well as gifts for them and all the drivers. They also kindly paid for the programme.

The trophies and awards were presented by Lady Lacon, and afterwards, Nigel Edwards thanked the officials and members of the Club

for inviting and helping him and the Mills brothers.

Final Results:—

1st	Nigel Edwards	GB	DAP/DAP T70	'JM'
2nd	Roger Mills	GB	DAP/DAP T70	'JM'
3rd	Ottmar Lange	Kt.	Hutless/Komet	K80
4th	Graham Fossey	Kt.	DAP/DAP T70	'JM'
5th	Farid Abdulahad	Kt.	Zip/DAP T70	'JM'
6th	Phil Catterall	Kt.	DAP/DAP T70	'JM'
7th	Phil Sharp	UAE	Zip/DAP T70	'JM'
8th	Malcolm McPhie	Kt.	Zip/DAP T80	
Best National Pair: (GB) Nigel Edwards/Roger Mills				
Best National Non Trophy Winners:				
	UAE		Phil Sharp	
	Cyprus		Al Kirk	
	G.B.		Roger Mills	
	Kuwait		Farid Abdulahad	



Top: Senior Britain final — Dave Gibson (25) shows David Croft (20) and Tim Wright (23) the way. Above: Kerry Thorpe (38) leads the Junior National final, pursued by Simon Howarth (61) and Simon Blessed (91). (Photos: D. Croft)

CLUB SCENE

Ahmadi

MIDDLE EAST KART CHAMPIONSHIP 1981

'JM' prepared DAP engines dominated the 1981 Middle East Kart Championship at the 1 km Ahmadi kart track, Kuwait, on February 5th and 6th. Both previous Champions, Roger Mills 1980 and Phil Sharp 1979 were there to contest the meeting, which despite comments in the U.K. Karting Press, is a regional Championship run under a permit issued by the local A.C.N., in accordance with the International Sporting Code of the F.I.A. The meeting is a restricted international. Visitors Simon MacPherson, Mike Pickard, Ken Avery and Al Kirk from R.A.F. Akrotiri were made more than welcome and coped well with the many unforeseen problems, totally unrelated to karting, which are a part of everyday life in the Middle East. The Mills' team of Nigel Edwards and Roger Mills were well received, as the Kuwait drivers rarely get the opportunity to race against top class competition. John Mills and the two drivers were kept busy in the paddock, answering questions and assisting other drivers. It is hoped that this year's visitors and more will be invited back next year, as a sponsor has been found for next year's Championship.

Despite having to restart the first heat, as a result of five karts piling up on the first banked bend, Edwards and Mills romped home to finish the heat first and second, with their DAP rigs performing effortlessly. Roger Gladdish (DAP/Arrow), maintained third position throughout the heat, and Adam Witort (TKM), Ottmar Lange (Kommet) and Malcolm McPhie (DAP) finished fourth, fifth and sixth.

Sharp (DAP/DAP) from the U.A.E., the first Mid-East Champion and previous Ahmadi Karting Champion, easily won the second heat from pole position. Graham Fossey (DAP), Chris Gustar (Arrow) and Gus Napier (Parilla — an Ahmadi Karting member now living in Cyprus), finished second, third and fourth.

Sharp, and Mills last year's Champion, met in heat 3 with Sharp towards the back of the grid and Mills two places ahead of him. Sharp went straight into the lead followed by Gladdish, Mills and Fossey. Mills got past Gladdish on lap 3 but was not able to catch Sharp, as at one time he was badly baulked by a back marker.

In heat 4, one driver competing for the new Ahmadi Karting 'Aerobatic' title, left the track by going over the banking in fine style in the first lap. Edwards raced home well ahead of the field, with Witort, Lange and Phil Catterall following.

Interest amongst the spectators and drivers was centred around how quickly Mills and Edwards could work their way from the back of the grids, in the next two heats. By lap 2 in heat 5, Mills was lying 6th, pushing Gladdish to the limit. However, he misjudged the hairpin at the bottom end of the circuit and cut out the corner completely, colliding with Gladdish on re-joining the circuit. Mills later said, "why didn't he slow down and let me have my own accident?" to which Gladdish replied, "I didn't even see him!!" Meanwhile, at the front of the race, McPhie, Farid Abdulahad and Catterall were having their own closely fought contest, and Gladdish, having survived his 'argument' with Mills worked his way back to finish third to Catterall in first place and Abdulahad second.

In heat 6 Sharp and Edwards met for the first time, with Sharp only three places ahead

of backmarker Edwards on the grid. Edwards was through to the front by lap 5, whereas Sharp could only finish fourth, having collided with Gordon Skellon on the first bend. Skellon protested and Sharp was excluded. Skellon was reinstated as last finisher. Finishing positions were Edwards first, Roger Eley second and Fossey third.

For the second day's racing, the drivers were reseeded for their grid positions on the results of the first day, and a further six heats were run to decide grid positions for the final. Heat 7 was won by Lange, followed by Catterall and Sharp.

Mills led heat 8 from the third lap, whilst Edwards and Abdulahad fought out second and third places, with second eventually going to Edwards. In heat 9 Sharp led from start to finish, with Mills, Fossey, Witort and Lange, all changing places frequently, finishing next in that order.

Edwards again comfortably won heat 10, with Eley and Abdulahad second and third. Catterall and Al Kirk from Cyprus collided at the hairpin on the first lap, and both were unable to restart.

Gladdish was unable to keep Mills at bay for more than one lap in heat 11, and the race was a virtual procession. Third place went to Catterall behind Mills and Gladdish.

Sharp had to fight his way through in the last heat and was lying 4th when he collided with Eley, putting himself back to 13th, from where he only managed to work his way back to finish 8th. Edwards won with Fossey and Lange behind him.

The 30 lap final, with all 30 places occupied on the dummy grid, had all the makings of a fitting climax to the weekend's racing. Inevitably

continued . . .

lateral fairing, with flaps sweeping back from its nose to clip neatly onto the side pods. A last minute appearance, maybe, but nevertheless one which suggested Barry Loakes and his crew are keen to maintain their fine reputation for aerodynamic astuteness.

On a not-quite-so-innovative note, John Ball had not let the problems of having no firm sponsor or team allegiance keep him at home — as buoyant as ever, he unloaded a Zip Shadow for the occasion. Eighteen months ago, it may be remembered, he actually won the Cadwell season ender — on the very same kart that he was using now!

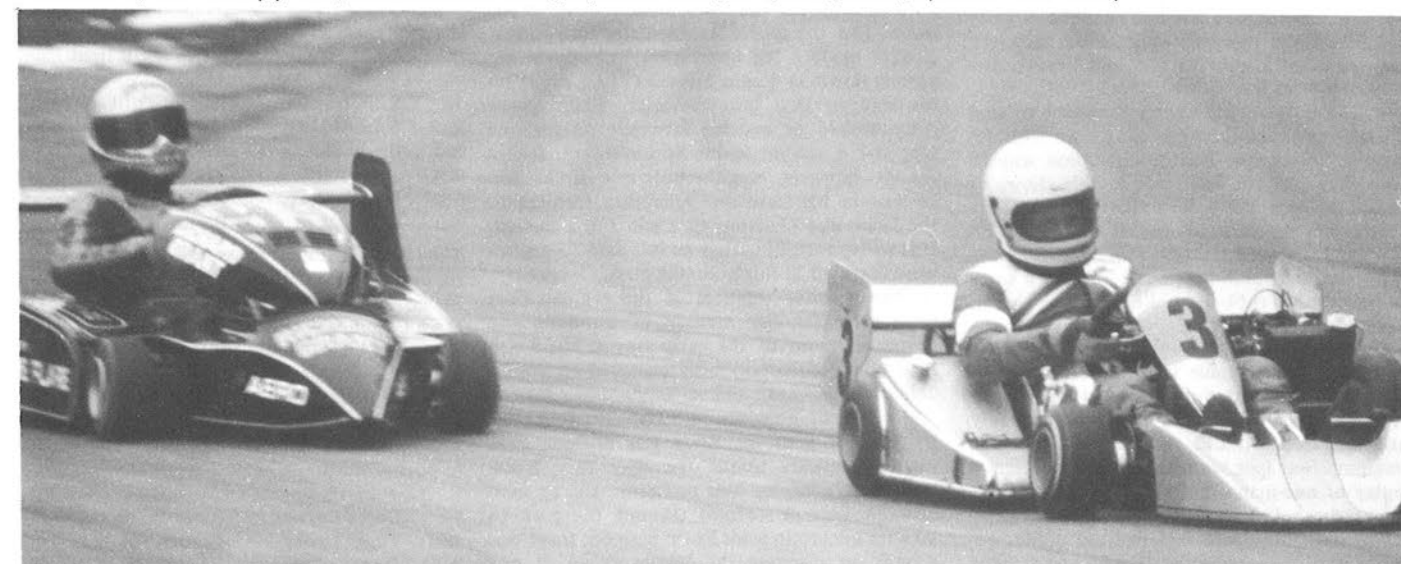
Steam Up

The interest that "just a few radiators and pipes" caused in the pit lane during practice only intensified after the Superkart heats. The impression made by Hines' Rotax powered machine was nothing if not impressive and immediate: first time out, the combination proved to be a winner. Just to emphasise his superiority, Martin also defied the cold track conditions by reducing the lap record to 58.4s, at 80.13 mph. In that race, he was chased by another water-cooled man, Smith, who at times looked ripe for a trip into the weeds thanks to some characteristically basic inside line late braking tactics by Reg Gange (Zip/Yamaha) at the hairpin!

On his second outing, Hines did it again. This time, he won from Butty, who saw fit to slash the lap record further. Now, it stood at 57.2sec (81.81 mph). "And there's more to come," grinned Dave, happy to have erased at least some of the embarrassment incurred on his first heat: "I tell you what, the power's incredible," he had explained sheepishly afterwards. "I was just coming around the top corner in the usual way, put the usual amount of pressure on the throttle, and wang! Off it went!"

Other heat wins fell to Dennis Crompton's C.T.R.P. and Simon Quance's Zip, while Stylin kept his Aero's nose firmly on the pacesetter's scent with two second places. Also showing promise were Drew Liddle (two fourths) and Mick Goy, who bagged a third and a fourth. The qualifier gave Mark Allen's Dino a victory, from Nigel Smith, whose second heat had been fated to a loose sprocket.

The return of Jon Dixon (3) was spectacular. Here leading Stylin he led before spinning it away. (Photo: Dave Smith)



Top: Nigel "Supermouse" Smith blasted the Stocksigns machine through from the seventh row. Above: John Ball's nosecone bore evidence of physical activity. . . (Photos: Dave Smith)

And so it was that Martin Hines' works Zip, aided not a little by a Rotax, parked firmly on pole position for the final. It was a grid placing he had secured with contemptuous ease. Indeed, perhaps it had been just that little bit too easy, and Martin just that little bit too relaxed, for as the Union Jack was raised the front two rows smoked away while Hines remained virtually stationary!

"Yes, I was half-asleep," admitted the pole man later with a philosophical shrug of the shoulders. And then, he also confessed, he had

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Bill Longden was the person to benefit most from Haywood's retirement. He won! (Photo: D. Smith)

continued . . .

lunged from one mental extreme to the other. "I saw the others getting away, and thought, God, I've got to get back up there!"

In his re-awakened aggression, Hines ended up gyrating unceremoniously off the track, and the rest of the pack sped past as well!

At the front of that gaggle, it was none other than Mick Goy holding the initiative. It was his first real taste of glory in a Superkart final, and he was rising mightily to the occasion. During the frantic opening stages, he cheekily relegated the likes of Stylin, Ball and Buttigieg to mere followers.

Yet of course it didn't last. An upset Stylin was having none of it, and snicked his way by to head the lap chart as they flashed across the start/finish line for the second time. Unrelenting, Goy tucked in under his rear wing in second, and just one tour later he took a deep breath, bravely revised his opinions of braking distances, and lunged by to retake the lead! Behind him, the order remained as Stylin and Ball, but Buttigieg was beginning to nose restlessly from one side of the track to the other in a hungry fourth, and a hard-charging Nigel Smith wasn't about to be held up by fifth placed Gange after a mammoth plunder up the lap chart from the back of the grid.

Sure enough, it was Butty who began to steal the show. Not only did he cross Ball's aged Zip off his list, but within a matter of just one lap he also swept meaningfully past Stylin and Goy. Determined not to be robbed of glory now that there was only half of the race left, Goy hung on grimly to the new leader. Initially, it looked impressive. . .

. . . But Buttigieg wasn't prepared to wait for anyone. Now coming to terms with his Yamaha power, the British Champion wanted more than just the lead role in this show, he wanted to run away with it. Goy, similarly determined, stretched his efforts a bit, and a bit more, and a ragged fraction more. . . and eventually the inevitable happened. Amidst a sorry plume of blue rubber smoke, he spun out of contention.

It was a sad error not only for the impressive Goy, but also the race interest. The incident gave the traffic-neat Butty the sort of comfortable breathing space that he could probably have managed without anyway, and for the remaining four laps we were left with a distinct display of one-man superiority. On his way, the stopwatches clicked with increasing rapidity, and by the time Dave had waltzed contemptuously past the chequered flag he had stashed

away a circuit record "for keeps," equalling his morning's best of 57.2secs at 81.81 mph. This display, aided by the fact that Hines dug himself out of the dirt to circulate at a very similar pace, set the seal on the day's message — water-cooling, Sir, has arrived.

The result of some sterling driving by Smith, including a cool out-braking of both Ball and Stylin, netted him a worthy second, while his two troublemakers chased home in that order. Brian Heerey (Zip/Yamaha) continued to be "There or thereabouts" by chipping away quietly at the pecking order to collect fifth, ahead of Richard Dean (C.T.R.P./Yamaha), works C.T.R.P. driver Owen Jones, a promising Superkart debut by Mark Allen, and Robert Johnstone.

1st	Dave Buttigieg	Hermetite Zip/ Yamaha TZ
2nd	Nigel Smith	Stocksigns Zip/ Yamaha TZ
3rd	John Ball	Zip/Yamaha
4th	Steve Stylin	Aero/GBRD Yamaha TZ
5th	Brian Heerey	Zip/B.R.H. Yamaha
6th	Richard Dean	DMA CTRP/Yamaha
Fastest lap — Buttigieg: 57.2secs/81.81mph (New Record).		

Roy Runs Away

To dwell on the 125cc heats would be only to deceive, for those who showed well in the tense build-up strangely encountered a multitude of troubles in the all-important final, and the final winner collected only one third placing in the heats! For the record's sake, Peter Hall (Dino/Rotax) made a big impression, cutting the lap record down to 1 min 5.9secs (71.01 mph) on his way to two heat victories, while Derek Price ranked as another favourite, taking one win and a second in his Sprint/Rotax. Robin Stoner, however, was the only one of this trio to sustain his form and reliability through to the final, also chalking up a win and a second. It is worth recording that no less than 55 entries were featured in this booming class.

The opening minutes of the ten lap final were their familiar menage of bumping and boring, but out of the early fray it was Keith Bisp (Barlotti/Rotax) who managed to grab a delicate advantage.

Tentative, however, it most certainly was. By way of contrast, there was nothing even vaguely delicate about the way Roy Wooldridge was avenging heat problems, and by mid-distance he had stormed through the pack to take no uncertain lead. From here on, there was simply no stopping the Merlin driver. A one

second cushion on lap six was doubled one tour later, then leapt up to 5 secs as the lapping of backmarkers began, and so it went on. Eventually, Wooldridge romped home a full 8 seconds ahead of his token opposition.

That "rivalry" was spearheaded by Derek Price, who displayed some neat tactical driving and not an insignificant degree of bravado before successfully out-foxing Robin Stoner, who had to reluctantly settle for third. An inspired dash up the rankings saw former 100cc Junior 'name' Kurt Luby make a promising debut run to fourth, ahead of the steady Chris Stoney, Gary Hill, Chris Anderson (Aero/Rotax) and Michael Henry (Aero/Rotax).

1st	Roy Wooldridge	Zip/Rotax
2nd	Derek Price	Sprint/Rotax
3rd	Robin Stoner	Barlotti/Rotax
4th	Kurt Luby	Lancer/Rotax
5th	Chris Stoney	Barlotti/Rotax
6th	Gary Hill	Zip/Yamaha

Fastest lap — Wooldridge: 1 min 5.0s/72mph (New Record).

Lucky Longden

The 210cc brigade can usually be relied upon to provide a varied list of heat winners, and that was the way as the '81 season got underway. John Newton (Zip), Bill Longden (Barlotti) and reigning British Champion Peter Haywood (Aero) all took wins, while Bruce Austin's victory in the second-chancer's qualifying race was the prelude to some rude surprises for his opposition. . .

For Longden, the final looked like it would be one of those flag-to-flag performances. Away from the front row, the command immediately became his, and that was the way he kept it until past the half-way mark. Then, however, Haywood decided to remind us of his title, and in true Champion's manner slipped by into the lead. He had had his work cut out from a poor grid start, but once out front Peter began to ease away. Quite plainly, the race was his.

At least so it should have been. Yet Fate, complete with the intervention of an engine seizure (????!!!!) decided otherwise. With only one lap remaining, Haywood was jinxed and all Longden had to do was survive the last few yards and take a somewhat fortunate win. After a challenging John Newton had fallen by the wayside, John Hughes was credited with second, in turn harried by Bruce Austin, who had weaved his way all the way through from the back of the grid chance, his B final win had given him. Behind, an undramatic John Waggett and Geoff Ward, Vincent Munday also showed that all is not necessarily lost in the heats, for he finished second in the B final.

1st	Bill Longden	Barlotti/Villiers
2nd	John Hughes	Dale/CTB
3rd	Bruce Austin	Zip/APV
4th	John Waggett	Zip/APV
5th	George Bett	Barlotti/Upton
6th	Geoff Ward	Barlotti/Upton

The 250 National Class, gladly picking up support a little bit now, tagged on behind the 210cc field, Eddie Cortijo (Lynx/Honda), Dave Cullimore (Barlotti/KTM) and Tony Taylor (Aero/KTM) amply illustrated their relative positions of superiority in the entry of 18 by finishing in that order in both heats, but in the final Cortijo was followed home by Taylor, while Duncan Pearcey's rare UFO/KTM was left to pocket third.

1st	Eddie Cortijo	Lynx/KTM
2nd	Tony Taylor	Aero/KTM
3rd	Duncan Pearcey	UFO/KTM



Things Are "Boiling Up" For a Super Season. . .

The long circuit season is now well under way and already a pretty clear picture is forming as to the way things are going. The water-cooled engines appear to have the legs on the air-cooled ones, but not down the straights. It appears that their main benefit is on middle and low range power — certainly they seem to have considerably more pulling power up the hills. John Ball was telling me that he gets off the line okay and can hold his own down the straight, but when you come to the hills, forget it — they just power past.

In previous articles, I voiced the opinion that there would not be a great deal of difference between the water-cooled and air-cooled motors as in 1980, based on radar checks done at the Kart and Bike Grand Prix at Silverstone last year. Well, it would appear that they were pretty accurate, although I did not take into account the extra mid-range power the engines would have.

At Cadwell, Butty was obviously the quickest on water-cooled Yamahas. It is interesting to note this was one of my 1980 bottom ends with a water-cooled conversion put on to it, together with the genuine Yamaha water pump fitted to the bottom end. So there is certainly no need to buy a complete engine i.e. TZ "G" to be competitive.

However, the Rotax certainly seemed to have the legs on the Yamaha and if it was not for me having "brain fade" at the first corner, the Rotax I am sure, would have shown a clean pair of heels to everyone. The thing with driving the Rotax is that because the power spread is no different to a Yamaha, when you adopt Yamaha principles in driving it, you sometimes end up in an embarrassing situation, gyrating in the middle of the circuit — especially when tyres are cold, as I found out only too quickly! Still the same mistake was not made at Donington. . . Certainly it would appear that the writing is on the wall as there were three Rotaxes in the first 4.

The main thing that everyone who has driven the Rotax notices, is that when you go into a corner in the wrong gear, i.e. instead of going in in 3rd you go in in 4th, it will still pull out of the corner with no trouble, which in turn makes it a very easy engine to drive, giving extremely consistent top times.

Certainly after last month's article on "Reggie", it would appear he means what he says, as to finish third from the rear of the final after winning a heat and over-cooking it in one, is certainly a return to the form we expect from Reg. Donovan Collier and Martyn Merritt also put up some noticeable performances in the heats and I think the one thing that this shows, is that water-cooling will, be it Rotax or Yamaha, put drivers on a much more equal power basis which should result in closer and more exciting racing still.

Other outstanding performances over the first two meetings have come from Nigel Smith with two excellent seconds to lead the series. It's obvious that with Stocksigns backing, Nigel means business this year. As always, his equipment is looking immaculate and a credit to everyone concerned with his team. As for the air-cooled boys, John Ball and Owen Jones have certainly shown that the air-cooled is not *that* far behind. However, since Donington, John has decided to campaign a Zip Rotax for the rest of the year, which will leave Owen in a nice position to capture the air-cooled award in our series if he continues with his present form and equipment.

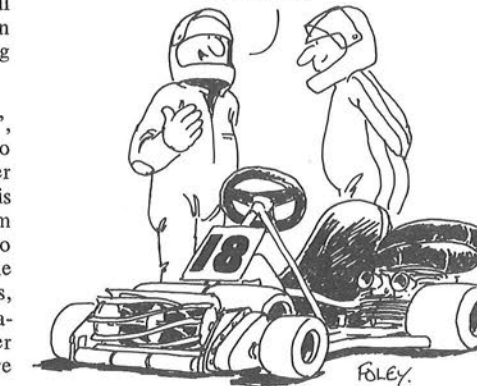
The other two drivers who must get a mention are Michael Goy and Brian Heerey. Michael showed some pace at Cadwell, as did Brian at Donington and over the next couple of meetings I am sure they will be turning a few heads and upsetting the final placings. By the way, what did you think of the shorter Cadwell Club circuit? I liked it.

Hopefully, in the last issue, I explained the points system for the Championships clearly enough for you to grasp it. If you think of each point as being worth, for example, £2.00, it is somewhat different to finish a meeting after gaining say 30 points and be able to think "well that's £60.00 in the kitty for next year."

That is of course presuming at the end of the series, you are in the first 20. It does throw something of a different light on things at the end of the day. On the other hand, you could have been leading and spun on the last corner and then you would have to face the situation that you may have just thrown £80.00 away. Well some you win, some you lose. . .

By the time you read this, we will have had a race at Snetterton in with the B.R.S.C.C. Championship on the 29th March. This is a real boost for the sport, as for once I was approached by the circuit and the B.R.S.C.C.

NO. IT'S NOT FAST, BUT MY WIFE THINKS IT A LAWN MOWER.



ZIP CHAMPION OF CHAMPIONS SERIES

Points after 2 rounds

1st	Nigel Smith	74
2nd	Dave Buttigieg	73
3rd	John Ball	62
4th	Martin Hines	59
5th	Richard Dean	54

"Air-cooled" placings:

1st	John Ball	62
2nd	Owen Jones	50
3rd	Robert Johnstone	28

Round 1 winner —	Dave Buttigieg
Round 2 winner —	Martin Hines
Round 3 —	Snetterton, 4th April
Round 4 —	Cadwell, 19th April
Round 5 —	Snetterton, 9th May
Round 6 —	Donington, 14th June
Round 7 —	Thruxton, 5th July
Round 8 —	Donington, 6th September

to put on a race for about 20 or 30 karts, which is indeed a change from us approaching everyone else.

Everyone at the B.R.S.C.C. seems really excited about it and I am sure that if it is a success, it could be the start of Superkarts being included in many other car meetings. We can however, only expect to be treated as well as the cars, which means in most cases one race only of 8 or 10 laps. However entry fees will not be that high and there should be prize money as well as trophies.

The only stipulation I made for Snetterton was that we were not to be the last race of the day and I felt we should command a reasonable place in the proceedings. I am pleased to say the B.R.S.C.C. agreed wholeheartedly and put us plump in the middle of the racing.

Since this has all come to light in the last 10 days, I have already been approached by another Car Club to do a similar type of thing, and I understand there is the possibility of this also happening a couple of times late in the year at Donington. Well, hopefully at last we have 'grown up' and it should certainly help make a larger proportion of the public aware of the sport and boost attendances at long circuit kart meetings.

Another bit of good news! It looks as though, after a lot of hard work by Ron Brassey and the Lion Kart Club, there will be a really prestige meeting in the Isle of Man in September, with good trophies and prize money. Certainly there will be no shortage of spectators! I for one am certainly going to mark this in the calendar as a must.

The meeting will be a mid-week one during the week of the Rothmans Rally — with the two kart races on Tuesday 8th and Wednesday 9th of September. I have also been informed there is likely to be a meeting at Paul Ricard in July, probably the weekend of 25th/26th. Now I for one, could certainly do with 2 weeks compulsory practice there! . .

Now fellas, here is the opportunity you have been waiting for. Pop out and get "Mayfair" magazine (yes, the naughty one!). In either the April or May issue, there is to be a feature on last year's Kart Grand Prix, so that's quite a good excuse to go out and buy it without the wife calling you a "dirty old karter."

Well that's all for now as my eyes are a little sore — I went to the shop to get "Mayfair" and forgot the name, so I had to buy every 'girlie' magazine they had! Lo and behold it wasn't in any of them — not even any of the ads referred to karting! Well, I will have to hang up the old raincoat until next month. . .



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Rubber plug caps.....0.60	Track rod ends.....2.50	TYRES	Joining links.....0.20
Castrol R30 postage extra.....1.95	Fibre-glass seats.....10.75	German Goodyears.....11.85	KART TOOLS
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Link lite.....2.58	ZIP brake complete less disc & carrier.....50.00	450 Slick.....14.95	T" Bar wrench 3, 4, 5, 6, 8mm.....2.35
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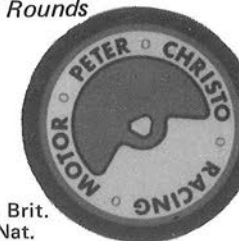
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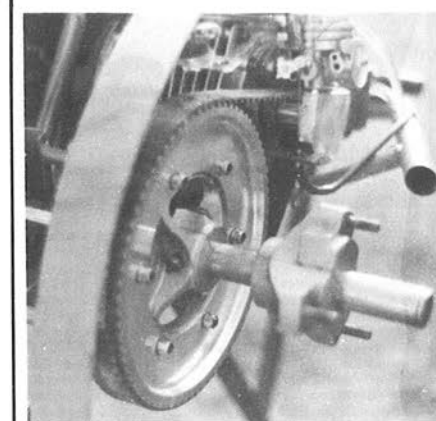
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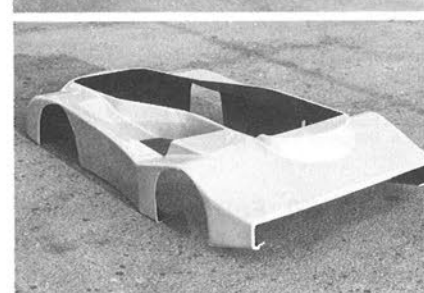
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THE TRADE PAGE



A belt drive system is currently being tested by Pat-Ron Racing of Doncaster. This is their 100cc model, though there are plans for a gearbox kart type in the near future.



The first batch of five Team Equipment GP/Rotax 250 Superkarts was recently completed by Zip Kart — fully assembled and prepared for their respective customers. Most of the machines appeared at Donington Park, with Reg Gange piloting his to third overall first time out.

The new "Le Mans" one piece full aerodynamic body (left) is now available "off the shelf." One hitherto unpublished feature of the body is that damage can be repaired by "grafting on" a new front, rear or side section, saving the cost of complete replacement.

Something to sell?
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- *NEW 6 mm meonite rear disc to improve braking and greatly reduce pad wear.
- *NEW improved rear caliper units.
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- *NEW engine mount for improved engine stability.
- *REDESIGNED stub axles for improved handling in wet or dry.
- *AVAILABLE as an optional extra on Britain, Junior and National model — Formula 1 type ventilated disc, and High Tensile special tubular axle.

Complete kart with tyres,

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NATIONAL

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Apologies to regular readers for the break in transmission last month, caused by a totally unexpected (in the present financial climate), upsurge in levels of business at Pudney & Sims, especially on the Fiat side. In fact, if it wasn't for a power cut in Worth, you might not be reading this now, as I should be at Donington as I write this, taking a look at the 2nd round of the Champion of Champions series. It makes you realise just how reliant we all are on a steady supply of electricity, which we all take for granted — both our alarms are electric (yes I do need two to get me up!), but as we had a 4 hour power cut, they didn't go off until 10.30 making it too late to viably travel up to Donington. Damn and blast!

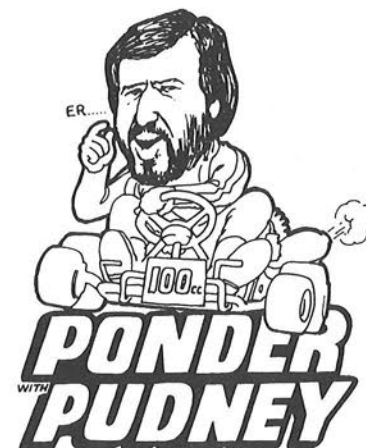
So instead, I'm compiling this article, listening to our newest acquisition, "Fletcher", doing his best to whistle "Sambo was a lazy coon", or those bits he's successfully remembered, after a crash course on various rugby songs from my wife! No, we haven't acquired a tame "Grandad", but I have just bought Celia for her birthday, an African Grey parrot, affectionately christened "Fletcher", partially after "Grandad" Paul, but mostly after Ronnie Barker's character from the Porridge TV series, as he is going to spend most of his life behind bars! Fletch now joins the menagerie of 2 brown Burmese cats — Tobler and Suchard (think about it) — and no less than 9 ducks — Titch and Kwackers, Bob and Sue, and their offspring Dave Dee, Dozy, Beakee, Mick and Titch. And I thought I didn't like animals!

Anyway, let's forget domestic matters and get on with the real business of karting. It's strange how out of touch I get during the winter season as I don't have any regular dealings on a day to day business basis with karting apart from ringing the Editor about once a week. I went to Rye House the other day to watch the last round of the well supported Winter Series, and felt thoroughly out of touch. I came away though feeling very optimistic about prospects for the 1981 season after seeing and hearing about all the people who are having a go in International in 1981.

No doubt the superbly professional TKM team are feeling pretty optimistic about 1981 as well. With one of the strongest teams ever assembled in karting, they're going to be hard to beat. In Alan Gates they have one of the hungriest and ever-improving drivers on the scene, who has already proven his mettle in the hurly-burly of international racing. Nigel Mitchell is an aggressive young man with an old head on young shoulders who is already proving quite undaunted by the most illustrious company, and with Mickey Allen they've got possibly the best known name in international karting who will guarantee them publicity wherever he is, and is already proving that he really has lost none of his old fire and ability. On their National side, the new slim-line Paul Carr is in my opinion the second best driver in the country, and he is backed up by another hungry young driver of proven ability in Ian Ross-Johnson, who if he can cure his habit of falling off when the race is nearly won will surely be a Championship contender as he proved at the last Wombwell K & S round. At the end of the day at Rye, the team had produced a complete walkover 1-2-3 victory in International (helped a little by the Lane team eliminating themselves early on!), and total domination of the National final by Paul Carr against some strong opposition. Will TKM in 1981 stand for Total Karting Monopoly? ...

Unfortunately followers of the Winter Series were deprived of a little added excitement at the meeting by the non appearance of one of the main series contenders, Paul Jackson, whose entry was refused because of lateness. I know that if others can get their entries in on time

Paul should be able to as well, but from what I hear he wasn't that late, maybe one day through postal delays. My point, as I have said before, is why do Rye House have to be so bloody high-handed? Is there no leniency at all? I mean even if Paul had to go off the back of the grid in the heats, at least he could have been given an entry and a chance to try to win the series in which he was a leading contender. Other Clubs would... I've said it before and I'll say it again, Rye House could be the best track and the best organisation in the country — it's got the money and the potential — but as long as it carries on with the present dogmatic attitude it will rapidly lose friends not only from amongst the drivers themselves, but also from spectators.



On a happier note, I am pleased to say that Pudney & Sims will once more be offering the Golden Helmet Award to the driver who contributes most to the spirit of National racing in the K & S Championship. Last year it went to Gary Prior, who unfortunately (for Gary), is ineligible for the same award this year, so it's up for grabs. Remember also, that apart from the helmet you also win £100 cash, so it's better than a kick in the bum and worth having a try for. The basic parameters are that you should be a relatively good driver, smartly turned out, willing to have a go even if you haven't really got a chance, but not over aggressive or a sufferer of "protestitis".

As an aside, I chided Gary at Rye for not wearing his helmet during the heats. To which he replied, "Sorry John, but every time I wear it, I keep blowing up. But I will wear it in the final today." It was a relief when Gary survived the final to finish a good 3rd, so presumably we'll be seeing more of the P & S helmet from now on!

Incidentally, the smooth talking Peter Wardle is currently trying to persuade me to part with some P & S money towards the Green Man Championship this year, and as I'm a sucker for a glib salesman, you'll probably find I will succumb, especially as business is good.

The latest karting convert to the Fiat fold, young Dave Evans, was giving another of my fads a try at Rye, namely front wheel brakes. His ART chassis was fitted with some fairly big Lockheed units (what else!) and as Dave put it, it was "like being stopped by a giant hand". That was until rubber from the front tyres started to shred on to the hot discs, causing one side not to work at all which made life interesting.

Someone had a go at me at the same meeting, accusing me of helping to put up the cost of karting by advocating front wheel brakes. My counter to that is that, I've got shares in Kelgate and Lockheed! Seriously, it is

that there are a lot of people willing to spend hundreds of pounds in the quest for the odd elusive tenths of a second by complicated engine/chassis mods, or expensive and time consuming tyre testing. The simple addition of front wheel brakes will, I reckon, give you a bigger advantage on virtually all tracks, be it the straight ability to out-brake someone or the vast increase in stability. Front wheel brakes in the 100cc classes will come — that's for sure...

It was with great excitement that I heard and saw, back in 1979, plans for a new kart circuit at Rochester in Kent. Like most of you, I have heard of so many grandiose but abortive plans for new kart tracks up and down the country that I tend to adopt an "I'll believe it when I see it" attitude. Therefore it was with some amazement that I heard that the plans were coming to fruition and the new track was virtually being built, on the banks of the River Medway near Rochester. The driving force behind the whole venture has been the Chittys, Dave and Jane, who, backed by a small band of helpers took on the daunting task of pushing their brainchild through council formalities and onwards to the actual completion of building. Not only did the Chittys' sacrifice virtually all their free time to the project, but they also ploughed in literally thousands of pounds of their own money. And now the whole project could be jeopardised.

At the inaugural race meeting in January, there were rumblings that a small group of locals had banded together to try to stop racing at the track on the grounds of noise. I rather dismissed the talk of injunctions as idle threats, especially as the circuit had been granted planning permission after long and careful discussion of this very point, and the Club had behaved in the most responsible manner at all times during the planning and construction of the track. But it seems that despite all the Chittys' efforts, a vociferous minority have succeeded in their filing of an injunction which effectively stops the track from being used for any purposes connected with karting, until a full hearing can be heard at the end of July!

It is a great shame that the individual involved in the injunction, who incidentally appears to be a "professional" complainer having been involved in several previous such cases, could not see fit to move in the normal channels by approaching the Club direct, if he felt he had a grievance to air. It seems his first course of action was injunction — talk later. As a direct result, hundreds of people are now deprived of their sport — maybe temporarily, perhaps permanently. The Chittys obviously do not have any other alternative but to fight and to fight hard. But to fight the case will require a lot of money, to hire a top quality Q.C. to present the defence. Never before have I gone to print actually asking for money for anything, but this is one case which certainly deserves support. I am therefore asking everyone to contribute anything they can afford — it doesn't matter how little as it all adds up — to "the Fighting Fund." All contributions should be addressed to

MICHAEL WILLIAMS,
42 ALLINGTON DRIVE,
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KENT.

and marked FIGHTING FUND CONTRIBUTION. I don't need to tell you that everyone will benefit if the appeal is won while karting will suffer a great loss if the appeal goes against the track, not only as we will lose a potentially great track, but most importantly if the case is lost it will set a precedent which could then be used against kart clubs in similar cases in the future. Think about it and be generous. If you can't afford to give money, write in confirming your support. But please, DO SOMETHING!



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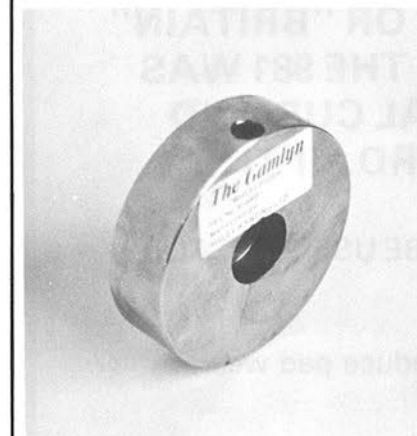
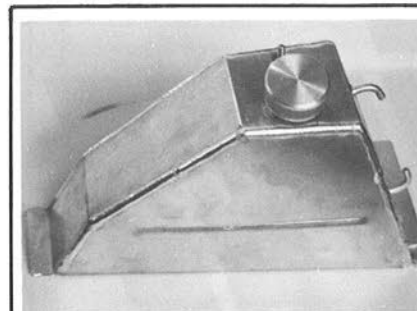
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THE TRADE PAGE



Sisley Karting now offer an aluminium fuel
 tank for 100cc use (top). The tank comes
 complete with outlets for level indicator.
 Above: the "Gamlyn" bolts on inside each
 front wheel, the extra weight said to improve
 wet weather handling. . .



Edward Lewis can now supply their Westover
 "Over-ankle" kart boot. The boot retails for
 £19.95.



In a Word . . .

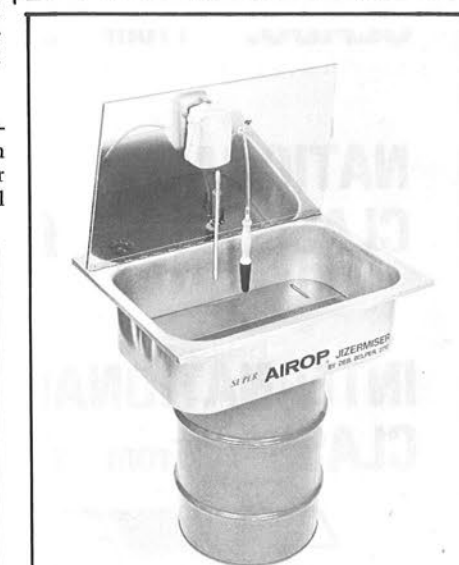
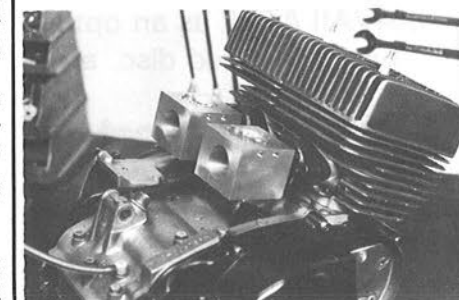
● An anti-mist compound that has found
 favour with the US Navy and Air Force is now
 marketed in the U.K. under the Everclear brand
 name. Everclear is polished into visors (or binoc-
 ulars, camera lenses, etc.) where it alters the
 surface tension properties, so that condensing
 water vapour, instead of forming mist, runs off
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Normal retail price will be £2.50, but the
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● A correction to the Circuit Travel advertise-
 ment last month. The "one free seat per ten
 taken" applies only to their trip to the Zolder
 Superkart event, which itself is currently still
 unconfirmed.

Redhill Racing are now in their expanded
 premises in Redditch. The move into a second,
 adjoining, industrial unit allows the firm more
 machine and shop room. Mark Barnard of Red-
 hill is currently working on a 35 mm version
 of his slide carburettor, for use on gearbox
 karts. A pair of half finished prototypes rest on
 a 250 Yamaha (below).



Deb Chemical Proprietaries are marketing a
 new degreasing system. Called the "Super
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PROFILE

Mark Tredwell

With the Kart & Superkart and RAC 100 National Championships about to get under way, we talk to the driver who has virtually dominated this class of racing for the last two years and will undoubtedly start as favourite for both titles this year.

When you're at the top and have sponsorship it can look so easy, but the path to that position is strewn with disappointment and struggle. The commitment necessary to "make it" is high. Mark Tredwell has that commitment...

Mark Anthony Edward Tredwell was born nearly 25 years ago - 6th June 1956 - son of a London lorry driver. After discovering rental karts at Tilbury and spending all of his pocket money there, his race debut came on "the tenth of May 1970, driving a JLO powered Trokart. At least I think it was a Trokart - we never did find out! I did two meetings as a Junior Novice and finished last in every race. The aim was not to win, but to avoid being lapped - all the opposition had K33's and K77's..."

An h.p. deal was struck with the Brise's Montala Motors concern and the young Tredwell graduated to a "secondhand copy of a Zip Californian with a brand new K77." Although this obviously improved his chances, it was in fact nearly two years before Mark won his first meeting, at Debdon, shortly before graduating to Senior status. More than anything, his struggle as a Junior seemed to stem from his size - "at 14 I was virtually as big as I am now, and was always well overweight..."

The move into 100 National confirmed this. Having purchased a secondhand Sprint from Alan Johnson, Mark won his first Senior meeting - and the next three on the trot. A karting career was underway.

Mark had by now already left school and moved into "the big smoke" in search of higher wages to enable him to afford to go karting. "I didn't bother about apprenticeships or anything, because I'd decided I was going to be a great big Formula One star - you know the way you think at that age!"

"Reg Deavin had showed some interest, so we next bought a new Easyrider and K88, all prepared by Paul Deavin, and from that point we started to win quite a lot. That was 1973/74."

Tredwell's first British Championship was at Rye House. John Clark won that year, but Mark's fifth, from a back grid, convinced him that maybe he was good enough to "make it" as a driver. Whereas the sport had been treated as a bit of a lark about, it now became more serious as far as one M. Tredwell was concerned.

The following year saw a concentrated build-up to the Championships, at Shenington. Although the approach to racing was now a little more serious, finances meant the Tredwell team still relied on one engine, and when this blew at the Championship, leaving a mortified Tredwell to finish tenth with a borrowed spare, it was time for a rethink. Mark retired - but it didn't last long, and out he came to start the new season on schedule, enthusiasm rekindled once more.



Tredwell's first taste of RAC Championship victory came at Rye House in 1979.

After his spell in London, Mark returned home to work for a local company in Benfleet - initially as a forklift driver, then moving into the administration side as a programme controller. This brought in more money, enabling a second engine to be bought.

The Company was his first sponsor - "They loaned me a van to go to Rowrah for the '75 RAC Champs and so this was a serious attempt - 2 engines and 2 sets of tyres - for us, that was a lot of gear!" Mark qualified seventh, but got taken out in one of those early mass pile-ups. Restarting in about 18th, blood boiling, he gave it everything - and finished 3rd.

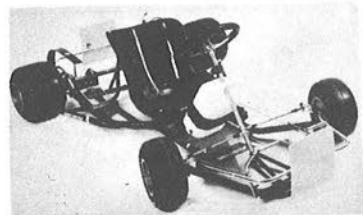
Encouraged by this, Mark's life now revolved around karting. An offer came from the newly formed company making Kestrel karts - this was long before the Sisley empire took it over - and Tredwell became a "works" driver. "That turned out to be a big 'wrong one,' mainly because we tended to rely too much on them, so we went backwards for a year." The Clay Pigeon RAC Championships almost provided a bright spot, with Mark running second to Steve Davis in the early laps. But in those days, he knew little of tyre technology, and as his rear Goodyears faded, so did he. Kestrel Karts did not renew for 1977...

However, as the saying goes - "out of every darkness comes some light" - and light there was, in the form of the beginnings of the Tredwell/Dartford Karting alliance. Mark spent the year on chassis supplied by "Dartford Jim", with his own trusty K88 and a new Parilla. Mark remembers the years as pretty mediocre, results-wise, and again the RAC Championship was a disaster - out after two laps in a backmarker incident, after qualifying on the second row... He had borrowed money to do that meeting, and after some "what's it all about?" thought; sold everything - engines, tyres, the lot - and gave up the sport... for good.

And there, with a couple of Tilbury Club Championships to his name, the story might well have ended - and there are probably many current competitors who wish it had!... But 1978 saw the possible re-opening of Tilbury after the enforced

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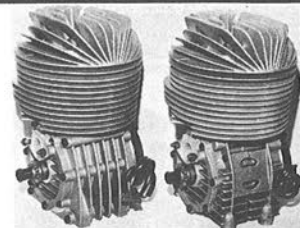
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WON THE RACE LAST WEEK!

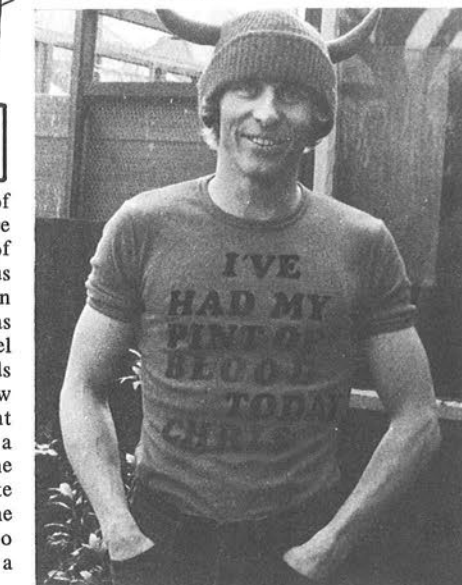


continued...

One wonders what the barren minds of
these rule-makers know about metalurgy. There
would be an awful lot of aeroplanes fall out of
the sky if it wasn't for titanium! If all of us
naked apes' progress and scientific evolution
was regulated by ill informed half wits such as
these, I think we would have had the wheel
abolished by now in case it allowed the bipods
of the world to exceed walking pace! A few
people, it would seem, are a trifle ignorant
when they decide that you cannot make a
simple chassis component out of the same
material that will make a fairly adequate
connecting rod in the engine powering the
vehicle! Some components in the latest turbo
Renault engine aren't even metallic, but a
sophisticated polycarbonate material!...

Nigel Smith's position in my top ten rating
wasn't accepted graciously by the man in
question, but if his renewed enthusiasm and
aggression this year is anything to go by it hasn't
done him any harm! He has immediately sorted
himself out with a water cooled Yamaha and
now plans to go to the Wooldridge camp for
a Rotax, alongside the similarly mounted Rae
Davis — making a welcome return after missing
a few meetings at the end of last year. This
year's final reckoning will be full of new names
— the performances of Mark Allen, John Dixon,
Owen Jones, Brian Heerey and Simon Quance
must put them in with a chance if their equip-

Nigel Smith is obviously trying to find his way
into C.M.'s heart...



ment is maintained to match their undoubted
skills. Brian Heerey, incidentally, has secured
sponsorship from W.P.T. (Wisbech Power
Transmissions). All these drivers come out of
the John Ball "fire in the belly" mould —
exciting to watch and good hairy scrappers!
John Dixon's kart is one of the new Lancer
karts from the Snetterton based Norfolk Kart
Centre, prepared by Jim Luby of L.D. Racing.
The kart features very well engineered variable
steering geometry and variable wheelbase,
which isn't new in Class 1, but is fairly new to
250.

The undisputed star attraction in the
paddock at Cadwell was the Fibre Flare Aero of
Steve Stylin. At both meetings so far it seems
to be suffering from niggling problems, but
when it is going shows a good turn of speed.
Whilst appearing a lot smaller than the Aero, A
K Racing's Dino was one of the most eye
catching creations having its first outing at
Donington. No expense would seem to have
been spared in the building of this kart — Kel-
gate discs back and front, Hitachi ignition and
£175 worth of alloy TZ radiator. There was a
time when you could have bought three com-
plete karts for the cost of the three items I have
just mentioned!...

Bohlin has so far maintained his unchallenged
position at the top of the pile. A few people
thought I was being rather over enthusiastic
putting him as the Overall No. 1 rating — I
have yet to be proved wrong! He is due at Hey-
sham in early April to pick up his new Star,
despite earlier rumours to the contrary, and will
no doubt be doing some initial World Cup
testing. Incidentally there is a whisper of a
very prominent Class 1 Star of Stars doing the
World Cup in 250 as just a one-off event, pro-
vided his other commitments and backers allow.
Guess who??

C.M.

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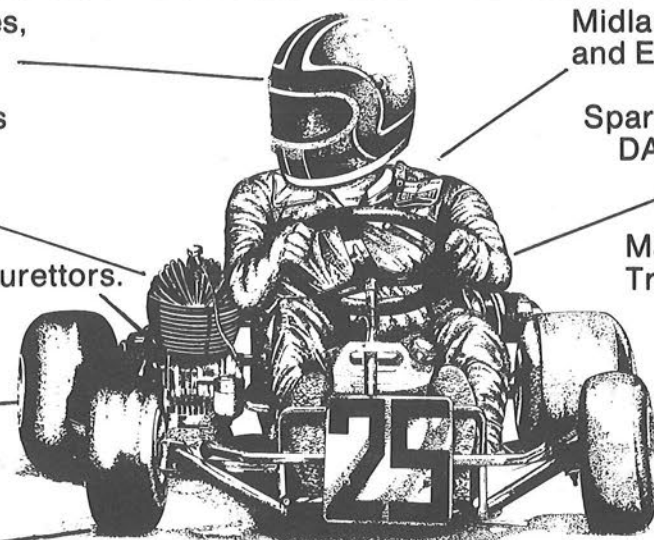
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two year closure, and with father Ted's interest in the Club, Mark's interest stirred again.

In the meantime, Wayne Homer had taken over flying the Dartford Karting banner and "was getting loads of gear. . .," which somewhat peeved the ex-D.K. driver.

Those involved in 100 National karting will know that it has its own highly efficient "subterranean news service" and "the word" was around that Jim was still interested in Mark Tredwell. The nett result saw two D.K. drivers line up for the Grand Opening of a revitalised Tilbury. Tredwell won, Homer was second. The latter pulled out, leaving Mark as the sole D.K. representative, and on the verge of a purple patch - winning ten meetings in a row. With the removal of the then expensive - and fast wearing - YB Bridgestones from the class, it had settled again and Mark was able to approach the '78 RAC Championships with some confidence. This was the controversial year, with the title eventually going to Neil Hann, although none of this had much effect on the outcome for the number one seed - an engine problem and a collision in the final continued the run of bad Championship results.

Despite being generally now recognised as the man to beat, this Championship brought a new problem to light. Jim Cruttenden - far better known as "Dartford Jim" - puts a lot of effort behind whoever he backs, but the standards demanded in return are high. Winning is the only acceptable result. Anything less is not, and brings recrimination. Tredwell's Clay Pigeon result brought the first. . .

1979 began with a new challenge for the 100 National world - the first Kart and Superkart Championship. Round 1 was in D.K. home territory - Tilbury. A win was obviously required. A blown engine in a heat put the pressure on, but Tredwell responded magnificently - charging through the 'B' and 'A' finals to finish second. This brought on another disagreement, and Mark, feeling he had given his all at that particular meeting, left the Dartford fold.

Having always driven Zips for Dartford Karting, the first impulse was to approach Zip directly. This bore fruit and the rest of the year saw him representing Zips, with Parillas prepared by Mick Fullerton. The first outing for this new Equipe provided a win, at the second K & S round at Clay Pigeon.

From there, the rest of the season went almost like clockwork. Although not winning another K & S round (nobody

PROFILE

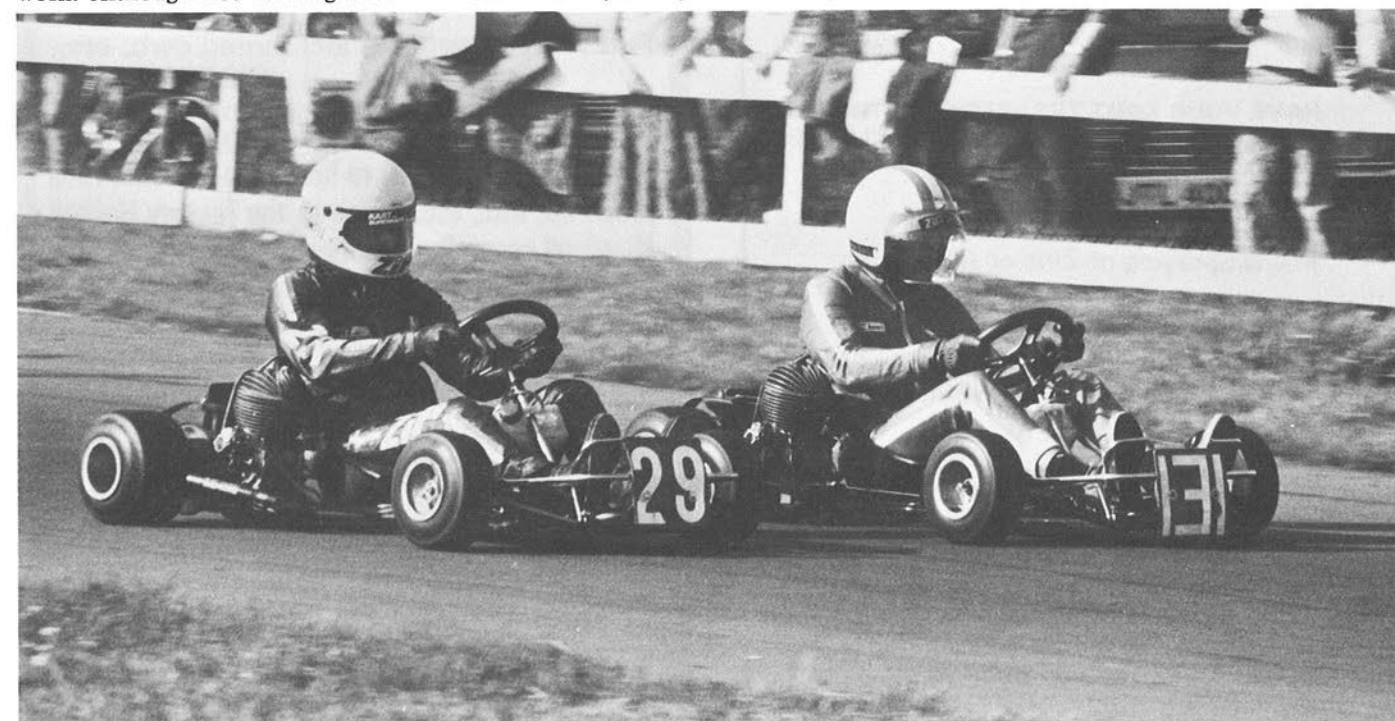
else won more than one either!), he did enough to tie up the K & S title. His British Championship jinx went as well - and how! The classic duel with Steve Davis and Gary Prior at Rye House goes down as one of the most tense and exciting ever, resulting in a title well-earned after years of disappointment.

Midway through the year, Mark was approached by the Chitty family to help run a kart business they intended to start, and so Mark Tredwell Karting Ltd was constituted. On reflection, Mark concedes that the experience showed that at this stage he has no great interest or ability in business. From his own point of view, the only real 'plus' gained from the Company's existence, until it's closure some 18 months later, was more time to prepare for racing. . .

1980 arrived with no firm commitment to drive for anybody. Zips hadn't officially asked him to continue, and Mick Fullerton, being a Birel agent, wasn't too keen to continue supplying engines for use on other chassis. The outcome was almost predictable. With the possibilities of a Birel agency, the Chittys agreed that Mark should run them. Mick Fullerton



Above: The first ever K&S meeting was highlighted by a strong Tredwell charge in the final. Below: The memorable Tredwell/Davis RAC Championship battle.



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Plenty of drivers at Cadwell were complaining of being out of condition after the long winter lay-off, particularly with stiff necks. The requirement for physical fitness brought to mind something I was reading in a book on pre-war motor racing - the autobiography of Alfred Neubauer the legendary Mercedes Team Manager. He recalled the tremendous punishment that drivers in the old days were subjected to by the crude suspension and high-g geared steering. Mention was made of one hero who came into the pits white with pain, having suffered the dislocation of his shoulder joint, resulting from steering shock on the tortuous Nurburgring. He was lifted out of his car, and with the accompaniment of a howl of pain, his arm was wrenched back into the joint and strapped up with the equivalent of our modern day tank tape! After a while, the race leader Caracciola came into the pits suffering from heat exhaustion. The only fellow available to take over was still nursing his painful left shoulder. Protesting, he was 'bolted' into the Mercedes to finish the job off and win the race. Anyone who has either dislocated their shoulder or broken a collar bone can imagine what a hero he must have been! **THOSE MEN WERE GIANTS...**

Have we heard the end of the double engine saga? We must be on the last chapter by now. Haydock Park Motorcycles have folded up in quite a big way. The two partners statement giving their reason for the troubles, was that the future prospects of the business revolved around the success of the double engined kart, and due to overwhelming opposition from the largest kart manufacturer their project was somewhat still-born.

Whilst there is an element of truth in their excuse, I for one felt no elation when I heard the news, and feel very sympathetic with Ray Hyde who became swept along by the strong current from other parties who were gambling on their interpretation of some poorly worded regulations.

The opposition by this magazine was only voicing what was a widely held view amongst the many competitors affected, and had it not been for this magazine, there would undoubtedly have been quite a few doubles about by now.

One of the arguments against the double was of course cost. Having said that, I would be most inconsistent and hypocritical if I welcomed the Rotax engine in our midst. Whilst the Rotax is clearly a force to be reckoned with, I don't feel that all is lost for the Yamaha. Watercooled Yamaha users are already regretting the fact that they didn't have the advantage and reliability of them earlier. Unmodified water-cooled Yamahas seem at least as fast as fully modified TD3 engines and mild seizures don't seem too disastrous. At Donington, the Rodgers tuned AK Yamaha of Paul Elmore looked as quick as Hines' Rotax, and the Smith tuned Heerey Yamaha proved for a couple of laps to be as quick as Hines. But for rather a lot of last minute preparation and Heerey's loose chain, the final may have been more closely fought...

How much more is yet to come from the Rotax engine only time will tell. Two or three aspects of the engine clearly leave scope for improvement. How many people will be willing to "lay into" the ports of barrels costing £150 a "throw", I don't know!

Whilst I have the utmost respect for the way the officials at Donington run their meetings, they are much too harsh with the penalties they impose for rolling start transgressions and it is always the fast people that are penalised. There was an instance of Gange last year and Elmore this year. Offenders should be penalised a few qualifying points for their final grid position,

but to black flag and thereby relegate the offender to the "B" final is drastic, and robs the spectators of added interest in the final if they then have to start from the back. Bert Hesketh may come in for criticism on some counts, but when he runs a meeting, he always bends over backwards to please the spectators, and to do this he will rarely discipline anyone to the extent of effectively putting them out of the running.



The "gutsy" man from Shepton Mallet is back on the circuit. Dave Hockey, who most of you will know has only one arm, (he lost his right arm as a result of a motorcycle accident many moons ago) had his long circuit licence revoked some time ago. I was most indignant when I heard this, as I know him well enough to realise that he wouldn't venture onto a 250 twin if he couldn't conduct it, in his own mind, safely. He has light-heartedly put the return of his licence down to the fact that it is the "Year of the Disabled"!

If you have ever seen him splitting a class one chain and re-riveting it with one hand, you would realise that the term "disabled" doesn't really suit him. When I was still racing, before I knew Dave Hockey particularly well, he would always ask me "what have you got up your sleeve for the final, Chrissie?" I was always tempted to answer "one more than you," but wasn't sure what the reaction would be! Now that I know him well enough to rely on his

West Country sense of humour, the question will, alas, never be asked again!

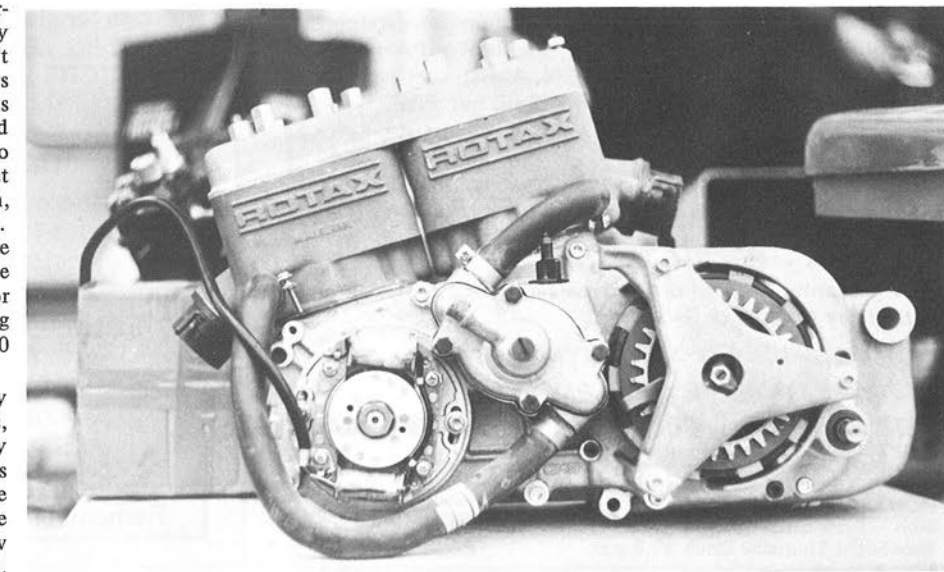
Throughout the winter I was regularly informed of fast test times being posted up by Mark Allen in the Bassett Racing Dino, firstly slicing 1½ seconds of Buttigieg's lap record at Shenington, and then during the week before Cadwell putting in times not far off Hines at Cadwell - fast enough for Martin to ask a few questions about him! Mark Allen was the guy who won two Short Circuit Championships in one day at Dunkswell in 1979 - Villiers and 125. The times he put up during the winter were before he had even raced a 250 on a fast circuit.

Bassett Racing is the business set up by short-circuit specialist Stan Harvey after his split with Tony Smith last year. The man responsible for engine development is a certain Peter Berry who doesn't exactly work for Stan Harvey, but works with him. This trio of Allen, Berry and Harvey are an intensely enthusiastic bunch, set upon one aim and that is to win. Faith is at present with a Yamaha, but a Rotax is being considered! Many of the smaller kart businesses seem to have their head in the clouds when it comes to running a concern to make money and serve their customers, and instead go overboard on their "works" team racing - Bassett Racing appear to have their feet firmly on the ground and approach both sides of their involvement with equal determination to be successful! Whilst Mark Allen didn't exactly set Donington alight, at Cadwell he was very impressive. He won the 'B' final, having had trouble in one heat, and then in the main final got involved in the Hines' first lap spin, recovered and finished eighth, lapping in the low 57's. Though new to the class, we will I am sure, see plenty more of this fresh young charger.

Recently, I drew a parallel between the squabbling factions in Formula 1 Grand Prix racing and the two factions affecting 250 kart racing. The comparison still continues, with a libel writ being issued by the F.I.S.A. President Balestre and now in the new regulations, a ban on the use of titanium in the cars construction as with our latest C.I.K. regulations.

The racing car ban centres around poor Regazzoni's accident a year ago at Long Beach, and I assume the ban applied to karts is based on the fact that the "geezer" who last year drove a "Hermetite"/Yamaha (and will now no doubt be credited with driving a "Hermetite"/Rotax) used titanium on his kart - sorry I mean his "Hermetite."

The Rotax 256 - clearly a force to be reckoned with - but all is not lost for the Yamaha...



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continued . . .

thus supplied the chassis and engines — including one rather rapid K80 — while Mark's company supplied tyres, transport, and covered other expenses.

With his three long-standing friends and mechanics — Phil, Dave and Paul — the team was complete. Almost. There was one new member now — Mark had married horse-mad Lyn. Would domesticity affect his racing? "Someone said to me, 'you'll lose half a second now.' He was well wrong — it actually gained me half a second, at Rowrah." The reference is of course to the RAC Championship, at which Mark's domination was utterly complete. . .

Without a doubt, Mark has, over the last two seasons become the man to beat in 100 National racing. What does he feel has made the vital difference? "I've learnt the art of professionalism from Mick, Terry, in fact the whole Fullerton family. They taught me the art of thinking right — not listening to the pit gossip — getting on with the job; treating it as a job and doing your homework before you get there. If you do that half right, you tend to leave the rest behind — in National. In International, a lot of them have got it all together, so it wouldn't be quite the same." Mark has done a few International races in his time, but has no intention of moving to that class "unless the 100 National scene should unexpectedly dry up to the extent that I couldn't earn enough to live on." How does he think he would go if the transition were made? "Terry and Mickey have more or less exchanged the British title between themselves for years, and although I suppose you have to take the attitude that you'd be in there somewhere, I reckon that with a lot of work I might slot into third. . ."

Who does Mark rate most highly amongst his current opposition? "I'd rate Gary Prior one of the best, and Wayne Homer. Wayne is always good, because he thinks about his gear a lot,



The 1980 RAC Championship was literally a one horse race, giving Mark a unique double. (Photo: D. Callingham)

whereas Gary is sheer driving talent, not so good on the sorting out — perhaps it's because he's a bit young yet. Ian Williams is good as well — often quick, but can have a little brain-storm occasionally. . .

Basically, if I'm behind Gary on the grid, I think twice about it. Same for Wayne, although he usually 'melts' in the end, and, I suppose, Paul Carr. And that's it. Anyone else, always follow a good 2 to 3 feet behind, which gives me room to move when they do something silly."

What about the people who perhaps resent the equipment, time and money available to the "works" drivers in what is basically a restricted "Club" class? "I think they are absolutely right, because I used to feel the same when I didn't have all that gear. But you've got to work for it like everything in life. Before they make that comment, the people should clearly look at themselves — if they really want to make it, and put the hours of dedication in working it all out in the garage instead of having a holiday in Spain, or nights at the pub with the boys, then, if they've got the talent, they'll be beating me anyway. . ."

Mark would dearly love to get into single seater car racing, something he would almost give his right arm for. He very nearly made it a year or so ago. . . Two years before this, he'd test driven a Saracen Formula Ford, and the Company had offered to run him in 1978 if he could find £2,500. He couldn't. The offer was repeated the following year, with the price now £5,000. No good.

And so to 1979, and after winning the British and K & S Championships, Mark embarked on an all-out attempt. Through contacts, and friends of friends, Mark eventually met "Pee Wee", the mechanic who had successfully run Nelson Piquet in F3. He was aiming to run a two-car Ralt F3 team, and to cut a long story short, offered Mark the No. 2 spot. The catch was the budget — a staggering £74,000!

Through other contacts, a promotional agency took up his case and "we very, very nearly did it, but at the last moment it cracked." Is he still keen to get into cars? "I'll never stop trying — as long as I'm still young enough."

And so a new season begins, and the karting career of Mark Tredwell turns full circle, to find him back with Dartford Karting. A decent regular wage, and even a brand new "Company" Escort to drive around, mean that the boss is expecting results to match. Very few people would expect him to be disappointed. . .

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continued . . .

but Brian — who is set to join the W.P.T. team — set up the fastest lap of the day so far at 1.14:8 (94.20 mph) and clinched another 2nd place.

The final 250 International heat saw Hines showing the way home to the rest once again. Nigel Smith and Donovan Collier fought for second for a while, but Nigel was still overheating and dropped back a little before Dave Buttigieg — who had had to fight his way through the field — took 3rd away from him. Richard Dean and Simon Quance took 5th and 6th.

For the final then, we had the prospect of a relatively unknown and definitely under-rated, driver — Brian Heerey — taking on regulars Hines and Nigel Smith, while Owen Jones had excelled himself to put his air-cooled rig on the front row. John Ball and Car Colours Equipe driver Rae Davis, would no doubt be at it as they had been all day, while a lot of interest would centre around the progress of Buttigieg and Elmore from the back of the grid.

Rae Davis, by the way, had had a rather unusual problem. He'd been supplied with a pair of tyres of different diameters, and in the rush during the day it hadn't been noticed! Have you ever tried to drive with one wheel 1/2" larger than the other? . . .

The lights flicked to green, the field streamed into Redgate and disaster struck. Opinions differ as to who was to blame and to what exactly happened, so I'll confine myself to saying that 8-10 drivers found themselves gyrating wildly across the track into the sand and mud of the run-off area. Styryn was one of the unfortunates, and I believe he received a nasty blow below the belt from the rim of his steering wheel! One of the top drivers, who must remain anonymous, put the blame fairly and squarely on what he called "the worst driving I've ever seen at a long circuit meeting." He wasn't just talking about this one incident either, — it must be said that in some cases the standard of driving during the day was pretty poor.

Back to the race though, and by the end of lap one Hines was away again, but being hard pressed by the flying Heerey. Nigel Smith, Rae Davis and John Ball were all scrambling for the placings, with Gange and Elmore close by having made unbelievable starts. Butty, after a more restrained start, was slowly climbing through the field and was already up to the mid-field.

Hines must have been shaken by the closeness of the opposition and was really having to work hard to stay ahead of Heerey. Brian was destined to last only one more lap though before his chain jumped off the sprocket and put

Hines (GP) and Jones (93) blast off the line in unison, with Smith (69), Dean (32) and Dixon (41) lagging slightly. (Photo: R. Calvert)



Top: John Newton (2) led the 210 final most of the way, pursued by Mike Gardiner (7) and Bill Longden (56). Bottom: Reg Gange motored serenely on to third (after an almost too good start!) with the temp. gauge reading 110!! (Photos: Dave Smith)

paid to his hopes of his best result for a long time. Smith was now second and was under only moderate pressure from Gange and Elmore. Rae Davis on board the Car Colours Zip/Rotax was indeed battling away with John Ball, but now Butty was closing in on them and by lap 7 was through and up to 5th. Nigel was now resigned to his 2nd place, being unable to make any impression on the unstoppable Martin Hines, and Reg Gange was safely ensconced in third. Elmore lost his 4th spot to Dave Butty with only a lap and a half left, while Rae Davis won out over John Ball for 6th. John, with 7th place, had the honour of being the first air-cooled machine home. Butty actually caught and passed Gange with a lap to go, but a lucky

break with a backmarker allowed Reg to slip by again at Park.

After the meeting it was a somewhat surprised Nigel Smith who found himself leading the series by one point from Dave Buttigieg. Snetterton sees the third round on April 4th, and there's no doubt at all that the competition is really heating up — who'll be at the top of the tree on April 5th?

1st	Martin Hines	Hermetite Zip/Zip Rotax
2nd	Nigel Smith	Stocksigns Zip/Yamaha TZ
3rd	Reg Gange	V.T. Zip/Zip Rotax



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Green light, and over 4,000 horsepower smokes away from the Superkart grid. (Photo: D. Smith)

Martin Motors Home

Hines dominates to give Rotax its first Superkart win. Smith takes C of C series lead with a gritty second. Gange, Buttigieg, and Elmore come from down the grid for the places. Class wins for Wooldridge (125), Douglas (210) and Collard (250 Nat).
Report: Dave Smith.

After a week of rain which had caused the River Trent to overflow its banks just 4 mls from the 1.957 ml. Donington circuit, Sunday morning dawned bright and almost clear for the second round of the Zip Champion of Champions Series on March 15th. With more and more water-cooled engines coming onto the scene, Martin Hines was to find that other drivers were just as able to apply power to the tarmac and up until the final it was Brian Heerey who held the fastest lap of the day at 1.14:8 (94.20 mph) and Nigel Smith, Reg Gange and Paul Elmore were all within tenths of a second of the Zip team leader.

Racing started almost exactly on time with two heats of the 210 National class, which saw the usual nose to tail dicing for which this class is renowned. Bill Longden took the opening race from John Newton without too much difficulty, and John Hughes gave a repeat performance in the second race, this time from Richard Boston. The second pair of heats gave more in the way of excitement as Bill Longden, who had led from the start, came coasting through the chicane with a dead motor. Officials and spectators urged him on as the machine went slower and slower, but the mass will power was no match for the Villiers power of John Newton and Richard Boston, both of whom managed to nip across the line before Bill did. Gordon Douglas drove a very steady final heat to win comfortably from Derek Avery and Phil Hemes, but at the end of the

heats it was obvious that it was Longden and Newton who were the men to beat, with John having the fastest lap at 1.28:1 (79.98 mph). Lap one of the final, and it was indeed Newton, just ahead of Longden, with Mike Gardiner (who had suffered seizures in his heats) and John Onslow in hot pursuit. Gordon Douglas was a little way behind, in company with Phil Hemes, while they in turn were followed by a close fighting field including an unusually off the pace John Hughes who was well down in the pack.

As the laps unreel, John continued to pull slowly away from the Longden/Gardiner/Onslow battle, while Gordon Douglas was holding off the attentions of Phil Hemes but was seemingly unable to make any impression on the leaders.

The frantic dice for second in the 210 final – Ziemelis (27), Molloy (1) and Parrott (32). (Photo: D. Smith)



However, 25p worth of steel wire was to make a dramatic change to the apparently established finishing order, for with only two laps to go, the clip holding Newton's carb needle snapped, allowing the needle to drop and cut off the fuel supply. This happened just as he crossed the line. As Longden came out of the chicane, he saw what he thought was a victorious Newton pulling into the pit lane, decided the race was over and slowed to follow John in! Douglas had kept an eye on the lap indicator board though, and was through into the lead. Bill tried all he could to catch up again, but there just wasn't enough time left and the best he could manage was 2nd! John Onslow took a creditable 3rd with Phil Hemes 4th. Mike Gardiner had seized yet again and John Hughes had long since gone missing so we had some new names on the leader board for a change. It was rumoured that Bill was paying 50p a kick to anyone who cared to take a shot at his rear end! . . .

1st	Gordon Douglas	Zip/Haywood Upton
2nd	Bill Longden	Barlotti/Villiers
3rd	John Onslow	Barlotti/Upton

The 250 Nationals were given their own heats and final, with honours going firstly to Eddie Cortijo with Vaughan McNealy 2nd and then to

Duncan Pearcey with Eddie claiming 2nd. The final, however was a complete upset, with none of the heat leaders getting a look in. From the first lap it was Alan Collard through into a good 150 yard lead, while behind him Pete Dedman led narrowly from Cortijo, Tony Taylor and Paul Taylor. As the race progressed, it became more and more of a procession, with Collard pulling away from the rest, who after a few laps settled down into a set order and the rest of the field were scattered around the track. A good, convincing win for Alan, but not much of a race to watch.

1st	Alan Collard	Barlotti/Yamaha
2nd	Eddie Cortijo	Lynx/P&S KTM
3rd	Tony Taylor	Zip/Honda

The 125's had an enormous entry – coming into sight behind the pace car it looked as if they'd never stop coming! Heat one rapidly developed into a battle between Roy Wooldridge, Tim Parrott, GP man Nick Carter, Derek Price and new to 125's, Colin Mills. They finished in that order, but only after six laps of hectic dicing. Heat two saw the Merlin Magic of Wooldridge working yet again, but behind him this time it was Stuart Ziemelis, Derek Price and Chris Anderson. These three had a really good battle, but nothing they could do could get them any closer to Roy who seems to have weaved a pretty powerful spell!

In the final, the Wooldridge magic hadn't worn off, and he was yet again out in front by the end of lap one. Behind him the huge string of snarling Rotaxes (there are very few Yamahas left it seems) were headed by Tim Parrott, Derek Price, Stuart Ziemelis and Paul Molloy, and although this group certainly put on the most exciting racing, their battle for second spot was allowing Roy to take things nice and easy on his own. Behind the leading five, Dave Edwards led from Chris Stoney, while Nick Carter was back around 8th or 9th.

For nine laps we were treated to the sight of a furious fight for 2nd place, but once again it was the last lap that saw drama. As Wooldridge approached the line to start his last lap, the Ziemelis/Parrott/Molloy/Price bunch hurtled into the Park Chicane as one. Exactly what happened is impossible to say, but four karts can't fit where there's only room for three, and it was poor Paul Molloy who came spinning wildly out of the ball of noise and found himself sitting on the grass – steaming! The final order then was Wooldridge, Ziemelis, Parrott and Price, with Dave Edwards and Chris Stoney making up the top six.

1st	Roy Wooldridge	Zip/Merlin Rotax
2nd	Stuart Ziemelis	Aero/P.H. Rotax
3rd	Tim Parrott	AK Dino/SRA Rotax

Ball (88) and Jones (93) fought out the "air-cooled" placings. (Photo: D. Smith)



Heerey shadowed Hines (GP) early on, until Smith (69) pushed past, shortly before Heerey's retirement. (Photo: D. Smith)

Superkart time, and a walk around the paddock showed a proliferation of water-cooled motors, some superbly finished bodywork, very stylish paint jobs and a lot of slightly puzzled expressions! It seems that most drivers are having to learn the ins and outs of water-cooling on a 'suck it and see' basis, and air locks, overheating etc., are causing problems all round. Two new machines stood out – the Vingt-Trois sponsored Zip/Rotax of Reg Gange, and the AK Dino of Paul Elmore. Immaculately prepared and beautifully finished, they definitely meet the standard as far as good looks were concerned. Fortunately they both went as well as they looked! Top marks for posing goes to the Hermetite Zip coach conversion – mirrored glass windows all round, no less! Very swish indeed! . . .

The first heat showed that we were in for a high-speed battle royal, but after the Cadwell round, in which there wasn't a great deal of opposition for Hines, Butty and Smith, they were now confronted with at least another half dozen drivers who were looking just as quick.

Hines was immediately out in front on his own by 3 or 4 yards, hotly pursued by Stock-signs driver Smith. Nigel in turn was being harried by Jon Dixon (LDR Yamaha power), who without doubt is always very quick indeed. After two laps Jon claimed second place from Nigel who was suffering from a temperature gauge he swears went round the dial twice! Nigel stayed close behind Jon, taking life fairly easy while allowing the motor to cool off a bit, and then with a lap and a half to go he swept past again to take second place at the flag. This at least shows that Nigel has at last settled down to a serious, "thinking" approach to his driving – a fact he freely admits. Carolyn Grant-Sale picked her way through to a very nice 4th place ahead of Graham Roscoe and John Ball. Buttigieg, who should have been out in this heat, was back in the paddock repairing

a rotary valve failure caused by a stone which had somehow found its way in when the motor was being run up on the stand! Steve Styrin, who was out on the circuit, finished in a lowly 13th position – an unfortunate portent for the rest of his day.

Heat two, whilst two seconds a lap slower than the previous race seemed at least as fast, mainly because of the hard-charging driving style of Brian Heerey and Owen Jones. Brian had only completed his new water-cooled Tony Smith Yamaha at 7.30 a.m. that morning and hadn't even run it in, but it was obviously going very quickly indeed and carried him to a well deserved 2nd place well ahead of Mick Goy and a struggling Mark Allen. Mark, who you may remember had a very good day at Cadwell, was a little disappointed with his TZ Yamaha and seems set on having a Rotax in time for Snetterton. Despite down-jetting and fitting a new fuel pressure regulator, he suffered from flooding all day and only just qualified for last position on the grid for the final. Poor Paul Elmore had this heat sown up right from the start until the black flag and board showing No. 15 was held out. Paul had jumped his grid position it seems and so was excluded from the results.

In the first of the second round heats, it was Reg Gange in the smart Vingt-Trois Zip who had to contend with the attentions of Mr. Heerey. John Ball was fighting the good fight with Rae Davis some way behind the leading pair, but here I should mention that John was driving a 2 year old Zip chassis with an 18 month old home-tuned air-cooled Yamaha. Sheer engine power doesn't count for everything – driving ability has more than a little to say. . . Reg managed to hold onto his lead,

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