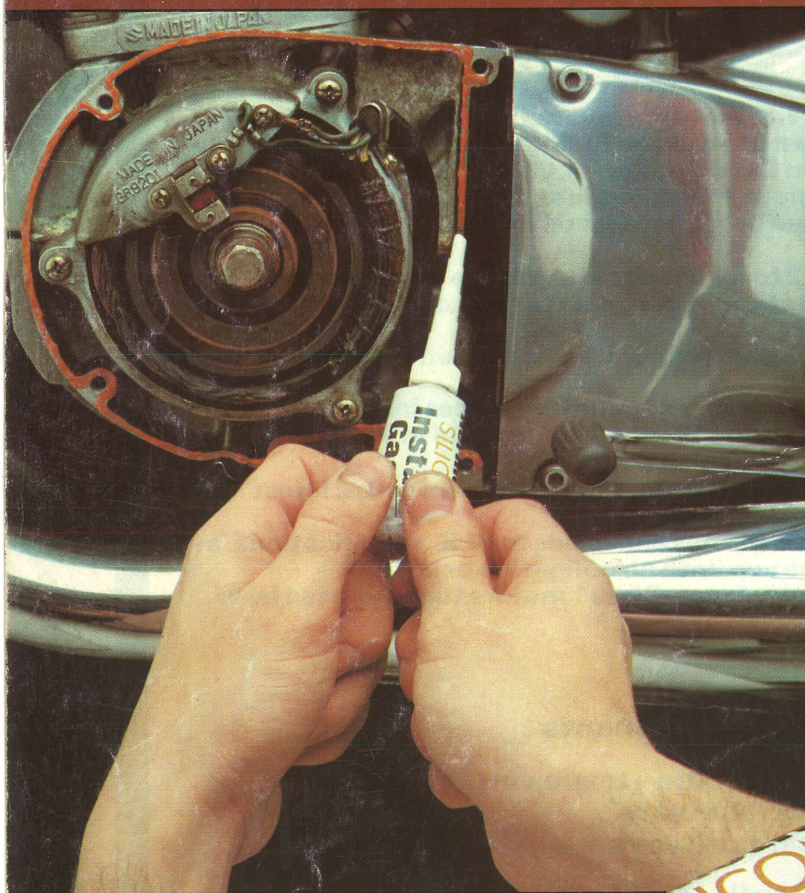


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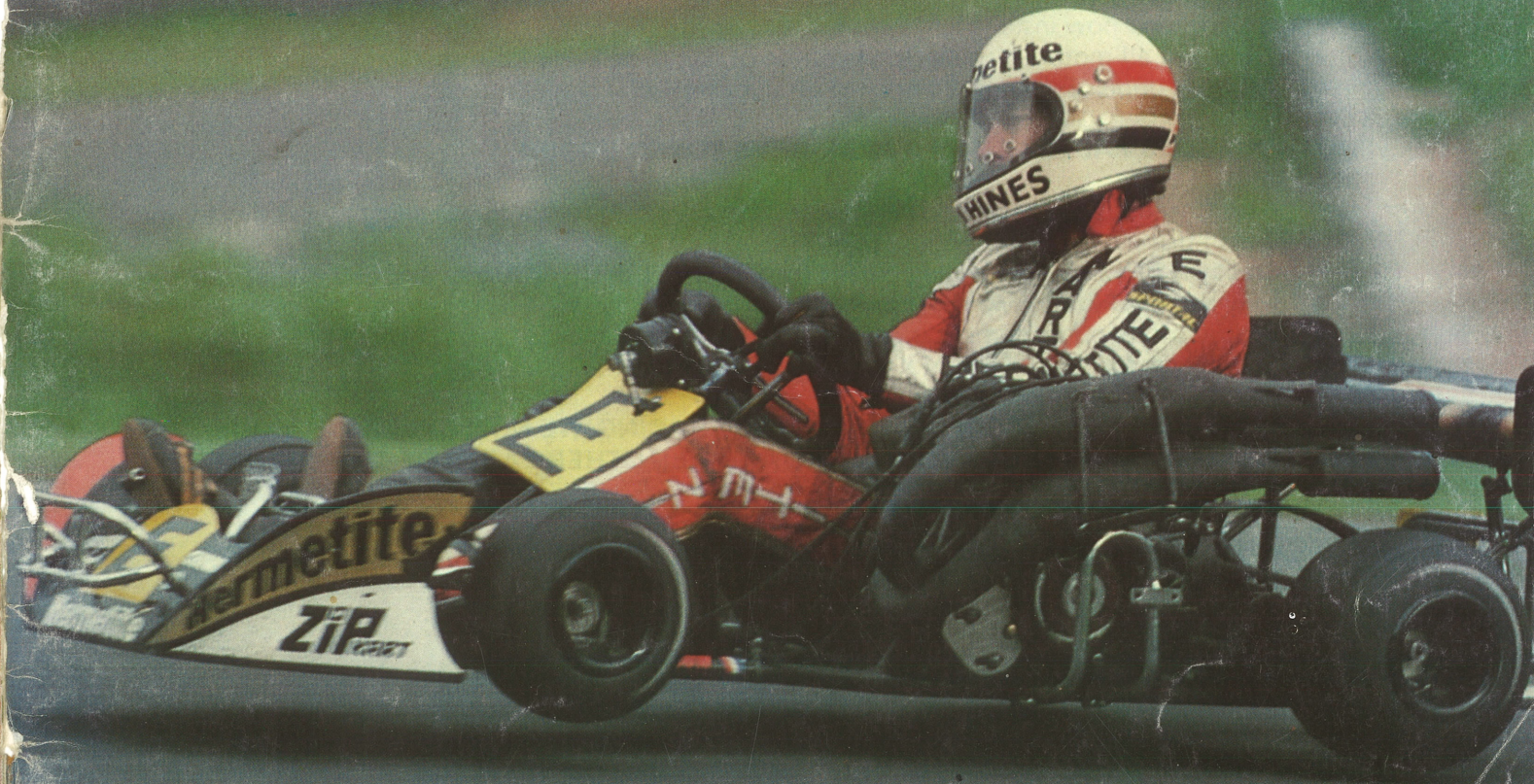


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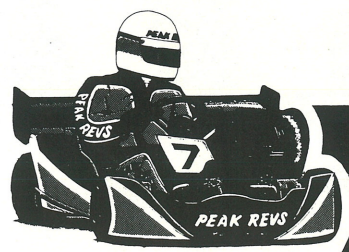
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Superkart Season Begins

● Alan Lane ● Steve Elmore

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Kalendar is a free service to clubs and event organisers, in which we will show forthcoming events over the month or so following each issue. Clubs wishing to make use of this service must send in dates and details *well* in advance (try to keep us three months ahead). Also give us details on how to find the circuit, your facilities there etc. as the Kalendar is as much of interest to potential spectators as competitors.

March

3 SURBITON TOWN (River Hill Estate, Worcester Park Road, Worcester Park, Surrey)

4 RYE HOUSE (Behind Rye House Speedway, Rye Road, Hoddesdon)
HEMSWELL (on A631 Gainsborough to Market Rasen road, 1½ miles before Caneby Corner). Comp Sec: Mr C. Anderson, 3 Canterbury Close, Worksop, Notts
FELTON (7 miles north of Morpeth on A1)

11 TILBURY (near Tilbury docks – see article)

18 NUTHAMPSTEAD (1½ miles east of Barkway)
ELLOUGH (nr Beccles, Suffolk. Going into Beccles on the A146 from Norwich, Ellough Road is on the right. Track is 2½ miles on right.) Team Race (v London Kart Club)

25 THRUXTON – Superkart event (see *Just Heard*)

April

1 RYE HOUSE – 1st round Green Man 100 International Series
HEMSWELL – see March
FELTON – see March
LITTLE RISSINGTON – see March
LYDDEN (just off A2, 6 miles south of Canterbury)
DONNINGTON PARK – Round 1, Zip Kartspeed Championship

8 TILBURY – 1st round Kart and Superkart 100 National Championship
KIMBOLTON (8 miles west of A1, 1½ miles from Kimbolton, 15 miles north of Bedford). Comp Sec – R. J. Haines, 3 Grays Drive, Stanion, Kettering. Tel: Corby 2419

13 ELLOUGH – Round 1 Club and Ose/Championship

15 CADWELL PARK (turn off A1 at Sleaford, follow signs to Horncastle. Cadwell is between Horncastle and Louth)
2nd round Superkart Championship
2nd round 210 MW Trophy
Cadwell Club Championships
NUTHAMPSTEAD – see March

16 SURBITON TOWN – see March

International Dates

May 19/20 Coppa de Jesolo – 100 International

Aug 18/19 European Team Championship – 100 International – Kalmar, Sweden

26/27 Swiss Grand Prix – Wohlen – 100 International

Sept 1/2 European Championships 125 – Bydgoszcz, Poland

Jun 2/3 European Championships 250 – Mondello Park, Ireland

European Trophy '140' (Heavyweight) – Mönchengladbach

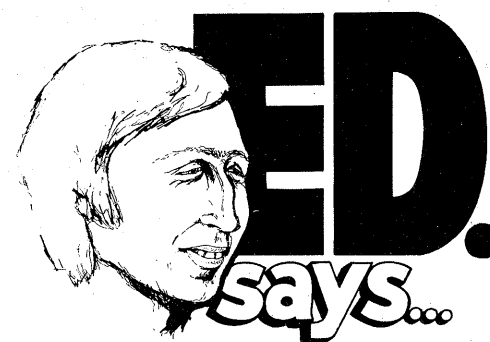
23/24 European Individual Championship – 100 International – Biesheim, France

19/23 World Championships – 100 International – Estoril, Portugal

July 21/22 Junior and Ladies Cup – Fano, Italy

Nov 24/25 Asian Championship – Hong Kong

Kalendar



The RAC Kart Committee is presently reforming itself for 1979, with retirements and the odd resignation making way for new blood. Something rather intriguing, is the way that new candidates for the governing body are selected.

An election within karting? No.

By discussion and nomination within the outgoing Kart Committee? No.

In fact candidates are 'invited onto the committee by the RAC'. So who advises the RAC as to the suitability of various candidates? Apparently, they rest heavily on the advice and opinions of the regular Kart Committee members – the *elite*, if you like! Bit of an 'old-boy, old school tie' set up really, isn't it!

Could this be the root of the unrest between the Kart Committee and karting in general? Joe Karter has seemingly no say in the way his governing body is made up – therefore he feels free to criticise openly, and loudly. If his vote had *something* to do with the formation of the Committee, then I am sure the loudness of his dissent would certainly be diminished, if not wiped completely.

It is almost a known practice in English firms, that the loudest Union agitators eventually get asked onto the Board, to quieten them down. Interestingly enough, it appears that two of the National Association of Clubs' members have been invited to join the Committee this year. . . .

CHRIS LAMB DEN

FRONT COVER

The Superkart season has just got under way at Cadwell Park, with current title holder Martin Hines defending his *Superkart Championship Title*. Cadwell's spectacular layout is illustrated by this superb shot, cresting the famous hill, by the pits.

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KART AND SUPERKART

Monthly No. 003

contents

2 Just Heard . . .

The latest in news, and gossip around karting.

8 Your Letters

Readers thoughts and views, plus our *Ask Us* section.

11 Alan Lane

A look at one of the British Team regulars, after a controversial year

15 Ponder with Pudney

His sordid past, French naughty bits, and a secret new kart!

18 The PCR

A quick look inside an Italian 100cc engine that little is known about

21 Steve Elmore

The successful 125 driver from Devon, about to take on Superkarts fully this year.

25 Friggitt & Co.

We introduce the full Friggitt crew, who bring you the lighter side of Karting.

28 Scrapbook

A nostalgic look back at 'how it was', and some of the personalities

31 Mainly Merlin

Chris Merlin, on a variety of subjects including his top 10 Superkart drivers.

34 Down by the River

The Tilbury circuit, it's beginnings, and the club behind it.

39 Hines Quarter

Martin Hines on the Superkart race highlights of 1978 and those ahead this year.

45 Club Scene

Recent events, news, and gossip from around the clubs.

51 The Trade Page

News and developments from the manufacturers and retailers

56 Kalendar

Where and when to see Karting, and how to get there.

NEXT MONTH:

Cadwell: full report.
210 preparation: Peter Haywood tells it.

ON SALE 5 APRIL



CIK Annuaire Published

As hoped, we received the 1979 *Annuaire du Karting* recently, with official confirmation of the new tyre regulations etc. Noticeably absent though, was a word of mention about the mooted 135cc class, due to be introduced next year. This of course is of great concern to engine manufacturers, who are anxiously awaiting official confirmation, and regulations of the class, to consider whether or not to build engines for it. If, as suggested, the homologation is to take place in November, time is fast running out, and things will soon reach the stage where the CIK will have to put back the date a bit, or face the manufacturer's wrath.

The suggested tyre regulations are confirmed:

- Max width: 212mm – checked at any time with a 215mm gauge, allowing a 3mm tolerance
- Wheel diameter (inside): min. 4 inches, max. 5 inches.
- Tyre diameter: max. 300mm
- Number of sets (of 4) tyres allowed at any one event is limited. Tyres will be marked at scrutineering.

Sets of tyres allowed at various meetings are:

3 Sets:

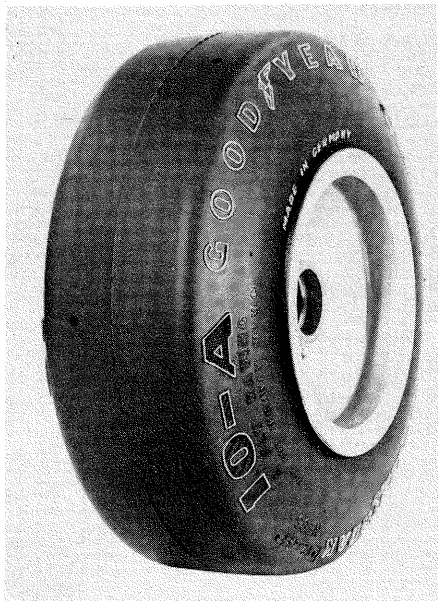
- European Team Championship
- Ladies World Cup
- World Championship Qualifying

4 Sets:

- European Individual Championship
- Junior World Cup
- European 140 Trophy
- European 250 Int. Championships
- European 125 Championships
- Asian Championships (Hong Kong)
- World Championships (Sat. and Sun.)

N.B. This apparently *includes* rain tyres, if any.

Restricted Tyres A Solution?



As the tyre controversy continues, we have some support for those who feel that tyre 'marking' should take place at the manufacturing stage. The German Goodyear factory are now marking their tyres as shown in the picture. It takes very little effort to put these markings in the mould at the manufacturing stage, and is surely preferable to having a selected importer individually stamp every tyre!

Could not a similar thing be arranged with the other manufacturers concerned? All that is then needed is a signed agreement by the manufacturers that *only* the legal sizes and compounds will be marked thus, and the problem is solved.

In a word...

● News of a Superkart race to be run at the British Motorcycle Championship meeting at Thruxton on 25 March. Peter Inchley tells us that it could be just the start if the race goes well. Entries may have to be restricted, and close on 7 March, so get in touch with Peter at Cherry Wood, Chalk Croft Lane, Penton Mewsey, nr Andover, Hampshire. Tel: 0264 772098 (evenings).

Entry fee is £8.50, and for this each competitor will get two heats of four laps and the final will be over 12 laps. Gearing is said to be only a couple of teeth slower than Silverstone, and average speeds are expected to be over 105mph. The meeting should be the first real chance to see the new 'ground effect' Superkarts in their element.

● Terry Fullerton expects to sign his contract with DAP any day now. News from DAP is that they intend to develop their T71 50 x 50 engine this year, and that Fullerton will, of course, be doing a lot of the development testing for them.

● Ray Mullins is said to be assembling a two kart team to run under his *Mulcar Datsun* banner again. However, we hear that Reg Gange is not involved in this year's plans. Who the new driver is, is not known. So what will Gange be doing? Surely not retiring again!

● *Motivation* are getting into the sponsorship business, and will be backing Fred Griffiths this year, with a Motiv accessory equipped Zip, with Motiv prepared Yamaha power. They will of course be continuing with the 'turned around' barrels on the engines. Bob Clowes will continue to drive the 'green machine' himself.

Road and Racing Sponsor Junior Championships

With the demise of the Green Man Junior Series, a new sponsor has stepped into karting and is to sponsor two Junior Championship series, to run side by side with most of the Green Man 100 International rounds.

The *Road and Racing Racewear Kart Championships*, for both Junior National and Junior Britain drivers, will be over seven rounds. Points scored at the last round, plus any four other rounds will make up each competitors total. The rounds are:

22 April	Fulbeck
13 May	Wombwell
10 June	Clay Pigeon
8 July	Rowrah
12 August	Tilbury
16 September	Shenington
7 October	Little Rissington

Championship awards in both classes are as follows:

1st	£100	R&R voucher plus £50 cash + trophy
2nd	£75	R&R voucher
3rd	£50	R&R voucher
4th	£40	R&R voucher
5th	£30	R&R voucher
6th	£25	R&R voucher
7th	£20	R&R voucher
8th	£15	R&R voucher
9th	£10	R&R voucher
10th	£5	R&R voucher

Road and Racing Accessories (Holborn) Ltd. (see their ad. elsewhere), are to be congratulated for taking a sizeable step into karting, and we hope that Junior competitors will give the series their support.

Series co-ordinator is Peter Wardle of Applied Racing Techniques, who can be contacted, with any queries, at 12 Hunter Road, Wimbledon, London SW20 8NZ, phone 01-946 7401 or 01-947 4117.

● It's the time of year when the RAC Kart Committee is being reshaped. Long serving members, Paul Fletcher, has apparently resigned – citing his dissatisfaction with some of the decisions taken last year as the main reason. We hear that Jim Fabby has been offered and accepted, a position on the Committee. It is also rumoured that both Jock Mailer and Mickey Allen have also been asked – whether they will accept remains to be seen. Somehow, we just can't see Mickey in politics...

● Apart from all the good news on new long circuit events, it appears that Mallory Park is out this year. The Lincs Club advise us that their 1 July meeting is off and that no other meetings are planned for this year. We're not sure what the problem is, but hope it can be resolved in the near future!

● Merlin Developments are looking into the possibilities of having 'race-hire' karts available to overseas drivers coming to England for International events. The karts would be the latest Zip Shadow 250s and the engines, of course, Merlin tuned Yamahas. The deal would also include the necessary testing etc before the meeting. At this point, the idea is in the formative stages, but any overseas drivers interested should contact Roy Wooldridge at Merlins (for address etc see ad elsewhere).

Race hire works very well in Formula Ford and other car racing classes, and organised well, should do the same in karting.

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Stuffers polished	Sureflex clutch plate.....90p	17T f/d sprocket.....£2.65
(pr).....£1.75	Renolds racing primary	18T f/d sprocket.....£3.19
Cylinder head.....£10.00	chain.....£3.75	Powermax piston.....£13.36
Barrel studs, nuts (4) £2.50	NEW crankcase gasket 12p	Inlet manifold.....£2.95
Timing cases.....£12.50	Exhaust system complete	Oil seals.....£65p
Inner clutch case.....£2.40	with latest Motiv.....£25.00	



TZ3 barrel.....£82.41	TZ piston.....£10.06	TZ rod assembly.....£22.24
TZ3 cyl head.....£19.12	TZ piston ring.....£3.79	Femsa ignition.....£94.00
	TZ carb mount.....£5.04	Femsa mounting.....£6.75
	TZ carb spacer.....£3.32	Rev counter.....£27.88

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Shadow 210.....£490
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In a word...

● We've had a look at the new Continental tyres, mentioned last month in this section - we should have been able to show you what they look like, but the Post Office inadvertently lost the film for us! However, we do have a few details of these ultra light weight tyres, courtesy of Bernie Orphan, of British Kart Sales, Germany.

11-600 x 5 K3:

Tread depth: 2.6-3.2mm

Tread width: 135mm

Recommended wheel size (width): 190mm

Weight: 850 grammes!!

10-450 x 5 K1:

Tread depth: 2.6-3.2mm

Tread width: 85mm

Wheel size: 100mm

Weight: 650 grammes!!

● 125 International Champion, Roger Goff, is to receive backing from Ken Myers (Partnership) Garages of Northampton. He will of course be using his Mustang chassis, but in addition to the usual Kawasaki engines, will be trying Hondas and Rotaxes. Later in the year he will team up with Neil Myers, to form a two-man Mustang team.

● This issue marks our first month of complete distribution through the retail magazine trade. *Kart and Superkart* should now be available at Menzies and W. H. Smith shops throughout the UK. If your local branch doesn't have it, tell them to get it! - our distributors are Surridge and Dawson, of New Kent Road, London.

● Permission has just been gained by the governing body for karting in Venezuela to allow 250 racing there. Superkart racing seems to be spreading fast!

● A new class, similar to our Britain class, has been introduced in Italy. Known as the *Primavera* class, it appears that it may well be a 'one make' class (score 1 more for Mr Grana!), with the following makes and price maximums:

Birel Parma National chassis - with mechanical

brake. 480,000 lire (£320 approx)

Parilla TG14L engine. 250,000 lire (£165) which may well be raised to 290,000 lire (£190) with Tillotson and Motoplat.

Sirio 4 Star tyres. 88,000 lire (£60)

● The old 'spaceframe' kart at the Donnington Museum, mentioned in Chris Merlin's January column, is of course Roger Williamson's old machine. It was traced to a farmer's shed by Dave Atkinson, and was in a terrible state. He helped restore the kart, and it now makes up part of the Roger Williamson Memorial at Donnington. Roger of course was another kart driver who 'made it' into Formula One, but was killed in that terrible fiery accident at Zandvoort.

● The Green Man Championship dates for 1979 have been confirmed. Seven rounds are planned, of which each competitor may count up to five of his results:

1 April	Rye House
22 April	Fulbeck
13 May	Wombwell
10 June	Clay Pigeon
8 July	Rowrah
16 September	Shennington
7 October	Little Rissington

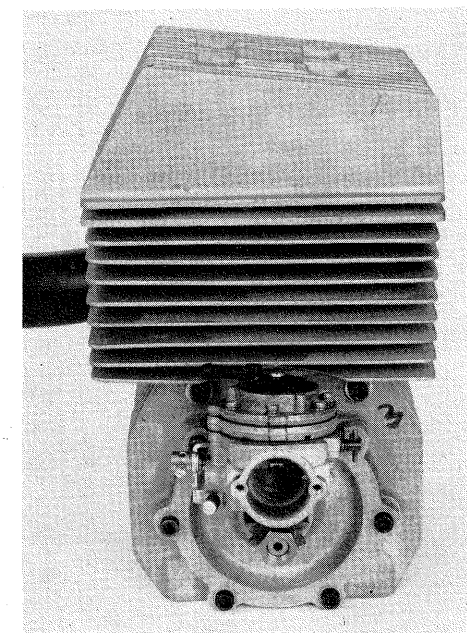
Prize money is as follows:

1st	£150	6th	£30
2nd	£100	7th	£20
3rd	£75	8th	£15
4th	£50	9th	£10
5th	£40	10th	£5

● Looks like we may have three entrants in the Ladies World Cup at Fano in Italy later in the year. It appears that Judy Sharrock, Lindy Cook, and Nicola Fletcher may be teaming up to try their luck. There are one or two very good women drivers on the Continent, so they will really be up against it.

Incidentally, it sounds as though Judy may well have the sponsorship to get into Formula Ford next year. With Carolyn Grant-Sale supposedly having a Formula Three ride this year as well, don't try to tell us it's only a man's world!

● The Tippings of Monteagle Motors were in *Kuwait* a couple of weeks ago for a race meeting - apparently Kuwait is quite a good market for their Eagle chassis.

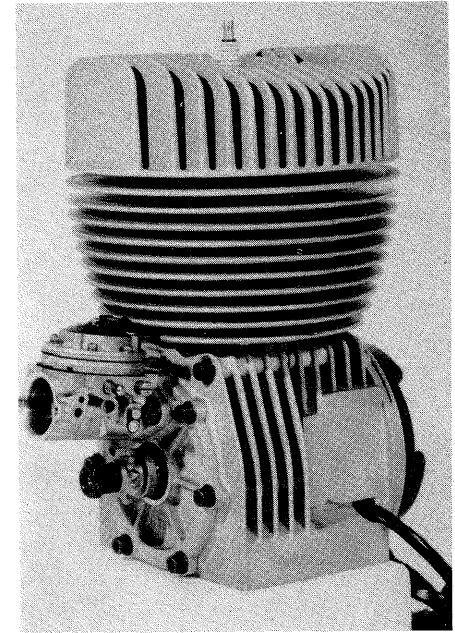


Interim Engine Homologation

It appears that the RAC have won a battle for the two English engine manufacturers who missed out on homologation a year or so ago, under very dubious circumstances. Providing that 25 samples of each engine were at the RAC headquarters at 6pm on Sunday 11 February, it looked as though both the TKM and Zip engines may be added to the homologated list - thus permitting their use at International level. The two companies concerned were only advised of this six and four days respectively ahead of the deadline (?), but as we go to press, it appears they both made it.

This opens up more export markets for both companies, and would at least suggest a positive achievement by the RAC!

All being well the Zip (left) and TKM 100cc engines will be competing in International events worldwide.



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TZ small end	£1.56	RD clutch crank seal	£1.77
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TD3 inlet spacer	£3.77	Femsa ignition system	£101.52
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34mm Mikuni carb	£44.84	Motiv Yami exhausts	£102.06
TZ con-rod kit	£24.03	G.B.R.D. Yami exhausts	£90.72
TZ rod T/washers (2)	£1.40	D.I.D. Superkart chain	£8.64
TZ big-end	£7.01	Parts manual for DX/TD3	£2.97

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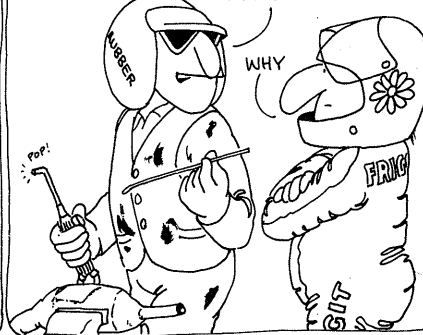
**Sandy Taylor
Lonmay 2554**

FRIGIT

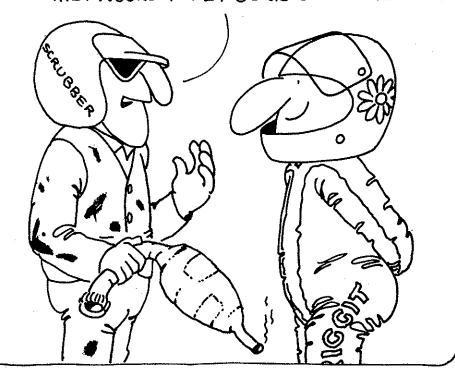
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-----------------------------------------------------------------	---------

Two piece single layer navy blue Proban rally suit	£27.00
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-------------------------------------------------------------------------	--------

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Standard	£9.18
Eye Hole	£11.34

NOMEX

Standard	£8.21
Eye Hole	£10.37

HAWKSPORT NOMEX

Double layer standard	£12.96
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Gloves

ROAD & RACING NOMEX

3 layer - orange, blue or red	£26.46
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Short (s,m,l)	£4.86
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WESTOVER

Fig. A: 3-layer blue Nomex laminated boots

Fig. B: leather with Nomex lining

LINEA SPORT FPT

Not illust. Boot with leather/FPT lining

Fig D: Ankle boot

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2 layer Nomex

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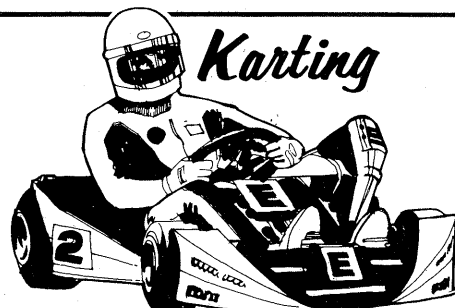


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Karting

SPORTAC KART LEATHERS

Red with white stripes
blue with yellow stripes
Green with yellow stripes
small, medium, medium/large, large
Extra large

£97.20

£111.80

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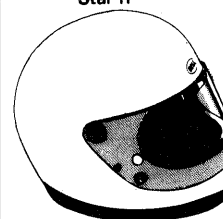
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Star II



Star II

Star II SW as above, with small window.

Star II XFLS - flame retardant lining and life support manifold

Star II XFLS SW as above with small window

Star II XFLS TW as above, with twin windows

Magnum II

Star I Visors - clear, green, yellow smoke

Star II Visors - clear, green, yellow smoke

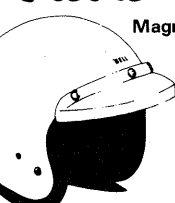
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2 1/2mm Safety Visor for all Star II range

clear only

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Magnum II

Visor Stud Kits

Fog Free

Peaks

Helmet Bag

Pro Bag

Star II SW

£64.95

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£1.08

£1.08

GRIFFIN

Clubman HP (2495/77)

Anti-Mist - ILC Vari-Clear, 6oz.

Visors - Clubman, clear, brown, yellow

GP

Kit to convert Clubman to GP

GP tinted strip - brown, yellow

Peaks

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(small) £11.88

(large) £16.20

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TD3 - 3ft length

TD6 - 6ft length

TD13 - 13ft length

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TIMING EQUIPMENT

Cronus

Olympia single event

3S Split action

3T Taylor action

3ST Split/Taylor action

LC 20D

Carry Case for above models

Cronus 1

Cronus 2

Cronus 2D

Carry Case for above models

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Microsplit 320 Split action

Microsplit 325 Taylor action

Microsplit 420 Split/Taylor rechargeable

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£79.50

£9.75

£81.00

£81.00

£114.32

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Microsplit 420/430 Carry Case

Microsplit 230 Split action

Microsplit 235 Taylor action

Microsplit 120 Split action

Microsplit 400 Single event

£89.64

£14.53

£53.50

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£49.70

£50.25

MISCELLANEOUS

Linear Sport FPT Rally Jacket - white & navy, ski-style, anti-gliss XS, S, M, L, XL

Masta Tyre Pressure Gauge

Sperex VHT Exhaust Paint - white, black, grey, silver, red, yellow, blue, green, orange

Tank Tape - grey, red, black, blue, white, green

WD40 - 1 1/2 ozs.

Stainless steel lockwire

Wire Twisting Pliers

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D-ring

Pit Signalling Kit - magnetic

Carriage on Signalling Kit

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Separate top and lower sections.

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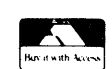
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ZIP SUITS — GLOVES — RACING BOOTS

We are happy to announce the opening of our new kart and motorcycle showroom in Peterborough city centre. Come and see our large range of new and used karts. All classes now catered for. If you want to win this coming season get your engine tuned by Tony. We also stock a large variety of engine spares and kart accessories.

For our opening bonus we are offering FREE assembly on all new karts
*Think about it and phone us on our new number at
Peterborough (0733) 45924*

Mini Ads

Sell (or buy) your equipment, spares, or whatever with a Mini-Ad. All Mini-Ads must be pre-paid, and will be inserted in the first possible issue after receipt. 5p per word, 50p minimum. Send your Mini-Ad, *clearly printed or typed* to: Kart & Superkart (Mini-Ads), Pindar Road, Hoddesdon, Herts. No responsibility is taken for printer's errors.

JUNIOR BRITAIN ZIP T70, disc, choice of two at £210 each. New Barlotti, rolling chassis new, never used. Goodyears £240. Class 1 Barlotti rolling chassis with disc £150. Choice of two WK K77's with tranny, at £140 each. Ex Butty RD Yamaha, reconditioned bottom end £299. Wales Karting (06463) 3838 or 3090.

125 NATIONAL CLASS NEW HONDA CR125 M3 engines, complete with exhaust, carburettor and ignition system £475. Worcester (0905) 422920.

KART TRAILERS: Single and double. R.J.H. trailers. The Grove, Corby, Northants. Corby 4324.

ZIP SILVERSTONE 72. 210cc Upton Manx engine, tran. ign., disc, brakes. Unused in last six months due to marriage, £210 ono. Waltham Cross 21037.

SPRINT 106 RS. Late '78 chassis, used three times. Complete with Bridgestones, £245. Hornchurch 57684.

ZIP ESPADA YAMAHA YDS7, fairing, discs, Goodyears, front tank. Less ignition and carbs. £400. Chelmsford 60173.

BM ROLLING CHASSIS, International 106cm, Europa 102cm, both on Bridgestones. In immaculate condition. Lap record holder. £200 each or £250 with K88. 082369 399.

BURGESS D5 BULTACO, twin Tillotsons, transistorised ignition, Motov exhaust. Just rebuilt by Burgess, £100. Kart trailer with large spares box, or easily converted to double trailer. All legal lights etc., £40 Ray Miller, Stanford-le-Hope (03756) 41649.

BM INTERNATIONAL KART £225, Parilla SS20TT, new liner, rod etc., £140. K88TT £100. Both complete tranny and carb. Offers Teignmouth 4302.

BIREL 100 NATIONAL with Manx fully tuned, rebuilt. Any trial - 8 trophies in 1978 with this outfit, £275 ono. 0904 794915.

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BLOW MARTIN HINES INTO THE WEEDS! With my RD 250 Yamaha, spec. include works type matched barrels and heads fitted new 97 pistons and rings, TZ rods and main bearing. Roller clutch with special plates S/C primary gears. Late type gearbox with usual modifications. Motor complete ready to fit, with Femsa ign., Mikuni carbs with pro-bowls and set of jets, also works exhaust with new Stoner silencers. Motor not run since complete rebuild by Merlins with all bills. *Only* for sale due to f.o.c. motor by Merlins. Contact Rae Davis at work on 01-570 5342 or evenings 01-570 8483, or Roy Wooldridge at Merlins on 01-560 0694. P/Ex. car or van W.H.Y. Cash adjustment only £600-99.

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MANY SECONDHAND BRIDGESTONES/Dunlops/Sirios, plus wets available at knock out prices. Most on rims. Also over 20 second hand karts/engines in stock - from £200 upwards. Sisley Karting, 6 Manse Parade, Swanley, Kent. Swanley 67121.

continued...

Hermetite Press Day

Hermetite Products Ltd., recently held their annual press day at their premises in West Drayton, to formally announce their sponsorships in sport for 1979.

The company have dropped their sponsorship involvements in car racing, and are developing further into motor cycles, karting, and a new field - golf. Their tie with karting is renewed with the two man Superkart team remaining the same as last year, headed by Martin Hines and Paul Elmore. The Hermetite Golden/Zip Kart team will this year be sporting a gold based colour scheme - so you won't miss them in a crowd! Silverstone's British Kart Grand Prix will again be co-sponsored by Hermetite, in conjunction with the Daily Express.

Although the team had two 'standard' Superkarts on show, the news is of course that 'ground effects are coming!' Since Silverstone last year, design and development has apparently been going on in the background, aimed at producing the Lotus 79 in miniature.

TT specialist, Alex George, will contest leading bike events in the UK after a year or two chasing the Continental circuits. He will ride one of the unique Caviga 500cc machines - in the same gold livery as the kart team.

Golfer Pip Elson will also receive personal sponsorship as he competes on the Continental golfing circuit.

Over 100 journalists, business people and personalities made the occasion a great success.



Alex George (left), Martin Hines and their equipment were on show at the Hermetite press day. Gold everywhere - like Aladdin's Cave!

*If it's news
drop us a line,
or give us
a ring on
Hoddesdon 44201*

The Kart and Superkart 100 National Championship

As we expected, the kart trade has responded en masse, in supporting what looks to be a super series.

The final round at Kimbolton will already see well over £2,000 worth of cash, prizes, and trophies given out, and we hope to have more arranged before the series kicks off on 8 April. The generous support of the manufacturers and retailers will see a prize list containing: 3 kart chassis, 3 kart engines, a Boeri racing suit, and a superb LCD wristwatch/stopwatch PLUS of course the prize money which is already up over £500! !

Our thanks already to:

Ray Davies Autos
Redhill Racing
Zip Karts
Bruno Ferrari
Brian Wilson Engines
Fullerton Racing

Dartford Karting
Sisley Karting
Talan Insurance
D.M.A.
John Mills

Support our sponsors - they're supporting you!

Round One Tilbury - 8th April

Entries accepted NOW!
(Closing date 3 APRIL)

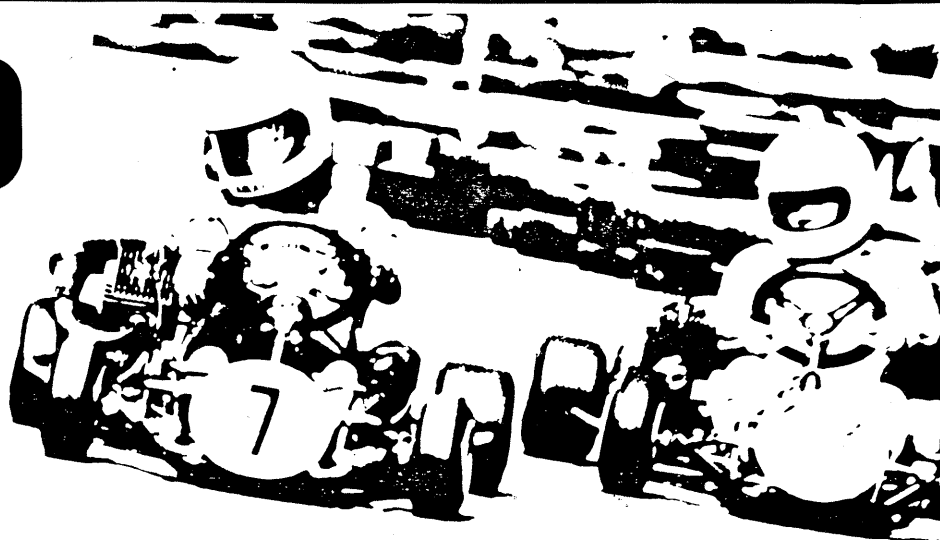
Enclose: ● Name and address
● Club
● Sponsor (if any!)
● Make of kart and engine/s
● Entry fee

Entry fee - £6
Send to: The Competition Secretary,
London Kart Club,
Mrs Sandy Howarth,
Startline Motors,
418-420 Katherine Road,
Forest Gate,
London E7

Dartford Karting's Mark Treadwell must start as favourite for the Championship, following his recent string of successes. Can anyone beat him on his home track?



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D.I.D racing kart chain is designed especially for karting, making use of the advanced engineering developed to produce motorcycle chains. D.I.D brings the best performance and the longest life for your kart.



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ZIP TUNED YAMAHA MOTORS 125cc, 250cc
PARTS FOR ALL KOMET, PARILLA, DAP, BM, MANX
AND ZIP MOTORS

MOTOR TUNING AND REPAIRS

New 210 Drive

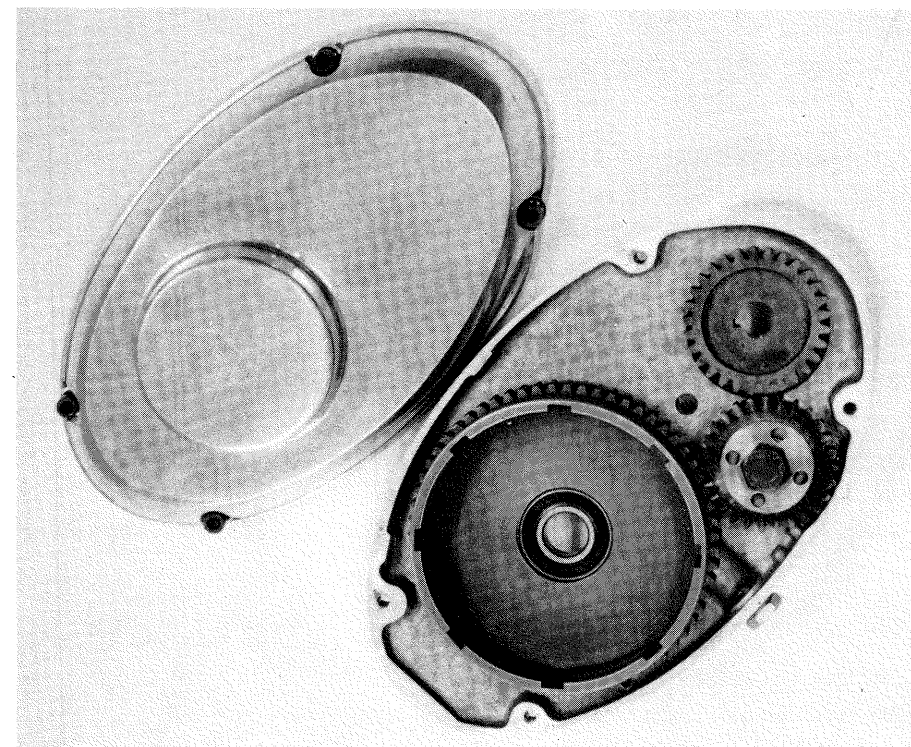
Startline Motors have a Villiers gear primary drive ready for the market. Consisting of crankshaft and clutch gears, idle pinion, a special 25-tooth final drive (running in an extra, supporting bearing), and the cases, it is expected to sell for about £100.

Alterations are being made to enable the use of the original final drive, which should bring the price down.

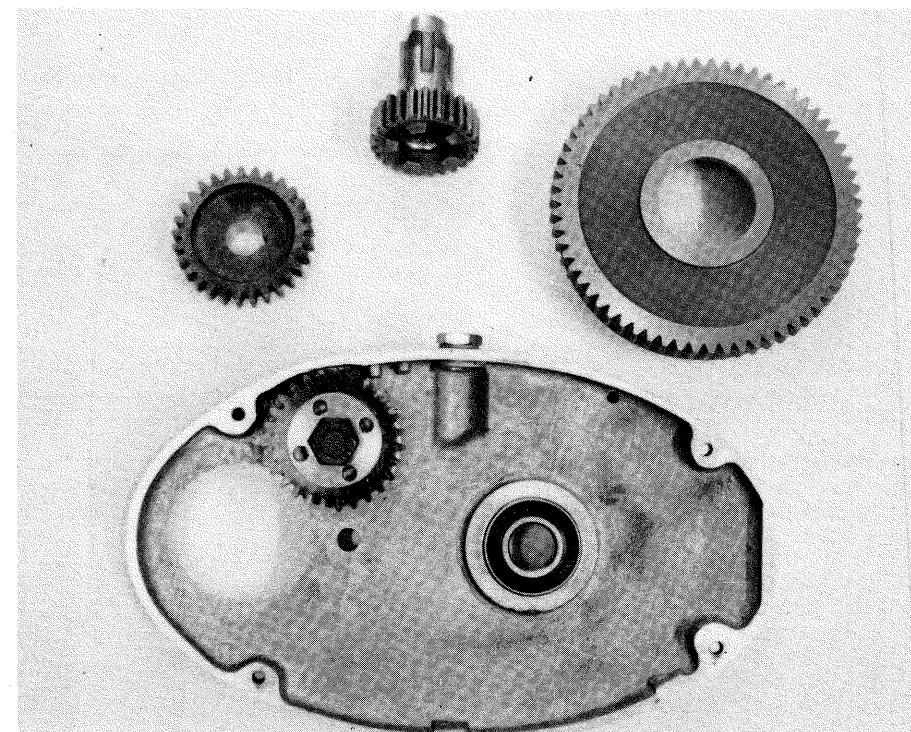
Other changes in the system, mean that the idle pinion is now bolted in, not relying on the outer case, to stay in place!

The system has been tested in several 210 engines with a noticeable increase in performance and the life of clutch plates.

A 'half-way' conversion should be available shortly to those who don't want to expend the money on the whole kit. It consists of the cases, and the extra final drive bearing, which helps the old chain drive along quite a bit!



Above: Startline's new gear drive for the 210 brigade, with four bolt case cover removed.
Below: Disassembled, also showing the 25 tooth final drive. Note the idle pinion, bolted permanently in place.



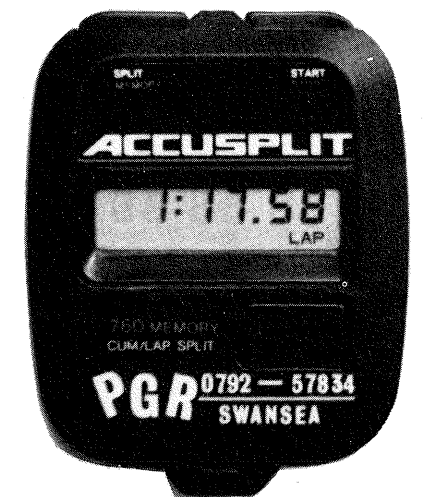
Stopwatch News

We have just seen a new range of electronic stopwatches from the American *Siliconix* firm, known as the *Accusplit* range. The Accusplit sets new standards in lightweight, miniaturised, shock-proof watches, with a minimum number of buttons that perform a lot of interesting jobs.

Probably the best application to karting is gained with the *Accusplit 760*. Weighing only two ounces, and less than 1/4 in thick it performs all the usual split time functions. In addition it will give a total time at the end, and also store in its memory the last four lap times, which it will display on request. This last function makes it eminently suitable for practice timing.

The *Accusplit* has a liquid crystal display and is powered by batteries with a four-year life. Priced at around £55 it looks good value. Peter Grove Racing, 176 Hanover St, Swansea are distributors, and trade enquiries are welcome.

The Accusplit 760 is only 2.6 inches long by 2.2 inches wide!



In a word...

● Work is progressing at *Motivation* on new exhaust systems, designed to meet the stricter RAC regulations. Testing of course has been held up considerably by the appalling weather, but initial results seem very encouraging.

● A new member to the trade. Jack Armstrong Motorcycles are Yamaha dealers, and are now offering preparation and spares for Yamaha kart engines, including a 24-hour crankshaft service. The firm will be backing Jack, and Robert Johnson in a two-man Superkart team this year, with motors prepared by themselves of course. The make of chassis is yet to be decided.

● Zip Karts have an extensive new catalogue available, with details of all their karts and karting accessories. Anyone wanting a copy should send 75p to: *Zip Kart, Pindar Rd, Hoddesdon, Herts.*

● Fullerton Racing announced that they are now British distributors for Birel Karts and Komet motors. Mick Fullerton should by now have stocks of both available.



Visit "Team Schemes" T-shirt shop for the following:

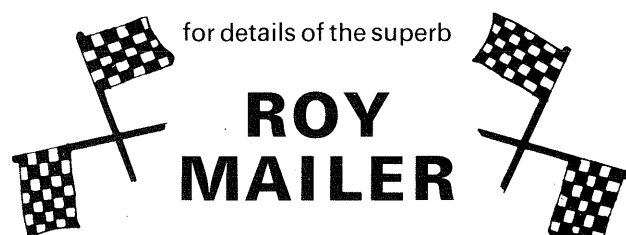
- T-shirts – printed, plain, transfers
- Sweat shirts
- Embroidered Badges '1 offs' welcome
- Stickers
- Anoraks – stock or 'specials'
- Any personalised work undertaken

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All engines stripped and
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SS20TT with Trani – own personal
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The new superb EAGLE Kart chassis is now available at £360 including VAT

Main agents for the



engine by Hewland complete with the superb built-in
reduction gearbox to improve performance and reliability

3 Port Engines £185
5 Port Engines £195

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JNR BRITAIN
1st Kevin Warner
Eagle Chassis (Club Champ)
2nd William Hewland
Eagle Chassis

100 NATIONAL
1st Guy Tipping
Eagle/Arrow
2nd Mo Klintermack
Eagle/Arrow

100 INTERNATIONAL
1st Guy Tipping
Eagle/Arrow

NEWS!

A version of the Arrow has just been homologated for

100 BRITAIN
100 JUNIOR BRITAIN

Orders now being taken

Class I Spares Always Available

Watch for Our Trade Van At Race Meetings

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MONTEAGLE LANE
YATELEY, CAMBERLEY,
SURREY
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RACING

We've been quiet for a while whilst we have completely reorganised our racing stocks and loaded them into our computer stock control system. We believe that this move now makes us world leaders in the distribution of kart racing spares. Check out our prices:

Villiers

Exhaust front bend £1.80
Surflex clutch plates £3.30
Powermax pistons £10.00
Blank liners £9.00
Ported liners £14.50
Powermax ring sets £4.50
CAF head gaskets 40p
Carb rubbers 50p

Chassis parts

Quick release Class I
mounts £9.05
One only sprint RSI rolling
chassis C/W Goodyear/Carlisle
tyres/tubes £320.00
Class I engine mounts £6.50
Class I engine mount
clamps £1.00
Barlotti IV tanks £12.50
Barlotti type fairings C/W sub
frame £25.00
Barlotti floor tray £7.25
Barlotti HT rear axles £7.00

Accessories

Class I and IV axle
sprockets £2.50
Plastic finger guard 70p
Alloy steering columns to suit all
Zip karts £9.00
Fuel regulators £12.50
Regina 115BC £3.50
Alen bars (4 in 1) 4, 6, 8 and
10mm £3.60
Trolley wheels £3.00
Plastic finger/chain guard £1.75
Alloy I coil bracket £2.40
Alloy finger guard/coil
bracket £3.75
De luxe kart stands £9.60
Timing gauge C/W
adaptor £15.00
Renold link extractor £6.03
Ignition pullers (Femsa/
Motoplat) £2.00

Clothing

Leather boots (all sizes) . £12.00
Vinyl boots (all sizes) . . . £7.00
Leather gloves £7.00

Class IV and Yamaha

Femsa C/W back plate . £100.00
Yamaha Motoplats £90.00
23T Yamaha engine
sprockets £7.50
TR8 £2.50
DK90 £5.25
Axle cams (1in and
25mm) £4.40
Hepolite/Yamaha piston
rings £1.40
Motorcraft plugs 70p

New Karts

Barlotti 79B 250 c/w
Goodyears £450.00
Barlotti 79B 250 c/w
Bridgestones £485.00
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Dear Sir,

Please find enclosed a copy of a letter sent to the RAC airing the views of our club members over the tyre situation:

At our recent AGM great dismay was shown by all our members, over the new proposed tyre regulations, and at their request I am writing this letter to air our views on a most unsatisfactory situation. Our complaints are itemised below:

BRITAIN CLASSES – *Are drivers to throw away perfectly good Goodyear tyres from Jan. 1st and switch over to a tyre many regard as unsafe? New drivers may have just purchased Britain outfits before these regs. came out, and now be in a state of total confusion. If £10 is to be the tyre price limit, why, oh why cannot one choose from the complete restricted list? Carlisle 11x6x5 and the American Goodyear of the same size are both available around this price.*

NATIONAL CLASSES – *Only complaint here was what happens to the 4in wheels?*

INTERNATIONAL CLASSES – *We feel that this class should remain open. How are top drivers supposed to get in useful practise for foreign competition when the handling characteristics are going to present enormous problems with restricted tyres. Also top drivers will keep away from circuits like ours and that would be detrimental to everyone in a similar situation.*

WET TYRES – *Used as little as possible therefore hardly worn, are these to be discarded if of the wrong specification.*

If by June 1st drivers still have only slightly worn tyres, are these to be thrown away or can they be code marked by scrutineers or someone similar?

I do hope you appreciate that this letter is not sour grapes but an honest appeal on behalf of our karters for some common sense to prevail.

A. ASHTON
Sec. Hemel Hempstead K.C.

Dear Sir,

I have recently obtained a copy of the first edition of your magazine and may I, as I am sure have many others, offer my congratulations on an attractive and well produced publication, which I am pleased to note is not apparently biased towards the Zip Kart Organisation as has been suggested it would be. I read with interest your summary of the new RAC regulations and would wish through the medium of your magazine to voice certain opinions which concern all in the sport – opinions not only of my own, but of many others referring specifically to the recent actions and apparent attitudes of the RAC. Whilst I appreciate that this organisation has an extremely difficult task in pleasing everyone, I feel that their recent decisions in respect of tyres for various classes in 1979 have pleased no-one, and would appear to have been such as to finally drive many people out of karting.

Whilst it is accepted that any regulation which is brought in for safety or environmental reasons (i.e. the new silencer regulations), is fair and reasonable and will be accepted as such, I would have suggested that it would also be reasonable to expect that in the current times of rapidly rising inflation and falling of general living standards, the RAC would have done everything possible to minimise costs in our sport wherever practical and also would have wisely taken account of the observations of the grass roots representatives at the last Kart Conference. On the matter of tyres, that one class should be limited to one make of tyre, and at the same time make redundant the use of 4in front wheels, which were almost universal until approximately 18 months ago, is I consider intolerable and against the best interests and the wishes of karting. The simple and straight forward method of controlling the costs and type of tyres to be used in the various classes of national racing is to obtain from the manufacturers or importer a

full list of their tyre sizes and compound together with a copy of their recommended retail price list, to then publish this list with a statement that the tyres for any particular class may not exceed a given cost and thereafter it is open to the competitor to use whatever make and type or size they wish, provided it follows within the prices stipulated.

That a competitor should not be permitted to use a tyre which is either cheaper or of a larger size than that stipulated in a given class is beyond my understanding.

Furthermore, it is the unanimous feeling, from my observations of the last Kart Conference, that the tyres for International classes should remain totally open. Why have the RAC not heeded the wishes of the meeting?

Whilst I take it on myself to criticise the RAC on specific points, there may be more points on which I would do so. However, the full 1979 Blue Book is still awaited by both licence holders and stewards which prevents this. I must admit to be a staunch supporter of the principle that the sport should be controlled by one body and one body only and I feel that this should be the RAC. Whilst many may criticise the organisation, surely the object must be to put right what is wrong within that which exists, and not to create second organisations.

I refer in this specifically to the newly formed *National Association of Kart Clubs*. Whilst the basic object of this organisation is given as 'the improvement and common good of karting for the karter' it is my sincere hope that this object is kept in the minds of all members of this Association, and they do not develop as a rival to the RAC or I fear we may end up as a divided sport, squabbling among ourselves, unsure of which direction we travel, and quickly becoming extinct. I would repeat again, if there are felt to be problems with the RAC let us take that organisation to task, root out by democratic means any members of the committee who we feel are not reasonably upholding the wishes of the karting competitor, and substitute people who will uphold these wishes in a fair and reasonable manner.

JOHN T. ANGUS
Corbridge

Dear Sir,

I have read the first edition of your new magazine and want to congratulate you on it. I hope you are able to continue.

I have also read the various reports on the new tyre regulations. I accept that there should be a governing body for the sport and that the RAC is the most appropriate body. I agree that they should have power to make regulations including tyre regulations after consultation.

But I really do feel as do most karters that there should have been longer notice of the intention to change the regulations. Tyres are expensive and it does not seem to make economic sense to pass rules at short notice which would result in perfectly good tyres no longer being usable.

ALASTAIR MATHIE
Kilsyth

Dear Sir,

May I reply to Terry Fullerton's letter in the February issue of this magazine, in which he quite rightly points out my somewhat clumsy wording of part of a recent advertisement of mine in 'Karting Magazine'. The message intended under the heading T70-TT was 'that Terry Fullerton used modified versions of the T70' – not 'that I modified versions of the T70 for Terry'. As I am sure most people are aware, the credit for Terry's motors goes to Angelo Parrilla of the DAP factory – Milan, who have prepared and supplied motors for his use.

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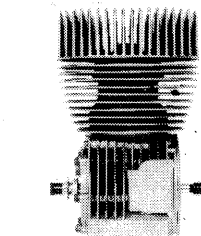
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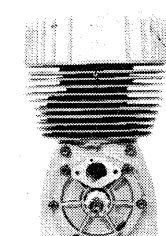
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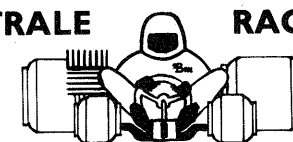
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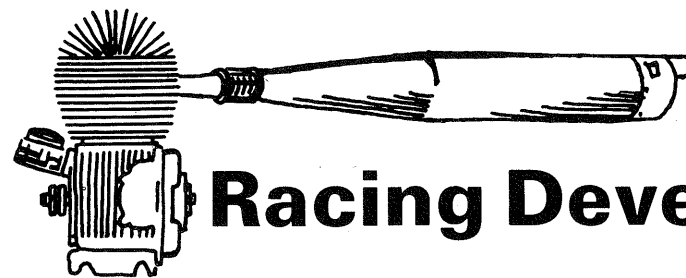
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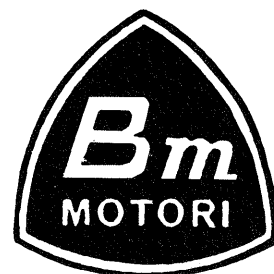
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Dear Sir,

I have just read the first issue of Kart and Superkart and feel I must congratulate you on a slick and professional presentation. I am sure that if the magazine can maintain this initial high standard, it must succeed, and this can only be of great benefit to karting.

I was distressed to read of the formation of the National Association of Kart Clubs and wondered how the people who started it off could have sent invitations out to all those clubs listed and yet overlook completely the existence of Surbiton Town Kart Racing Club, one of the oldest (if not the oldest) and almost certainly the best club in the country!!! Surbiton has nearly one hundred and fifty members at the start of 1979 and this figure has been growing steadily for the past several years, so, if the Association really does want to represent the views of the majority of karters, then we at Surbiton look forward to hearing from them in the very near future.

It is very easy to criticise the efforts of others but much more difficult to be constructive in that criticism. I have been driving karts since 1960 when a group of us who owned Clintons and JLO's rented a track from Southampton Council for two pounds a week. Since then of course, as everyone knows, karting has progressed steadily and developed into a highly sophisticated, international form of motor racing. However, sometimes I feel that this very progress has excluded the less affluent karting club member, who, as you so rightly say, is the backbone of our sport. If I have a criticism of *Kart and Superkart*, it is that I think more of your publicity machinery should be directed towards the restricted meetings. To leave it to one paragraph inviting clubs to promote themselves is not enough, because the result is likely to be unprofessional and out of keeping with the rest of the magazine. So much good racing takes place on the club circuits, how splendid it would be if that racing had the professional publicity it deserves.

Wishing you every success in the future.

J. W. TUCKER
Long Ditton, Surrey

Kart and Superkart is produced by a team of two, (plus an office girl!), so covering the myriad of club meetings ourselves is obviously a physical impossibility! We are kept fully occupied covering just the bigger events, and putting together the newsy side of the magazine.

Your point is appreciated, but I am afraid we must rely on club P.R. people to help us with the club side of the magazine. We hope that our own approach will inspire them to submit their coverage in as professional a way as they can.

ED

Dear Sir,

May I, through your excellent and stylish magazine, express some of my thoughts on a recent decision I made concerning my racing career. The decision I refer to, is one I made at the beginning of January this year, when the possibility of designing and marketing my own chassis on a world wide basis was put to me by DAP of Milan, Italy. DAP would manufacture the karts in Italy, and I would be the sole World agent for these racing karts. I accepted the offer and the karts should be on sale before the end of May, 1979.

As you know, for the last eighteen months or so, I have been under contract to Zip Karts of Hoddesdon as number one driver and development engineer for their 100cc racing karts. My time at Zips was very enjoyable and fruitful, in as much as I believe between Mark and Martin Hines and myself, we produced a kart which proved itself to be capable of beating the best in the World, on more than one occasion.

I would like to make it clear to every body that my decision to leave Zips in no way reflected any dissatisfaction on my part with the karts and equipment at my disposal, which were always of the highest order. My reason for leaving was quite simple. I have always wanted to design and market my own racing karts and the opportunity has come up whereby I am able to do this in a convenient and professional manner, so I am taking it.

In closing, I would like to say that both Mark and Martin Hines will always have my respect, not merely because of the great honesty and friendship they have shown me, but because of the immense amount of good they have done for karting over the years. My thanks again to Mark and Martin.

TERRY FULLERTON
London

Dear Sir,

Margaret, David Junior and Mark would like to express their sincere thanks to all of Dave's karting friends for the many kind expressions of sympathy and beautiful floral tributes on the sad loss of a dearly loved husband, daddy and devoted karter.

MARGARET McCARTHY
Leyton

Ask us!

As part of our correspondence pages we will answer (or attempt to) your questions on karts and karting. If we don't know the answer we'll try and find an expert who does.

Dear Sir,

Would you be kind enough to answer me the following questions?

How and/or what one has to do in order to become a member of the British Karting Team (to obtain a green helmet)?

Who decides the members and how many there are in each class?

How many members per class represent Britain in an International event, and how are they selected?

Do all the British Team travel abroad together or does each individual make their own way and is any financial support given?

Finally, are the team members re-selected each year or having made the team are they always members?

I would be most grateful if you were to do this for me.

Congratulations on a magnificent new magazine.

BRIAN NOEL
Bracknell

We consulted Alan Johnson, Team Manager of the British four man 100 International team that won the European Championship at Hagen, with your query. The 100 International teams are where a place in the team is most sought after and where the 'selection' process is most evident. The make-up of the European Individual and Team events seems to change every year - but taking last year as an example, there was a four man European Team event, and the World Championship where a six man team is allowed. A Manager is appointed, who often selects the team, or sometimes the RAC Kart Committee selects the team. (This brings up the 'interesting' point that there is apparently a rule that says that the Manager of the World Champs Team must be chosen from the Kart Committee! The rather ludicrous result of this last year was that a man who may well be an experienced 250 Team

Dear Sir,

As a karter of some six years I welcome your magazine, which I find very informative, whilst bringing to the sport the professional approach needed if it is to carry on progressing and come more into the public eye as a popular and expanding sport.

I read with interest in your January issue of the formation of the National Association of Kart Clubs. It seems to me that if this Association is run along the right lines, it can only help the sport.

Perhaps the RAC will in future administer the sport in the way which the majority of clubs and karters want and not as they feel fit, against the majority wish. It is for karters that the sport should exist, not the RAC.

Whilst welcoming the formation of the Association, I would like to comment on the remark, quote 'Only 21, they must have forgotten someone.' I am unable to speak on behalf of other clubs, but as a member of the Bromsgrove Kart Club, may I say the first this Club knew of the formation of this Association, was the announcement in your magazine!

Surely, if this Association wants a voice to be heard, the more members the better.

B. D. GUNN
Cheltenham

Manager, but who had never had anything to do with 100cc teams, was appointed as Manager. On the day, it became apparent that the Manager didn't actually know what some of his team physically looked like...

These days selection is based not only on obvious ability, but also the ability to obtain the best equipment. A good example of this latter point was Hagen, where, out of the blue, a special Sirio tyre suited the circuit. Each of the British drivers, through various contacts, was able to line up with a set of these tyres on.

No financial assistance is given to the teams, or to the Managers for that matter, and individual members usually find their own way to the meetings.

A Junior team is selected for the World Junior Championship, and along with the two Senior teams mentioned, are the only 100cc drivers eligible to wear the green helmet with red, white and blue stripes.

There is occasionally a seven man team put together for unofficial team events, but this is not an official RAC British Team, and does not qualify its members for English 'colours'.

Once a year a 250 International Team is arranged for a Great Britain v South Africa event, but especially in the 'away' leg, it is more of a case of who is able to go.

Apart from that, anyone can compete abroad in International events, the only 'technicality' being that the RAC must 'vet' the entry, and decide ultimately the persons suitability to enter the intended event.

With regard to your final question: you may be forgiven for thinking that there are some 'permanent' British Team members, but the teams are re-selected each time. The ability of Messrs Fullerton, Allen and Wilson does more or less ensure their team membership at present - so four man team selection isn't too difficult!!

ED

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continued...

In a word...

● The National Schools Karting Association have announced that their 1979 Championships at Rye House will be sponsored by *Esso* to the tune of £2,000. The money will mainly be used to subsidise the entry and accommodation of the expected 500 drivers and 1,000 mechanics and pushers!

The meeting will be taking place over the weekend of 7 and 8 July, and the Association's organisers hope that their President, Jackie Stewart, will be on hand to present the prizes.

Enquiries (from school teachers only) to the Secretary of the meeting, Mr Keith Breach, The John Warner School, Stanstead Road, Hoddeston, Herts (with sae please).

● Beccles KC have been busily making track improvements at their Ellough circuit, in preparation for a very full 1979 season. Approximately £800 has been invested in the establishment of a new spectator area, spanning the length of the circuit; the provision of larger toilet facilities; and the modification of the paddock area with the emphasis on safety.

A hectic season kicks off with a Team Race meeting with the London KC on 18 March, with a return match on 27 May and other matches later on in the season.

Beccles emphasise that individual drivers, who are not team members, are very welcome to battle it out with the might of the club teams. Furthermore, as the Team Races proved to be very enjoyable highlights of last season for both Beccles and London KC's, Beccles welcome other clubs to team challenges.

Street racing around a French village? This exciting idea is becoming a distinct possibility for the London and Beccles KC's, who are presently considering sending a joint team of 100 Nationals to the village of Etté, near Boulogne, on 8 July. Some 125's may also be sent to this attractive event. Sounds fascinating!

The East Anglia Kart Championships have been given the official go-ahead from the RAC, and sponsorship is currently being sought for this meeting, which you can see at Ellough on 23 September.

Osel Engineering will again be sponsoring the Beccles KC Club Championships, with £100 open to the outright winner. The flag drops for this 6-round series on Good Friday.

Aspes UK Ltd, in association with Carlton Motors, have provided an attractive incentive for 125 Aspes drivers at Ellough, and the Beccles KC Long Circuit rounds, in the form of £100 plus a handsome trophy for the top Aspes driver.

Beccles D & D



Osel series winner Ian Beaumont and his 'engine tuner' display the £100 spoils.

The Beccles winners: l to r: Peter Tippell, Boyd Barrington, Ian Beaumont, Tony Campbell, Paul Carter and Roy Barber.



The Beccles Kart Club recently held its Annual Dinner Dance and presentation of trophies to Club Champions. Doug Hampson, Managing Director of *Offshore Systems Engineering Ltd*, of Great Yarmouth presented the trophies, plus the £100 cheque to the winner of the Osel series which ran throughout the year.

Peter Carter, the Club Chairman, also presented gifts to our hard-working ladies to acknowledge their fine support throughout 1978. In his speech he reported success for the club in 1978 and in particular he singled out our introduction of team racing with the London KC as being a fantastic success and expressed his hope of expanding this side of our activities in future.

The Club Champions were as follows:

Juniors	Gary Foster Jones
100 Nat	Ian Beaumont
125 Nat	Boyd Barrington
210 Nat	Gerard Williams
250 Int	Peter Tippell

The Perseverance Trophy went to Roy Barber.

The Perseverance Trophy is awarded to the person who has given his support to the sport against adversity. In Roy's case he returned to racing and Club work after a bad back injury received during racing.

THE OSEL SERIES award winners were:

1st	Ian Beaumont
2nd	Boyd Barrington
3rd	Paul Carter
4th	Tony Campbell

Ian Rushforth

London Kart Club Annual Dinner

The annual dinner dance and presentation of trophies was held at the Fairlane Motor Inn, Hornchurch, Essex on January 26. Over 200 drivers and guests arrived for the evening, none more determined than the ten from the French St. Omer Club. Their plane flight cancelled, they set off undaunted across the Channel by ferry and raced up the road from Dover, finally sitting down to dinner about 9.30pm!! Included in their party was French team manager, Yves Marguet, who obligingly presented the trophies.

Overall Club Champion, and first in 100 National went to Dartford Karting's Mark Tread-

well. Richard Weatherley was second in National, but as he was not able to attend, his trophy was collected by 'father' Bill Sisley...

Third, fourth, and fifth went to Tim Davey (Lane Racing), Tony Boyce (Dartford Karting) and Lee Crane (Sisley Karting) respectively.

Junior National Champion is Startline Motors entry, Gary Till, with Jackie Brown (Zip) and John Herbert (Sisley's) tying for second.

All these trophy winners so far have some sort of commercial backing - just shows how professional it's all becoming!

The Junior Britain award went to Dave Chitty,

with Robert Childs the runner up.

Finally, the gearbox brigade. The 125 trophy went to Vic Parrot, with the 250 title going to Superstar Frank Roberts. Trevor Gowers received the 210 trophy with Kevin Jones second.

The evening was spoilt a little by the few irresponsible people in the food throwing brigade. It really does the LKC's reputation no good at all, especially as it has happened in the past - to those whom it concerns, please pack it up.

1979 will be a busy year for the LKC with several big meetings planned. This includes of course several team events with our friends from France, and various British Clubs.

Tony Boyce

Kart and Superkart



(photo: Fred Scatley)

Alan Lane

Just over a year after he started competitive karting, Alan Lane made the headlines by winning the World Junior Championship. Into the Senior ranks and an association with Taifun karts saw some impressive results in the early mid-seventies, notably at World Championship level. After a disastrous year in 1976, the association with Taifun came to an end, and Alan, along with father Reg and brother Dave, moved into the manufacture of their own karts. The two years since have proved difficult and at times controversial, and have not given him a big win. However, Alan is surprisingly still only 23 and recent events have combined to increase his determination to succeed in 1979.

Alan Derek Lane was born on Guy Fawkes night 1955, in London, where he grew up and has lived since. The first contact with karting was when the family was on holiday in Jersey. They stumbled across some fun-karts, and after spending pounds, were hooked. Brother David was the first to get into competitive karting in 1967 with a Cobra Kart and a Parilla S13. Alan had the occasional practice drives, but it was 1969 before he began racing, with a Parilla powered Tecno kart.

Meanwhile at Stanley Park High School, Wallington, Alan became involved in the school swimming team, which apart from providing the first taste of competition, kept him very fit for karting.

1970, and already in the British Junior Kart Team, Alan and the family went to the World Junior Championships in Copenhagen. Amongst the opposition was the young Gabbiani, heading the Italian team, with the help and advice of the great Perngotti. (The wealthy Gabbiani is now a Formula 2 regular, looking for a seat in Formula 1). That weekend, however, belonged to young Lane. Driving a Barlotti Imp/K77 he set fastest time, won all his heats and took away the title.

After this success, things went quiet for a while as Alan moved into Senior racing at the beginning of 1972. The highlight of his 1973 season was 2nd at the 100 International Championship at Rye House, beaten only by Terry Fullerton, in what was to be his almost unbeaten, World Championship year.

The following year saw Alan's first successful World Championship, in Estoril, Portugal, result in a fine 6th place overall.

However, 1975 was probably the best year ever for Alan Lane. He was in the 'grandstand' seat to witness the titanic struggle in the British Championship final between Fullerton and Roger Mills, and the way those two were going at it, it's a wonder that Alan didn't end up as British Champion! However, third it was for him. By this time, he was in the middle of his two-year involvement with Taifun karts as their test driver. Alan rates this as probably the most exciting and enjoyable period of his karting career so far, and feels that both Taifun and Lane Racing benefited from the exchange of ideas.

continued...

The World Championship that year was on the special track marked out using part of the ultra fast Paul Ricard track in France. Anyone who was there will know just how dangerous it was. Alan destroyed one chassis in qualifying as well as bending his best one, so started the main part of the meeting with only his second best frame intact and the best one straightened as best as possible. The rest of the meeting was highly successful. After two finals, Alan lay second over-all, and was running second to the incomparable Goldstein in the third, when one of the side bars broke off, taking the throttle linkage with it! This let in Elio de Angelis to closely take second over-all from him. Naturally, Alan rates this meeting as his biggest moment, overcoming the problems presented by the most dangerous track he'd ever competed on.

However, the year wasn't all roses - Alan can recall a nasty incident on the way back from the European Championships in Poland. With brother Dave, Alan Johnson, and father Reg at the wheel, they went off the road three miles from the Czech border. Reg had been driving non stop for 11 hours and tiredness took over. The car, with two karts on the roof, plunged down a bank between some trees! Fortunately no one was hurt (though Alan Johnson aged instantly!), but the karts flew off the roof and were smashed to bits against the trees. Such are the perils of being a regular British Team member - with thousands of miles of road travel every year!

After such a good year in 1975, 1976 was, in comparison, a disaster. Nothing went right. At the end of the year the decision was made to expand Lane Racing into chassis manufacturing, and Lane karts were born. The parting with Taifun was amicable, and the Schöfer family are still great personal friends of the Lanes.

As anyone who has worked to set up or expand a business will know, time for other things is very limited, and it would appear that Alan's racing preparation has been one such thing to suffer since then. He has generally not arrived at meetings with everything as

well turned out or prepared as you might expect with a top driver, or indeed as Alan himself would expect, and the results have on the whole shown this.

One obvious exception was the 1977 World Championship in Parma. It was here that Dunlops produced their answer to the Bridgestone tyre, and having hastily adapted the Lane chassis somewhat. Alan was ultra competitive. The meeting went well, with Alan lining up for the first final on grid 4, after some good consistent heat driving. At this stage Alan was confident, feeling that he still had a bit tucked up his sleeve with regard to speed. Early in that final he slotted into third, but his Championship chances collapsed totally when the engine unexpectedly snapped its con rod.

The Dunlop tie-up has certainly helped at times, but there have been other times when it has definitely been a handicap. The type and compounds of Dunlops available in 1978 did not suit the majority of tracks and conditions and Alan could often be seen struggling on obviously unsuitable tyres. Whilst the loyalty to Dunlop is to be admired, it is to be hoped for his sake that they (Dunlop) strike the right combination more regularly this year.

This and other sundry problems made 1978 a virtual non-year for Alan Lane. For the first time in years, the four-man British team was announced without his name being included. Then, shortly before the World Championship, Lane Racing was involved in the controversial illegal fuel business at the 100 National British Championship meeting. Enough has already been written, and certainly enough said, about this - so let's just hope that lessons were learnt on both sides.

Alan was included in the World Championship team, but right from the start never looked to be anywhere near as competitive as we have come to expect at this event. The end came as he drifted back through the last chance repercharge race and the exhaust system fell off. The resigned look on the Lane faces told it all...

It is probably a bit unjust to write off 1978 in total, for there were the odd bright spots where things clicked. Immediately after being dropped from the four man team, Alan walked away with the Champion of Champions meeting at Rye House. But overall it was

The Lane Team 'used up' their sticky Dunlops in the preliminary time trials at Parma, so went to Bridgestones for the main timed laps.



Club PR people are invited to submit suitable coverage of their events, with photographic support if at all possible, as soon as possible after they take place. Anyone can ring us on Hoddesdon 44201 with snippets of news, etc, at any time.

Tilbury New Year Freeze!

The first race meeting of 1979 was held by the London Kart Club on Sunday 14 January. Because of the cold, miserable weather, only 60 drivers turned out to brave the elements.

JUNIOR BRITAIN

Steve Brogan drove very well to win both heats with the runner-up positions going to Paul Dryden and Lee Cranmer respectively. Brogan led the final from pole position, but was soon passed by Lee Cranmer and later by Robert Childs. Cranmer pulled steadily away to an easy win.

1st	Lee Cranmer	Kestrel/TKM
2nd	Robert Childs	Zip/Parilla
3rd	Steve Brogan	Zip/Parilla

JUNIOR NATIONAL

Dave Evans and Gary Foster-Jones each won a heat, but Evans took pole for the final with a better place in his other heat. He got the best of the start and was away to a comfortable win, but Derek Higgins got the best of Gary Foster-Jones for second.

1st	Dave Evans	Zip/Arrow
2nd	Derek Higgins	Zip/DAP
3rd	Gary Foster-Jones	Zip/Parilla

100 NATIONAL

Wayne Homer won both heats and the final in this group, but his results were not allowed to stand as his tyres were not the wishes of the club. However, he was awarded a trophy.

The amended heat results saw Lee Crane and Roger Moth as heat winners. Crane initially led the final, from a group battling for second, consisting of Roger Moth, Stuart Ashwell, and Terry Lilley. However, Mark Treadwell, from grid 13, soon made his presence felt, and completely out-drove the opposition to come through and win from Lee Crane, Roger Moth and Terry Lilley.

1st	Mark Treadwell	Zip/Parilla
2nd	Lee Crane	Kestrel/Parilla
3rd	Roger Moth	Romoth/Arrow

100 NATIONAL (Continental)

1st	Wayne Homer	Kestrel/Parilla
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210/250 NATIONAL

Trevor Gowers won both heats and the final in the 210 class, with Frank Roberts taking the honours in the 250's.

210 National:		
1st	Trevor Gowers	Star/Villiers
250 National:		
1st	Frank Roberts	Blow/Montessa

100 INTERNATIONAL

John Gravett won both heats and the final in this poorly supported class, with Mick Worth taking the runner-up spot on each occasion.

1st	John Gravett	Zip/TKM
2nd	Mick Worth	Zip/DAP

100 NATIONAL NOVICES

P. Clarke won the first heat, with G. Dare taking the second. Clarke won the final after a spin by Dare, letting G. Jackson into second place.

1st	P. Clarke	Sprint/Komet
2nd	G. Jackson	Sprint/Komet

TONY BOYCE



Wayne Homer finished first in all the 100 National races, but was not awarded the first place trophy as he was using Continental tyres. (Photo: Dennis Callingham)

100 National Final - Roger Moth temporarily holds off Mark Treadwell. Treadwell's decision to run dry tyres on the drying track obviously paid off. (Photo: Dennis Callingham)



In a word...

● The BBC is filming the junior events at Morecambe on 4 March for their *Stopwatch* programme. Sponsorship for this project comes from BIA, the World Cup Sponsors. Incidentally, this meeting replaces the one scheduled for the Three Sisters track on the same day.

● The Three Sisters track has run into a problem. Though built by the local council, they apparently didn't build any toilet facilities! Now the Health Department won't let meetings go ahead until satisfactory facilities are installed, either permanent or temporary. The various clubs who intend using this circuit hope to have something sorted out soon, but in the meantime the 4 March meeting is off and has been transferred to Morecambe.

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PROFILE

a year that I imagine Alan would rather forget (race-wise anyway!). Alan is now looking forward to 1979, hoping to be able to put more time into his own kart preparation, and thus hopefully re-establish himself in British karting.

Away from the track, most of his time is taken up with the family business, but on the odd occasion when there is time to relax Alan enjoys a meal out, or a movie. A little over a year ago he was married (honeymoon in Zingonia, near the IAME factory, would you believe!) and now has a baby boy, Ryan.

Alan plans to be in karting for quite a while yet and is after those elusive British and World titles. Like most top kart drivers he has inclinations towards car racing, but as in the majority of cases, money is the deciding factor. He is one of the people who see karting dividing amicably into two categories – the club side and the 'pro' side. He also feels that with the ever increasing cost of International karting, more substantial prizemoney is needed to boost the sport and create public awareness of it. However, he hopes that Junior and National classes will be kept on a more or less amateur basis, and that both club and 'pro' racing will be able to co-exist.

We recently had a few words with Alan and asked him a few questions we thought of interest;

K&S: What sort of support do you get from the Parilla factory at International events?

A.L.: The only thing I get in the way of help from the factory is the use of motors for European and World events – which I have to give back afterwards.

K&S: At the World Championships, for example, at what stage of the meeting do you get the motors?

A.L.: We normally get them just before the beginning of the meeting – sometimes I have to do half an hour's running in on them, so they give me them sort of last thing in practice.

K&S: Why, after your most successful period, during 1974 and 1975, did you decide to leave a fruitful agreement with Taifun and produce your own kart?

A.L.: We decided after Hagen, late in 1976. We'd had a very, very bad year, and the cost of the Taifun to sell in England was getting very high, due to the bad exchange rate. Testing was also a problem – I always had to go to Germany to test, instead of being able to test here. So we decided in the end to try and make our own kart.

K&S: As I said, your best years certainly seemed to be '74 and '75. Since then, though you did qualify well at Parma, things haven't gone as well. Any idea why?

A.L.: We've had good and bad. Over the last few years we have had perhaps more of our bad luck than we should have, but I think we've not put enough effort into racing. We've been trying to build up the business more than anything, and so perhaps haven't put enough emphasis on preparation for racing, but hopefully this year we will be able to put more effort into the racing side of it.

K&S: One thing that has helped you at times has been the tie-up with Dunlops. What arrangements do you have with them and how does it work?

A.L.: There is a problem with Dunlops, and that is that they are very slow in getting anything new on the market. We do test for them, but they don't send that many tyres over, because they seem to test them mainly in Japan – so Dunlop in England don't seem to be able to get enough of the test tyres when they need them. We always test their tyres, and on occasions we've had some good ones, but the problem we find is that they are then unable to get those test tyres into production quick enough – it's a very long time normally.

It appears that the initial testing is done in Japan, and then they are sent out to Europe. This does create a problem, as conditions, and drivers for that matter, are different in Japan.

K&S: What was your reaction on being dropped from the four-man team last year?

A.L.: We were disappointed, very disappointed naturally. I could see why they did it – from the fact that we didn't have such good results at the beginning of the year. The first meeting after Hagen we won – the Champion of Champions – and basically I was proud of that because I thought 'right, we've showed them. . .'. After that, things went quite well. The British Champs wasn't bad – we had



Tense preparations for the timed practice at Parma.

some problems with the rain, but the final was reasonably good – and there were one or two other meetings where things went okay – not wins, seconds or thirds, but good enough. So, yes, I was disappointed at not being able to get into the team.

K&S: What is your opinion on the seemingly forthcoming 135cc class? Will there be a 135 Parilla?

A.L.: Mr Grana assures me there is going to be a Parilla motor for 135. When it will be out I don't know – the end of the year I would imagine. It's going to be a hard class to start – from the point of view of knowing how to tune the engines etc – but in a couple of years time I think it will be a very good class.

K&S: Finally, I suppose it has to be said that 1978 was, if nothing else, a controversial year for you, and especially Lane Racing – centring around the 100 National Championships. Has the adverse publicity over that had any effect on you personally, with regard to your approach to racing?

A.L.: My immediate reaction was one of anger. But it did affect me. At the World Championships it affected me a lot. There was the feeling of eyes watching you. As far as I'm concerned now, I'm just going to carry on, and anybody that says anything – blow them. ('blow' substituted for original word!!! ED.) I'm going to go out and I'm going to win, and prove that it's all right, and that we've been using normal fuel. It has reflected on me, and a lot of people have put it down to me, when it's really nothing to do with me.

I'd like it to be said that if anyone during the year feels we are cheating, they can come up to us and take a fuel sample. They're quite welcome to do that – they always have been.

K&S: Well, let's hope 1979 goes a lot smoother for you. All the best.

C.L.



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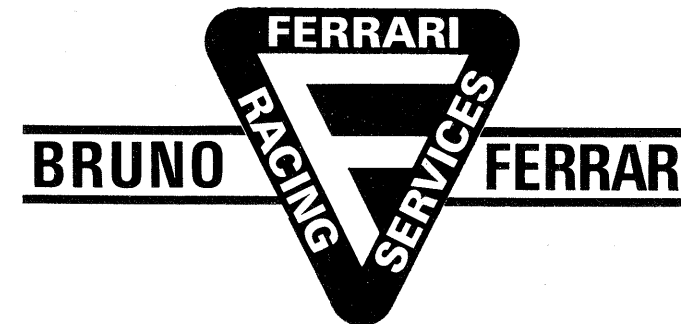
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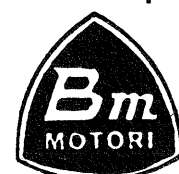
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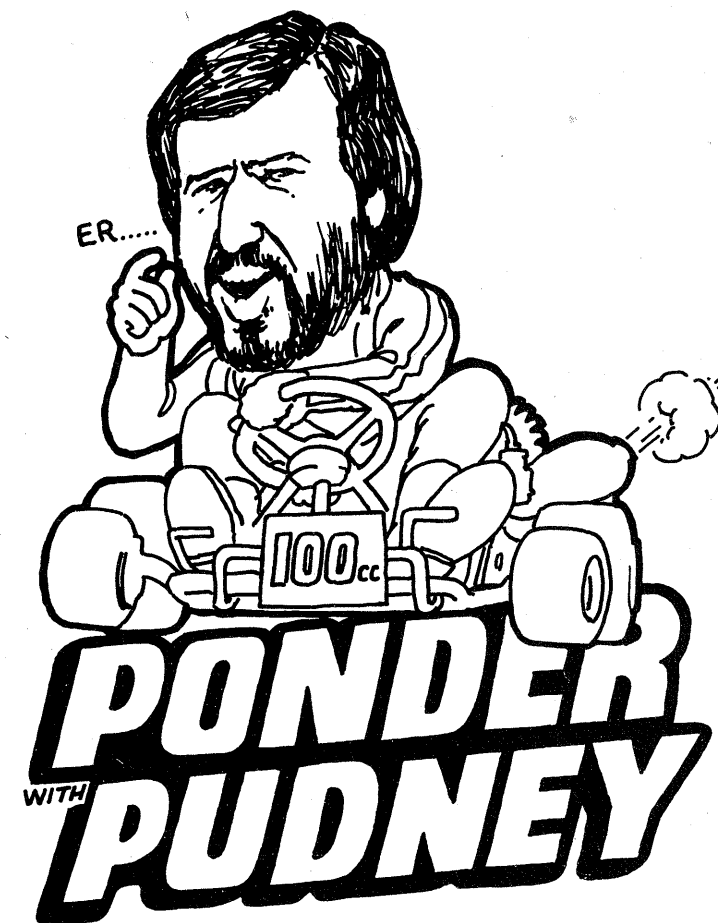
A guy approached me the other day and asked me, 'With all due respect, where the hell did you spring from?' Of course I know where I came from, and most people involved in Karting for more than the last seven years, will remember me. But he *does* have a valid point to those of you relatively new to the sport, who opened up their copy of Karting magazine early last year, to be confronted with a column by some chap called Pudney, who they had never ever heard of. So, potted history coming up.

Like most others, I got the karting bug trying a concession kart, at a little track near Rimini in Italy, back in 1961, at the tender age of 14. I then blackmailed, cajoled and nagged my Dad into buying me a secondhand Azum Kart, with a JLO engine, which I thrashed round Surbiton every practice Saturday afternoon, until Father decided I was competent enough to race the thing. My only memory of the Azum Kart is that it was built by two chaps, who later went on to do great things in Formula 1 construction. God knows why, because the damned Kart was so incredibly heavy, I'm sure Armco barriers would have been no worry at all to it – it would just have demolished them had it hit them! I did the right thing and won my first ever race at Surbiton and then, urged on by an eager Dad, raced on a fairly regular basis, with moderate success, for some five years. The trouble was, my heart was not really in it in those adolescent days, as I had just discovered girls . . . and frankly, karting took second place! Disaster struck when I was given the push by the love of my life (of the time), so I decided to sink myself 100 per cent into karting to take my mind off my broken heart. (Gets you right there . . . doesn't it!) All this coincided with a visit to Grana in Italy with my trusty old K77, which, after being checked over by the factory really flew. A quick engine and total dedication to karting meant I really started winning races, and with that obviously got friendly with the really quick men, who made up the four and seven men British teams. They included, in those days (1967–1968), the evergreen Mickey, Paul Fletcher, Dave Ferris (just starting to make his mark), a certain Martin Hines, Steven South, the late great Roy Mortara and characters like Buzz Ware, and Colin Vandervell (on whom more later).

I started to accompany the team to World and European Championship rounds and one day was asked, by the then Team Manager Doug Jest, to do a report on a meeting for Karting Magazine. Well one thing led to another, and I soon found myself with a regular column in Karting and some element of fame, or was it notoriety! The joy of those days was that I was very friendly with Dave Ferris, who in turn was very favourably looked upon by the B.M. factory, for whom he drove, and I used to accompany David and his Dad, Horace (alas now dead), to all the Championship rounds as well as to secret and incredibly interesting test sessions, in Italy. All this contact gave me lots of inside information, which would never be available to the ordinary karting journalist.

Actually, when I look back on those days, I thank God I am still here, as the trips to the various continental venues were always made in Horace Ferris's Volvo Estate! Inevitably there were four of us – Horace driving, David sitting in the front passenger seat, with myself and the mechanic (often Jack Barlow, as David drove for Barlotti) in the back.

The karts went on the roof and various spares, suitcases etc. in the back, and alongside us. My memories of the Volvo in this state were that the rear wheels used to be almost hidden up inside the wheel arches, whilst the front wheels were barely touching the ground. This was only the start! The



*on: French Naughty Bits.
His sordid past!
A secret New Kart.*

trouble with Horace, was that apart from only having one good eye, he was a simply shocking driver. Coupled to this he would insist on turning round to talk to you, while he was driving, which was disconcerting enough, but David, who sat alongside him, supposedly to tell him when it was clear to overtake, was totally without any fear and at many times, I thought, totally without brains! Nine times out of ten when Horace asked if it was O.K. to pull out, David would say yes . . . irrespective of what was coming the other way! Needless to say, some of the avoidances were phenomenal, but dear David always seemed quite unmoved by the drama. I found they only way I could possibly travel was to either get drunk, or go to sleep, a sleep from which I would invariably be woken, by a sudden swerve and violent braking, accompanied by cries of 'FOR CHRIST'S SAKE DAVID', or 'YOU COULD HAVE MADE IT DAD, YOU SILLY OLD . . .'. Those were the days!

Anyway, after achieving magnificent heights in the realms of international karting journalism(?), I started to get beaten in club racing and with that, lost my enthusiasm for the sport for some seven years. Quite what got me going again I don't quite know, but constantly falling off a trials bike was getting a bit painful, the initial flurry of a new business had settled down, so a pleasurable visit to Surbiton acted as a catalyst to get my enthusiasm going again, and here I am!

In my early years, I witnessed many fascinating events in the formative years of karting. The

arrival of Mickey, the incredible Rye House juniors, Dave Salamone, Glen Beer et al. The little flyweight American who became British Champion – Bobby Alderdice; the Old Man who also made British Champion, George Bloom; all of whom achieved their success on American Fox Karts with McCulloch engines. How times change! I also witnessed fellow columnist, Chris Merlin, sweeping all before him in Class 4, as it was then, for a record number of years, and saw the rise and fall of the incredible laydown or 'dragster' karts, built for the early days of long circuit racing, and raced amongst others by Chris himself and Roger Keele (who was pictured in the Merlin column last month). I witnessed the arrival of the Tecno Kart which so revolutionised the Class One world on its arrival in 1965 and which Bruno Ferrari reckoned was impossible to spin, when he took part in the team selection meeting held at Fulbeck. Remember team selection meetings? That year the team selectors ruled that every driver had to deliberately spin his Kart then restart it unaided, to make sure he was capable of such a feat during the international events for which he was hoping to be chosen. In those days, it was incredible how many top line drivers were incapable of re push starting without help. So it was a wise rule on the part of the selectors. Incidentally, Bruno eventually compromised by simply stopping and restarting.

continued...

I witnessed the incredible Goldstein's total domination of World Class 100cc racing, and I also witnessed his tantrums, and outbursts of tears when things didn't go his way. Who could ever forget the 1971 World Championships at Thiverval near Paris, when Goldie deliberately drove the tremendously popular German Hans Heyer off the track, during which incident, Heyer knocked his front teeth out on the steering wheel. After the incident, Goldie had to be protected by the Gendarmerie to avoid being lynched. Never have I seen a crowd so universally incensed. Despite his faults, I still reckon Goldstein was the greatest 100cc driver ever and most importantly, the most technically advanced and 'thinking' driver of his time. Years before anyone even thought about the importance of correct tyre equipment, Goldstein was experimenting and testing every conceivable compound and variety of tyre he could get his hands on. Strangely enough, the only people who seemed totally unaffected by the mystique and aura surrounding Goldie were two British drivers, Dave Ferris and Terry Fullerton, Terry of course, demonstrated his lack of fear of the Demi God in ultimate style, when he beat Goldie fair and square on his home ground, at Nivelles in October 1973. Without a shadow of doubt, Terry's win in the 1973 World Championship gave me more pleasure and excitement, than any karting event ever has, and I am sure it is no secret to say that my other great ambition is to be there to witness Mickey winning the World Championship.

Anyway I could rabbit on all night about what I have and haven't done and seen, but the purpose of this part of the column is to explain to you that I do know a little bit about karting, and have actually raced one, and am not one of these annoying type of journalists, alas too common nowadays, who latch onto a pet subject and assume total knowledge of the subject, when they have no background in the particular field whatsoever.

Now for the French naughty bits! Those of you who attended the World Championships at Le Mans, cannot fail to have been impressed by the excellent facilities offered by the circuit as a whole. Not only is the track surface superb, but the pits and ancillary facilities are second to none.

Just to prove he did do it! Here testing a mighty 200 'twin' BM at Rye House, during the brief appearance of that class in England.



Since the opening of the track in May 1976, Rene Leret, father of the French International Champion, has worked tirelessly, with total single mindedness, to get the track off the ground. Many, including myself, were not slow to criticise his handling of the World Championship in his dictatorial fashion. But, as I have commented before, sporting events when passions run high need a strong man at the helm and without doubt, overall, the 1978 World Championships were a success, thanks to Leret.

Now it seems M. Leret is out! After a confrontation between himself and a certain M. Lesieur, at a 125cc French Championship round at Sables, Leret refused admission to all enclosures at the World Championships to some officials, who were mixed up with the 125cc debacle at Sables. Refusal of admission to these 'very important' French officials obviously ruffled their feathers somewhat as they immediately complained about Leret to the C.I.K. At the meeting Leret did not do his case much good by telling a few fibs, and as a result has lost his Director-de Cours licence for 12 months. To make matters worse, the ACO Le Mans have also been forbidden to organise any official meetings in 1979. This savage sentence is about equivalent to cutting Leret's head off, as the man lives, sleeps and breathes karting and Le Mans, and the refusal to ACO Le Mans to organise any meetings could be equated to banning Rye House from holding any kart meetings because Reg Deavin fell out with an official of the RAC on a minor point. Sorry Reg, but the parallel is there! Talk about cutting off your nose, to spite your face! The ACO Le Mans, and Leret have leave to appeal so let us hope the ridiculous sentences are rescinded. Which brings me neatly to my next subject; that there has not been a race meeting at the fabulous Thiverval track since November 1977.

The reason for this was that 'housing developers had bought the land overlooking the circuit and objected to the noise karting would make'. For this reason, the Paris 6 hours was cancelled and Leret stepped in and held the race at Le Mans instead of Paris (subsequently won by the British lads, Doug Staplehurst and Harry Lawrence). However, at a reception in the Bois de Boulogne, in December 1978 it was learned that the houses are not going to be built overlooking the circuit, but actually on the site of the circuit! As you can imagine, a great deal of Flak has gone up, as it appears the owner of the circuit, M. Alazard, sold out to a property company, but as he is highly

involved in karting, had to cloud the issue as much as possible to try to avoid the outcry which has now happened. As you can imagine, M. Alazard is not the most popular person in French karting at the moment, but perhaps pressure has been brought to bear as there is a sprint meeting scheduled for April 1979. Let us hope sincerely that this great French circuit does not disappear under the wheels of 'Progress'.

It was my pleasure the other day to have a sneak preview of a really fabulous new British kart. Although my lips are sealed as to the name of the backer and manufacturer of this new kart, I can tell you that it has been designed by someone with plenty of experience in karting, and the chassis itself will be manufactured by a major Formula 1 racing car constructor. The standard of finish on the prototype I saw was absolutely superb, with unbelievable attention to detail, and many interesting previously-unseen ideas incorporated into the basic design. Yet I was forbidden to take any photos as it was 'only a prototype.' I can't wait to see the real McCoy, so watch this space for further details.

As I mentioned in last month's column, I am in fact off to Florida and Atlanta at the end of February. I shall be going to see Lake Speed compete on home ground in a Sprint meeting at Barnsville near Atlanta. This meeting takes seven days to run, five days for practice and time trials, then two days of actual racing and as there are over 600 (yes, 600) entries in all conceivable classes, it should be pretty interesting. So look out for next month's issue, for an insight behind the scenes of American karting, previously virtually unreported in British karting journals.

Earlier on I mentioned Colin Vandervell, who I happened to meet for the first time in years the other day. Colin, the somewhat eccentric son of Tony Vandervell of Vanwall and bearings fame, actually managed to reach the esteemed heights of a place in the British four man team, by dint of a freakishly good performance in the team selection meeting. Colin was gracious enough to admit he was lucky to get into the team, but anyway entered into the spirit of things by joining the rest of the team for the 1st European championship round at Jesolo. (I think the year was 1968, but you'll have to excuse my lack of accurate references throughout this article, as my wife on a clean up spree, chucked out ALL my old Karting magazines back to the year Dot, effectively destroying all my reference material!) Anyway the rest of the team comprising, if I remember rightly, Dave Ferris, Mickey, and Martin Hines, plus sundry hangers on, had arrived in good time for practice, but of Colin there was no sign. Eventually half way through practice to the delight of Doug Jest, he did turn up, and I've never seen anything like it. Not lacking for a few bob Colin had bought a brand new Morris Minor 1000 van specially for the trip. He also borrowed a couple of Vandervell staff to help him out as mechanics (Colin incidentally couldn't tell one end of a spark plug from the other). The only trouble was that he neglected to tell the two unfortunate gentlemen that their mode of transportation all the way to Jesolo was by Morris Minor van, which would also be loaded with his kart, spare engines, etc, and that they were already late for the event! Can you imagine it. Colin rolled up in the heat of the Venice sun, having driven non stop, and according to the mechanics, flat out, all the way from England with one of the lads in the passenger seat and the other unfortunate sitting in the kart in the back of the van. Added to this Colin had come straight from his office in the city and when he stepped out of the van was wearing (and this is gospel truth - ask Mickey, he'll remember) his grey serge business suit, white shirt with starched collar and 'sensible' black shoes! Also he had specifically asked that his van be left covered with the manufacturers protective pre-delivery wax, so



The start of the 1978 Daily Express Hermetite British Kart Grand Prix final for the Superkarts. Despite the weather, the stands were pretty full - imagine what it should be like this year!

continued...

South Africa team event which, according to the CIK timetable, is on the same day as the European Championship at Mondello Park in Ireland! There is then the Zip Kartspeed Championship over three rounds at Donnington, the final round also being the British Championships. We then have what will surely be the highlight of the year again - the British Grand Prix at Silverstone, once again sponsored by the Daily Express and Hermetite. I understand that this meeting is going to be even better than last year (one thing is for sure - the weather could not be any worse!). There is also the possibility of an international meeting in France. I have been asked to put on a demonstration in March or April for French TV and the

National Press, with the intention then being to promote an international meeting later on in the year, with a reasonable amount of money available to help overseas competitors with their expenses - can't be bad! There is also rumour of a similar event possibly taking place in Germany, but this time on a large well-known motor racing circuit!

If anyone is interested in racing outside the UK there are always two or three events in Denmark each year, at Jyllands Ringen, which are truly superb meetings and normally get television coverage, give good prize money, and offer the normal excellent Danish hospitality. I will be arranging one or two parties to go out for a couple of meetings later in the year and will let you know the dates in future columns. Anyone who is interested can drop me a line - if nothing else, I can assure you, you'll have a good laugh!

There are a couple of other things planned for later in the year to promote karting, which I will let you know more about when the arrangements have been confirmed. However, there is one thing I can tell you now, and that is that there is going to be a 'Motorcycle and Kart Racing Show' in December at Alexandra Palace. At last, we have our own special show!

It is also pleasing to see that the circulation of *Kart & Superkart* has gone well beyond our early expectations in just three issues, which hopefully is another pointer to the continuing growth in interest about and within our sport.

Until next month.

Martin

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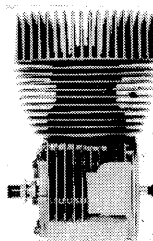
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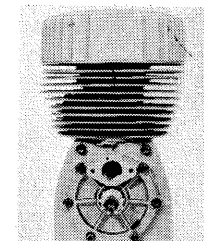
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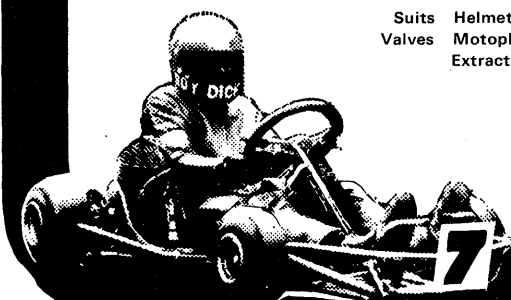
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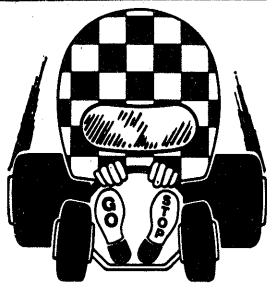


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9A	Cylinder Gasket TT22	£0.10	45	Crankshaft Complete SS20, TT22	£60.79	71	Crankshaft Nut Sprocket	£0.21
10	Cylinder Stud	£0.63	50	Crankshaft Complete TT23	£64.65	73	Magneto Complet	£22.48
11	Head Nut	£0.17	50A	Crankshaft Stuffers	£0.50	74	Outside Coil	£7.43
12	Head Nut Washer	£0.06	50C	Crankshaft Half Sprocket	£19.30	75	Stator Plate	£14.96
13	Exhaust Stud	£0.22	51	Crankshaft Half Mag	£17.37	76	Flywheel	£8.44
14	Exhaust Gasket Standard	£0.10	52	Crankshaft Copper Rivets	£0.18	77	Condenser	£1.01
14A	Exhaust Gasket Copper	£0.48	52A	Crankshaft Pin	£2.22	78	Contact Points	£1.90
15	Exhaust Bend	£5.79	53	Big End Roller Cage Aluminium +		79	Inside Coil	£3.38
16	Exhaust Flex	£1.83	54	Rollers	£2.00		Sprocket Puller	£4.83
17	Vevey Silencer	£13.75	54A	Big End Cage and Rollers (Super)	£2.50		Flywheel Puller CEV	£1.69
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the van when it arrived, resembled a very badly camouflaged 2nd World War German army lorry. No wonder the Italians thought he was barmey!

And there's more. Colin reckoned that as he was only in Jesolo for a couple of days he needed no more than a change of underpants and a tooth brush, so we had the spectacle at the end of the hectic practice and race days of Colin rolling up onto the beach where all the British contingent were sunbathing, still dressed in his grey serge suit! It was with much reluctance that he was actually persuaded to dispense with his jacket, which I suppose was some consolation, because he was mug enough to be lured onto a Pedallo by David Ferris and others, from which he was ignominiously chucked, when they were about 100 yards from the shore. Colin was not amused, but the sight of him walking out of the sea, fully dressed in grey serge trousers, white shirt and tie and black shoes is one which will be with me forever!

I was delighted the other day to meet a sponsor brand new to the sport and not immediately connected with it. As you will have read, *Road and Racing Accessories* of Fulham are sponsoring a new junior championship this year, which as last year, will be run very much in conjunction with normal Green Man rounds. I am particularly pleased when this sort of sponsor appears, because *Road and Racing* are obviously looking for some sort of return on their investment and must realise the potential in the sport. To race competitively, even in Formula Ford, is now costing such an astronomical sum, that may sponsors will be looking for other outlets, of which karting must be an obvious one, as it is still relatively cheap in motor racing terms. My policy in this life is support those that support you, so when you want to buy your racewear try R & R because they are supporting you.



Victorious at the Paris Six-Hour event - left to right: David Ferris, Ferris Snr, and J.P.!

My thanks must go to the ever friendly and approachable John Fitzpatrick of the Hayes and Harlington Kart Club for his information on the French Connection part of this column, and in return I must give a plug to the first International 6 Hour Race which is scheduled to take place at Rye House on June 10 this year. By enduro standards

this is the biggest event of its kind ever to be held in England and contrary to my days, enduros now are more like flat out 6 hour sprints, so this event should well be worth seeing.

Remember next month America. See y'all!

J.P.

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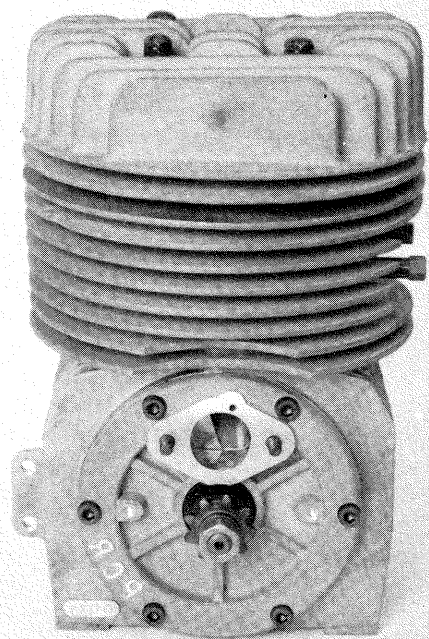
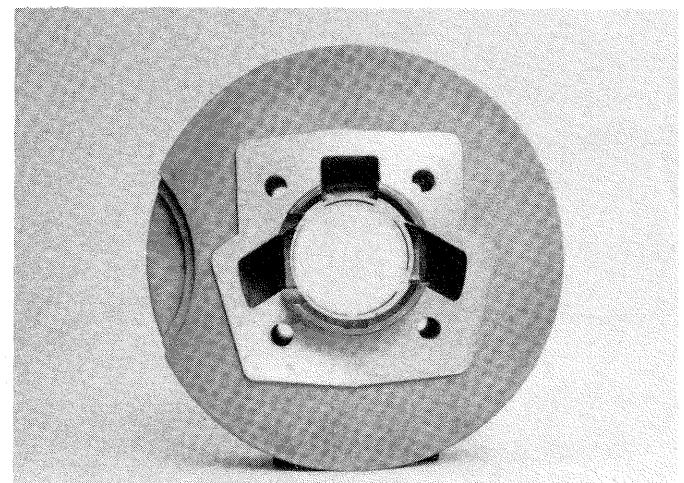
The PCR

An Italian 100cc rotary value engine that very little is known about, the PCR appears to be a well made, strong engine, along fairly conventional lines. It is produced by a firm specialising in castings, who for years had produced castings for BMs. Feeling that their speciality could be used for their own benefit, the Company set to, and the result is the PCR.

Not unnaturally the castings in the engine are superb, giving a finish equal to any of the other Italian engines. It is a 'square' engine, utilising the same 50mm x 50mm bore and stroke as the Sirio ST50.

Although basically 'conventional' the manufacturers have obviously put a great deal of thought into the details – even down to a cast-in coil mount on the crank-cases! The surface contact area of the rotary valve on the valve cover is reduced, with two large grooves cast into the cover – all aimed at reducing the killer friction. A third interesting item is the use of a fully cast aluminium exhaust elbow. On an engine with the standard steel elbow, the differing expansion rates of alloy and steel produces stresses at the flange, which contribute to the number of these items that loosen, and fall off! An alloy exhaust elbow will obviously expand at the same rate as the alloy barrel, cutting out the problem. The possible drawback is the strength of the elbow – but the superb quality of the casting tends to dispel this.

Porting layout is conventional, with the now customary deep third transfer. Liner/barrel alignment is very good.



With its great similarity to the Sirio ST50, we thought a comparison on the Zip dyno may be of interest. We were able to obtain a PCR from Bruno Ferrari, though Stan Owen of CT&ES is handling the engine in England. This engine, and an 'out of the box' Sirio ST50 were both run in for 1 hour before the tests were taken. The results are tabulated elsewhere, along with the measured port timings.

The results were naturally quite similar, with the Sirio in standard form exhibiting slightly more bottom end. The PCR, with its fractionally higher exhaust port and third transfer, comes into its own once the mid range is reached.

	PCR	Sirio ST50
Duration of Port Openings:		
Transfer ports	132°	129°
Third port	140°	129°
Exhaust port	172°	170°
Dyno readings: (Torque – ft lbs)		
rpm		
8,500	128	133
9,000	129	133
9,500	135	139
10,000	139	140
10,500	143	137
11,000	138	125
11,500	130	114
12,000	119	101
12,500	107	97
13,000	92	93
13,500	91	89



Looking back now at 1978, we can see that this was indeed the year when karting went through the 'Go-Go Barrier', in the words of the *Daily Express*. This opinion was also voiced by many other members of the motoring media at the time of the British Grand Prix at Silverstone. This event must rate as one of the all-time spectacles in British karting history, and through it, many thousands of people have had their eyes opened. They now realise that karting is no longer what was termed 'go-karting' and the machines no longer resemble the old type steel beds with four wheels and an engine robbed from some disused lawnmower. However, the battle is not over yet – we have only just started to be recognised by the few. We now have to step up the programme of promotion to convert the majority. This is, of course, where every individual karter can do his or her bit. If everyone made the effort, we could, in a relatively short period of time, mention the word *karting* with a note of respectability to the previously uninformed, instead of getting the normal reply:

'What do you do?'

'Karting.'

'What's that? Not *go-karting* – I did some of that on holiday years ago...'

That standard answer, that we have all heard far too often, makes me see red! I then normally go on for hours trying to explain to the person what it's all about today. When you mention the top times and speeds, they seem to be taking note, but deep down you feel they don't believe a bloody word you are saying. What can we do?

Well, hopefully by now the promoters have seen the potential of karting, as in 1978 both Silverstone and Donnington gave karting a fair crack of the whip, with very pleasing results for all concerned. It's now up to the drivers to really get it together to ensure that the appearance of their kart, vans, trailers, leathers and helmets are as pleasing as possible to the eye of the press and spectators, as this will not only make the sport more colourful, but also gives the driver and mechanics a new lease of aggression and purpose. I have always found that after cleaning my car, that it seems to go that little bit quicker and seems to run far better as well! Now I realise that this is 99% 'in the mind', but I feel the same way with the kart when it's all clean and gleaming. Even if it is only a state of mind, it must be worth a few places further up the field in the final!

It is obvious that quite a few drivers have already realised this, as it seems that when we all arrive at Cadwell Park there are going to be many turning up in those evil looking Formula One type helmets and balaclavas, etc. You might think that they are all a waste of money and that they are doing it to be 'flash' or something – well that is where you are wrong. When they put on this helmet, they tend to take on some of the aggression that the appearance of the helmet gives them – must be worth a couple of tenths of a second! Incidentally, Rae Davis was wearing one of those helmets when he passed me going into the first corner at Donnington after the start of the Hermetite Race of the Year – he was going about 30mph faster than anyone has ever attempted to get round it, and he came out first! Just goes to show that the helmet really has had no effect

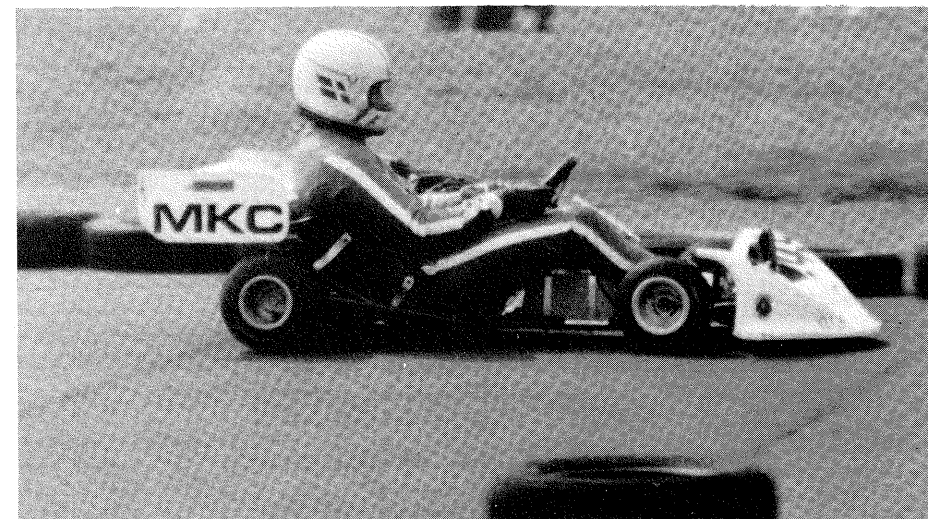
whatsoever on Rae! However, this year he has got a helmet with the nose bridge in – I understand he's going to use it as a *sight*! No, in all fairness, he's not that bad and we only joke about him because he can take it in good fun (I hope!).

One of the biggest steps made last year was getting the Grand Prix shown on ITV London area, which certainly made its mark on a great deal of people. However, the film will never get any 'Oscars' and part of it resembled 'Crossroads'! The film was based around my own Hermetite Zip Team for the one and only reason that *someone* had to put up a fairly large percentage of the money to make the film if it was to be shown on television. Hence, it was based around the team that put forward sufficient funds to make it possible. Hopefully karting has now got to a stage where television will cover the Grand Prix and maybe the British Championships without this type of incentive. If everyone who reads this took the time to write a short letter to 'the Beeb' and ITV, saying how much they enjoyed seeing karting on TV, we really may get somewhere – so go on, let's just make the effort.

The other big breakthrough was to get a national paper, the *Daily Express*, behind karting. I have been told that the *Express* will be stepping up their coverage and involvement in 1979, which is good news.

In my view, the black spot of 1978 was the cancelled and then re-appointed European Championship in Hamburg, where eight British drivers, and several Danish and Norwegian drivers declined to race, owing to the width and standard of the circuit – not to mention the Swedish team, who withdrew some weeks before the event (they obviously knew in advance what the track was like!). After the two previous European Championships, held at Oulton Park and Jyllands Ringen (meetings to remember, in every sense), this was surely one to forget, as I feel that this sort of venue puts the image of karting back ten years.

One of the Danish drivers in his first heat at Hamburg. Seconds later, he'd written the lot off! Note the width of the track.



Obviously though, there were many meetings through the year that deserve some form of recognition. At Cadwell, there was the excellent Superkart Championship and the British Championships, both promoted with the enthusiasm and professionalism we all expect from Syd Taylor and the Cadwell Circuit Management and Club. We must, of course, not forget Peter Carter, Ian Rushforth, and the Beccles and District Club for those superb meetings at Donnington and Snetterton. I am sure that with this year's British Championships in their hands, it could really be one to remember, as well as the 79 Kartspeed Championship.

Well, 1979 could not have got off to a better start. There were cancelled football matches and horse race meetings everywhere on New Year's Day, which left the Donnington Super Bike Six event on BBC2 with a massive viewing audience. The kart event came over superbly, with some excellent camera angles. Karting was really exposed at its optimum. In fact this programme was repeated on BBC2 in a prime time slot on 5 February, so in just five weeks we have had karting on twice, covering the entire country – now that *is* a flying start! If that was not enough, Peter Inchley phoned me at the end of January to say that he had managed to secure a Superkart meeting in with one of the rounds of the British Motorcycle Championships, at Thruxton on 25 March. What a boost this should be, as there will obviously be thousands of spectators there, apart from all the members of the motor cycle press. It could not have come at a better time, with karting having featured in the Superbike Six event, and the obvious enthusiasm of the bike boys, having tried their hand at the wheel. Well done, Peter – keep up the good work. I predict we should see karts lapping at about 108mph at Thruxton. There will be three heats and a final and the entry will be limited, so get your entries in quick (see *Just Heard* for details).

This is also the time of year when 'Press Days' are the norm in motor racing, but karting is now starting to have these get-togethers for the press. Even if it is only for the beer, it shows we are 'arriving'. There has already this year been a splendid Press Day for *Team Frost* at the Press Club, and Hermetite have just had their splash. A remarkable number of journalists, editors, writers, promoters, etc, turned out for both these events, which again is a step in the right direction.

The year kicks off with the Cadwell meeting as we go to press, which is the first round of the Superkart Championship. We have a further three meetings at Cadwell, including a Great Britain v

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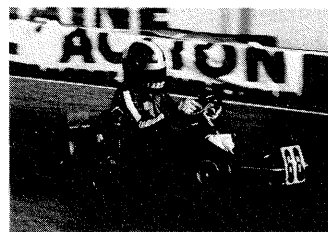
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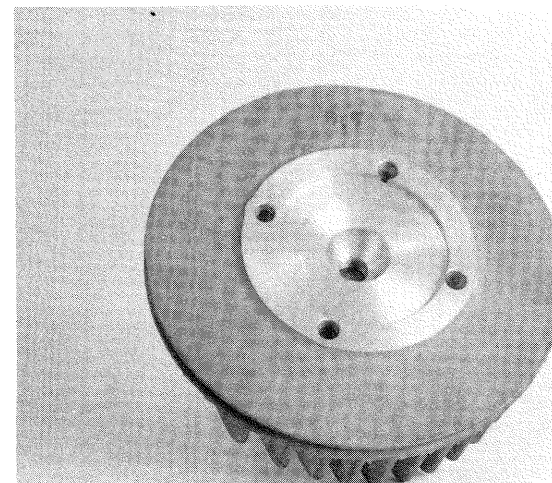
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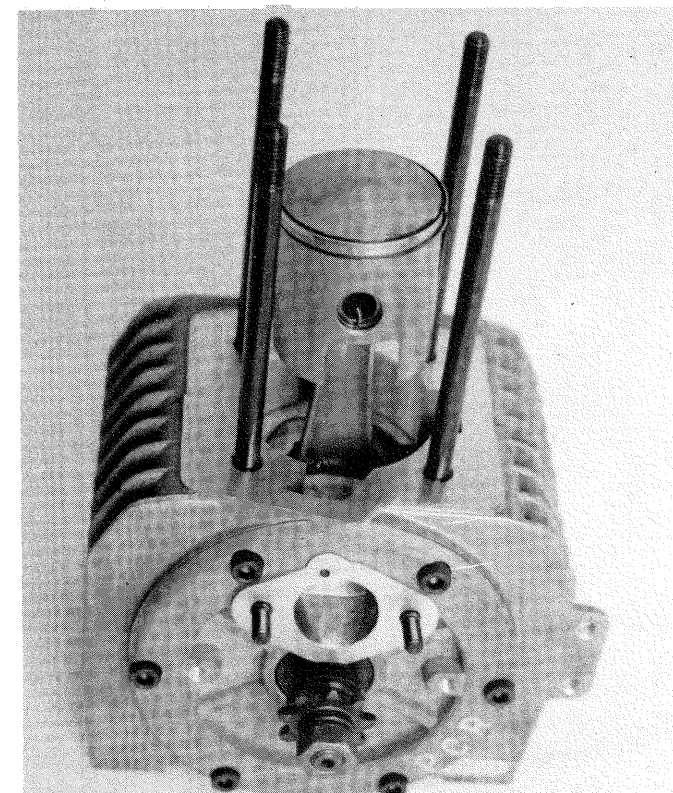
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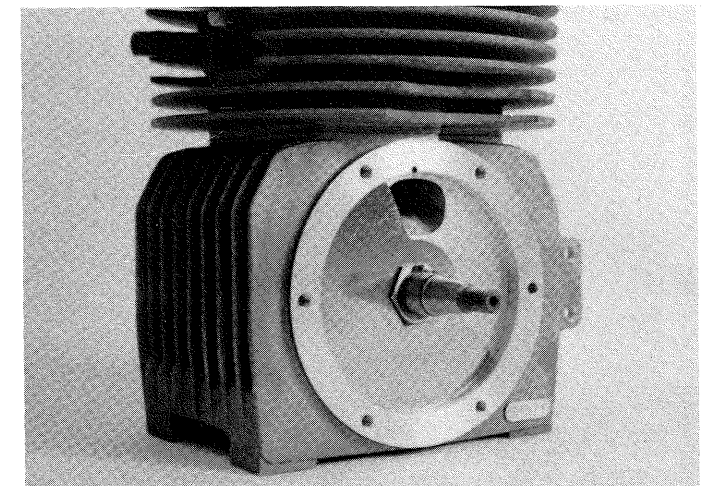
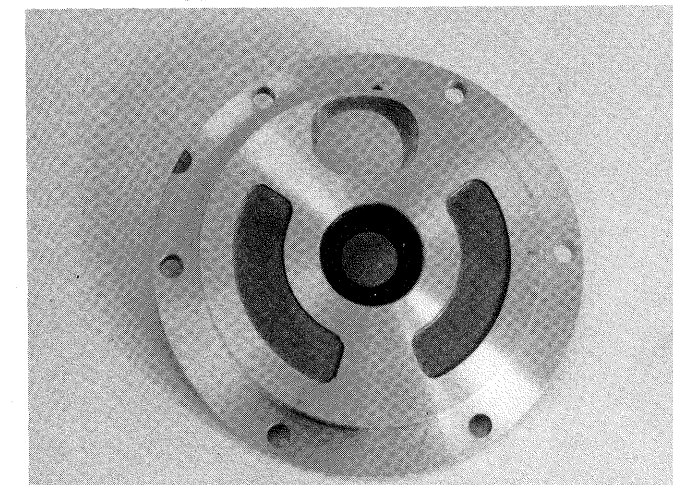


The cylinder head features the usual dome-shaped compression chamber, and central plug hole.

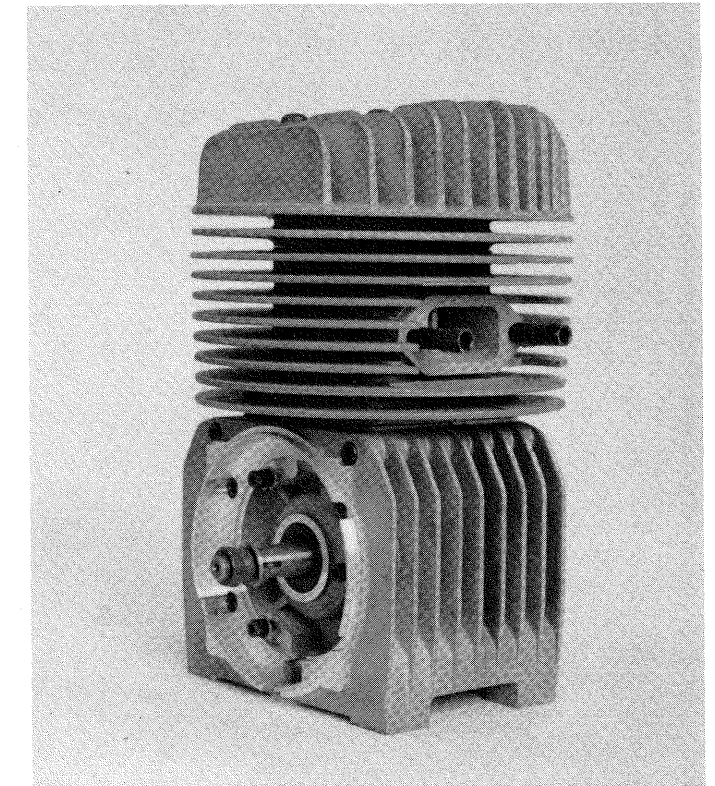


The standard tapered type con rod is fitted. Of interest is the combination of cast-iron bottom ring and chrome top ring fitted to our sample engine.

Friction reducing grooves are cast into the rotary valve cover.

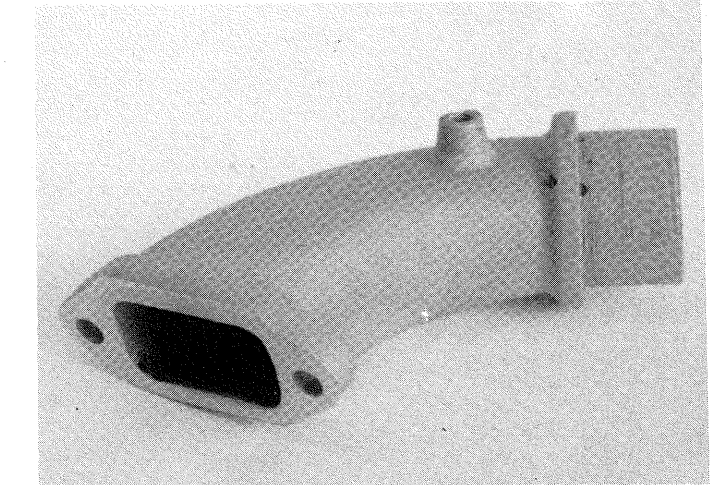


The rotary valve has a hexagonal drive, held in place by a circlip. The valve closes at 65° ATDC and is fully open again at 70° BTDC.



The whole engine is well finned and the crankcases give the impression of very good basic rigidity.

An immaculately cast, alloy exhaust bend is a unique feature of the PCR.



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ZIP SHADOW 125 For 1979 this kart has a completely new chassis developed from the 210 and 250 chassis. The Shadow 125 has won the British Championships for the past two years as well as the kart grand prix in 1978. The new model will set a new standard of handling to give you an even greater advantage over the opposition. This model can be supplied with hand clutch if preferred as well as left or right hand engine mount. **£480** complete with die cast wheels and German Goodyear tyres.

ZIP SHADOW 210 This kart in 1978 won the British Championships, the British Grand Prix, the Villiers World Cup as well as virtually every other long circuit meeting. The new 1979 version comes complete with die cast alloy wheels all round and various other detailed changes. **£490** complete with German Goodyear tyres.

ZIP SHADOW 250 This kart has become almost a legend taking 1st, 2nd, 3rd, 4th and 5th in the British Championship and British Grand Prix. It won every big circuit meeting except two and took 2nd, 3rd and 4th places in most. The Zip Shadow 250 is undisputably the finest 250 kart on the market with a record second to none. **£510** complete with die cast wheels and Bridgestone tyres.



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Chassis _____ date of purchase _____

Chassis _____ date of purchase _____

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PROFILE



Steve has proven almost unbeatable on long circuits with the immaculately turned out TVM Zip/Yamaha.

(Photo: Fred Scatley)

Steve Elmore

After two years domination of 125 racing, Steve Elmore is poised for a full attack on the 250 scene in 1979 after a brief, promising dabble last year. His first Superkart race, at the Silverstone Grand Prix, nearly provided a major upset as he slipstreamed brother Paul all the way, with only a gearbox fault preventing a last minute attempt at the lead. We take a look at the career of one of this year's likely winners.

Twenty-two-year-old Steve first became involved in karting when brother Paul – three years his senior – started racing. He had to wait until he was 13 before starting off himself, with a Barlotti/Parilla BA13. After a short while the results started to come and before he turned 16 he had won a couple of Club Championships at Dunkeswell, a Devon Championship and was second in the Midland Champs – not International stuff, of course, but still a way of showing potential.

Steve went to Kingsteignton County Secondary School and found his way into the School's 1st Football team. On leaving school he joined Mumfords – the B.L. and Rolls Royce distributors – as an apprentice, gaining his City & Guilds Certificate. He then went to work with Teign Valley Motor Cycles, where he is now, working on Yamaha engines.

Meantime he was competing in 100 International with a Zip Mirage/K88, and clocking up some good places in South West and Midland Championships. Paul clocked up a lot of experience – building club racing at Clay Pigeon, Little Rissington and Shenington, before at the age of 18 his employers, TVM, offered to set him up in 125 racing – which was really just starting to get off the ground.

His adaption to the gearbox class was quick, and the big results were not too long in coming. He won the British Championships in 1976 and 1977, setting standards of preparation and then sensible driving that the rest of the 125 brigade could not quite match. Ben Godfrey of TVM has had 14 years experience with Yamahas, and Steve puts an awful lot of the success of the TVM Yamahas down to his expertise.

Last year the RAC decided to allow 125's onto 'Long Circuits', and the 'old firm' was there to take away the first British Long Circuit Championships at Cadwell Park. However, the Short Circuit Title was taken away by Steve Coward, with Steve struggling into second with gearbox problems creating a partial seize.

But without doubt the best weekend of Steve Elmore's career would have to have been the weekend of Silverstone last year. His usual Zip/Yamaha 125 set-up was on hand, but he had also put together a 250 Superkart, and with TVM putting up an engine, he was aiming to experience his first competition in the spectacular 250 International Class.

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continued...

The results were certainly noticeable! In the 125, he won all three heats and the final with ease. The 125 final was started a few seconds behind the 250 National final and spectators were treated to the incredible sight of the little 125 weaving its way past the assorted Bultacos, Montessas, etc, to beat the lot!

Minutes after this final, he was on the line for the 250 International Superkart final. Three steady heats had earned him a spot on the third row. He made a superb start – almost unnoticed, as all eyes were on the ‘big names’ – and as the field re-appeared, plummeting down towards Woodcote, there was a brief delay as the commentator registered who it was in second place! Steve was rapt with the performance of his engine – ‘in the heats I would come out of a corner, and pull back 100 yards on some of them on the straight!’

As they started the last lap, Steve was still on brother Paul’s bumper, and the commentator was going *mad*! Half a lap to go, and Steve was thinking about a possible way past, but as they accelerated away up the straight he couldn’t select top gear – a small circlip had flown off into the mechanism – and as he faltered, going towards Woodcote, Martin Hines and Malcolm Turner squeezed through, leaving him to coast home fourth.

Before the year ended, Steve had another outing in the 250, at Donington, in the Hermetite Race of the Year, but it was a troubled outing. They had made one or two minor alterations to the Silverstone engine – but they hadn’t worked. On the contrary, Steve was surprisingly down on power, and then the gearbox gremlins struck again.

However, his appetite was whetted, and he decided that 250 Superkarts were the thing for 1979. This in itself has given him a big decision to make over the last couple of months. He was offered the opportunity to join the Hermetite team, with all its attendant publicity, and the possible advances into other things. On the other hand, TVM were naturally keen to keep their ace 125 driver, whose results must have contributed greatly to the name and sales of TVM Yamahas. They were also prepared to do a selected number of 250 races.

What to do? Steve has a tremendous sense of loyalty to TVM who have backed him from the start, but here was an opportunity to do a full season of Superkart racing, with Hermetite-style publicity, which could lead to a foothold in car racing, something he certainly does want to do. Could something be worked out between the two – racing 125’s for TVM and 250’s with the Hermetite Team? Apparently not.

TVM were obviously more than keen to keep Steve, and in consequence offered to do a *full* 250 season with him, as well as the 125 racing. This decided it, and Steve is now looking forward to another fruitful year’s association with TVM, and has his eyes on British and European titles.

Steve would like to see water cooled engines allowed in 125 and 250 for several reasons. The current TD3 based engines are reaching the end of their potential development. Water cooled engines would, he feels, create *works* sponsorship and interest, as the current air cooled engines are virtually obsolete.

At race meetings, Steve is often deep in thought and gives the appearance of being rather reserved, but once the racings over, the outgoing, fun-loving side comes out. Example – answers to a couple of questionnaire questions:

Other hobbies, etc.? *Wine, women and song is all I got time for after work...*

Married? *NO.*

Children? *Not known...*

So there we are. If you’re a betting person, Steve *could* well be the dark horse of 1979.

Footnote: It appears that karting hasn’t quite reached all the depths of Devon. One sunny day, Steve was just putting the final touches to his kart, outside his garage, when an elderly gentleman stopped by, and in one of those famous Devon accents asked, ‘What’s got yer boy – a grindin’ machine?...’

C.L.



At the end of the straight is a ‘full bore’ right hand sweeper. The edge of dockland can be seen in the background.

Around the corner, the track widens right out onto the pit straight. Anyone who ‘misses out’ on the sweeper is faced by an impenetrable barrier of tyres! The lap scoring stand overlooks the hairpin.



The hairpin – braking from almost flat out, down to a crawl. A haven for the late-breakers! Ricky Grice demonstrates.

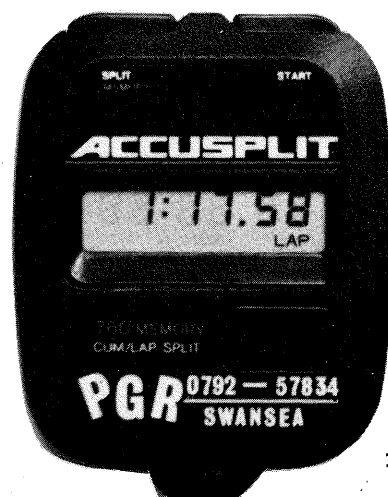


Lap Records

(No ‘gearbox’ records kept)

Junior:	Jackie Brown	32.81
National:	Wayne Homer	33.00
International:	Terry Fullerton	32.18

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Down by the River

From time to time we hope to be able to take a look at some of the better known kart circuits in Britain, and the clubs that operate at those circuits. Where better to start than at Tilbury, host to the first round of the Kart and Superkart 100 National Championships in April.

The story behind the building of the Tilbury track is intriguing. Way back in the 'fifties a famous wrestler known as 'Mighty Man Dean' went to the States, and saw what must have been one of the very first kart circuits ever in operation, at Azusa. Thinking it might well catch on in England, he bought the land at Tilbury, on his return, and built the track. The design was no problem at all - he took a plan of the Azusa track, reflected it in a mirror, and hey presto, Tilbury!

Racing started very early on, but interest waned, and it became very much a rental-kart circuit. And so it stayed for many years until about 12 years ago, the land and track was sold to Bob Harris. Bob was keen to see racing at the track, and was therefore one of the co-founders of the London Kart Club in 1967.

The land is still owned by Bob, and the club lease the track on a three year basis. The club are in a fortunate position compared with a lot of English clubs, in that the track is able to be used 365 days a year. A manager, Ted Griggs, looks after the day to day running of the circuit and is usually on hand in the large clubhouse. The clubhouse looks fairly rough and ready from the outside, but inside there is a lot of floor space, with a cafeteria, pool table and WCs etc and even an electric organ.

Tilbury is probably not the most inviting place on Earth to be - every time I go there, there's a cold wind whipping across the unsheltered area of the track. It's a shame there aren't any trees to offer a bit of protection! However, the atmosphere within the club itself is warm - with a very enthusiastic bunch of workers behind it.

Two years ago, the surface of the track was very, very rough. So rough that the RAC finally stopped issuing race permits. Any resurfacing had to be financed by the club itself, so they got stuck in and did it. They managed to get the job done for £4,700, and at the opening meeting last year it was carpet smooth, and lap records were set that day that will probably stand for quite some time! Unfortunately, since then, some of the corners have rippled - in one or two cases quite badly - but as soon as the weather warms up a bit a comprehensive 'fix it' is planned, hopefully before the K & S round in April.

The club's race meetings are on the second Sunday each month, and the track is regularly 'serviced' by at least three major kart dealers.

C.L.

Race Secretary

Mrs Sandy Howarth,
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Tel: 01-552 9772

Track

Length - 740 yards
Av. width - 19 feet

From London, follow A13 signs to Tilbury.
As you approach, look for signs for *Tilbury Docks*. The road sweeps downhill towards the docks, and the track can be seen on the left.

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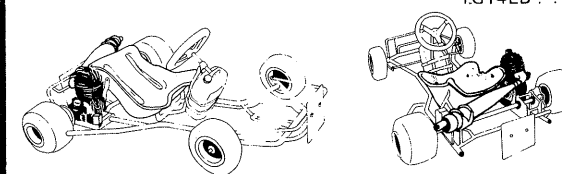
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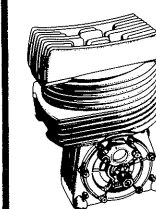
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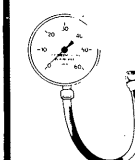
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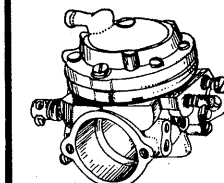


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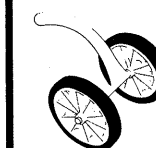
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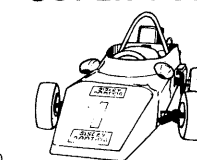
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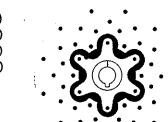
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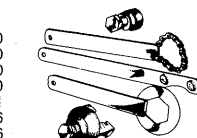
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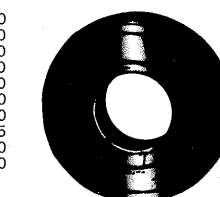
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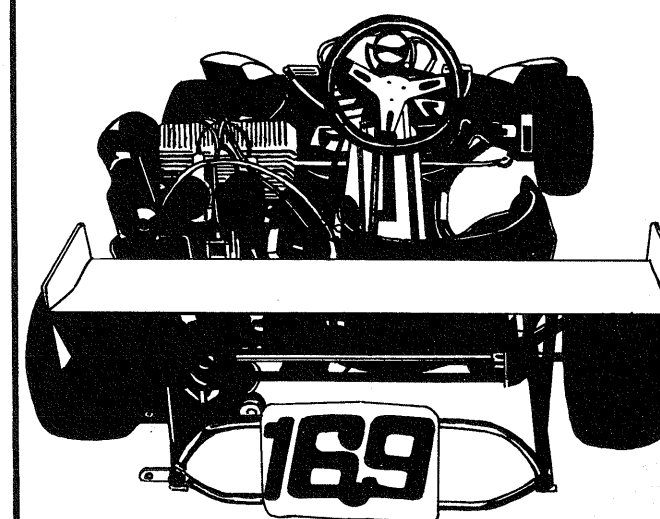
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continued...

At Silverstone this year at the Kart Grand Prix and again at the Formula One Grand Prix, as it is Silverstone's turn this year, I intend to take comparison times between the karts and cars through certain corners which should be very interesting. This year's generation of Formula One cars and tyres are in some cases reputedly able to corner at 2.7g. I wonder how karts compare? Quite favourably I would guess, though what it will prove I don't know!

Pondering Pudney put his head on the block to name his Top Ten, so here goes with mine for 250:

1. Dave Buttigieg
2. Martin Hines
3. Paul Elmore
4. Steve Stylin
5. Rob Kerkhoven
6. Reg Gange
7. Malcolm Turner
8. John Morrell
9. Nigel Smith
10. Rae Davis

On major wins this year Buttigieg doesn't deserve to head the list but he does, on sheer kart control, natural ability, winner's killer instinct and apparent ease when he does win. He so nearly caught Bohlin after a bad start at the World Cup before he seized, though whether he would have passed him and lived to tell the tale will never be known! What's more, he knows he is good and he is a pleasure to watch in the wet. One criticism though - Dave is far from consistent in the heats. However, he sometimes therefore raises a few eyebrows after poor heat positions, when he proceeds to paralyse everyone in the final. A shame and possibly a mistake to leave Jack Barlow who has provided a winning chassis more often than not, though I know Dave was far from happy with one or two experimental karts put at his disposal by Jack, and found the ease of assembling his Deavin a pleasant change from what he was used to putting together the night before a meeting!

Hines as No 2. Few will agree with this, but you can't argue with results though. He is far more sure of himself now, a very late braker - watch him - and not untidy. Once he's got off the grid and not been psyched into throwing it away on the first corner, he's a winner. Of course, he has the best of everything at his disposal, but now he is not racing on the same side as Buttigieg and there is a degree of needle between the two (quite a big needle in fact!), Martin's driving and approach has changed. After the 1977 season despite being European Champion, etc, I wouldn't have placed him higher than fifth in my ratings.

Paul Elmore deserves third place rating with obvious ability. For the past couple of seasons very consistent, but difficult to decide if he would beat Hines if he could. Appears to take life, racing and himself very seriously!

Steve Stylin in his first full season has been outstanding and will no doubt be even higher up the chart next year. He has years of experience both on short and fast circuits - can only get better, and must be a great advertisement for Rob Kerkhoven who's next on the list. I wouldn't normally rate Rob better than Reg Gange, but Reggie quite simply has achieved so little this year. With better reliability, a faster motor and less interference from all and sundry, he has the ability and killer instinct to be easily No 2, if not top of the list, but until he and Roy Wooldridge shut themselves up in a corner, put a winner together, then don't muck it about, and not listen to any 'well advised' advisers, he won't do any better. He doesn't take life too



Reg Gange - rated six, but has the ability to be much further up. No one is quite sure of his plans for 1979 - hopefully Cadwell will have revealed all? (photo: Fred Scatley)

hard when the luck runs out. He must be good, if a Swede, namely Lennart Bohlin, thinks he's a 'looney', an opinion I wouldn't share. Looney in a car perhaps, but quite controlled in a kart! He is one of only three drivers that Graham Liddle has ever reckoned.

Back to Bob Kerkhoven; very experienced, come up the right way, not the best, too nice, not a killer, probably not as hungry as he should be with Stylin flying his flag for him.

Malcolm Turner. I don't know a lot about him as a person. Well prepared, rather a harsh driving style, flash but effective, always up at the front - we will just have to see what he does this year.

John Morrell. What can I say about the fat slob - a sack of spuds a week less and he would be up the front, where his undying enthusiasm and ability should be! His best results have been in the wet over the last couple of seasons - must be something to do with his inbuilt ground effect! Smashing bloke and good friend.

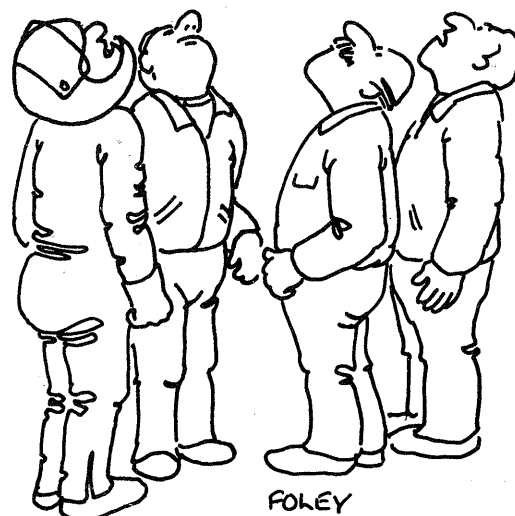
Nigel Smith. His slides round Woodcote and probably elsewhere were one of the highlights of Silverstone. If he got the taste of winning he would probably steady up and some consistency and results would follow. Just think of the repairs it would save!

Last in the top ten and not because of his connections with Merlin Developments, Rae Davis. After years in 100cc Mickey Mouse racing he took to the big stuff like a duck to water. Once he gets the hang of finishing a race on the track he could be a force to be reckoned with! Always immaculately repaired (I mean prepared, of course!) I think with the able assistance of Dennis Brown and various other reprobates. Never happier than when he is collecting up the various fibreglass appendages of his kart from various parts of the circuit and loading up at the end of the day. It's probably the feeling of relief!

To conclude, a couple of chuckles I got from the February issue of *Kart & Superkart*, both from the Hines pen. In his column Martin mentioned that Dave Buttigieg's fortunes picked up a bit at the 'International event in Hamburg' - come off it! And secondly in the Mini Ads, under 'Vacancies', Zips have jobs for 'bronze, CO₂ & trainee welders'. Do us a favour Martin and keep the trainees off the steering column and stub axle jobs!...

C.M.

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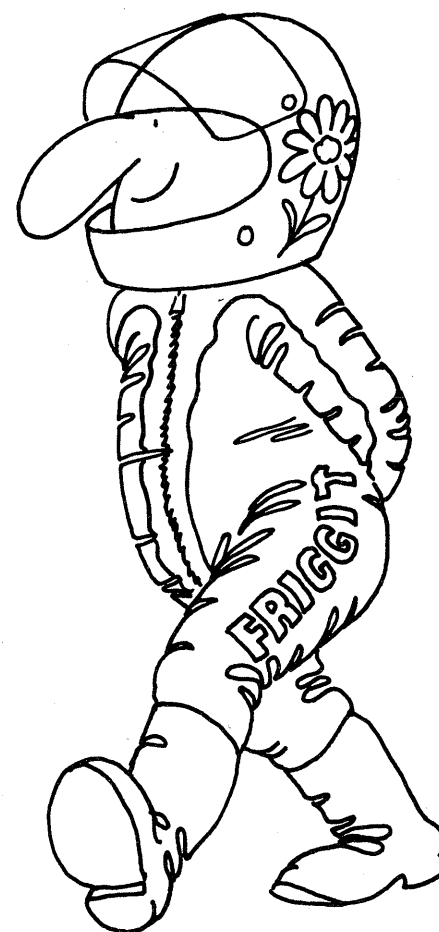


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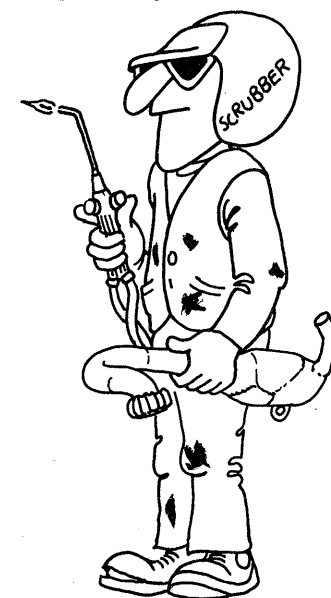
FRIGGIT and Co

We'd like you to meet our friend *Friggit* and some of his acquaintances in karting, who each month, we hope, will bring a smile to your face. We're sure there must be people in *your* part of the karting world who immediately spring to mind as you meet Friggit's crowd - but of course any personal similarity to living people is entirely coincidental. Our thanks to the brilliant Barry Foley.



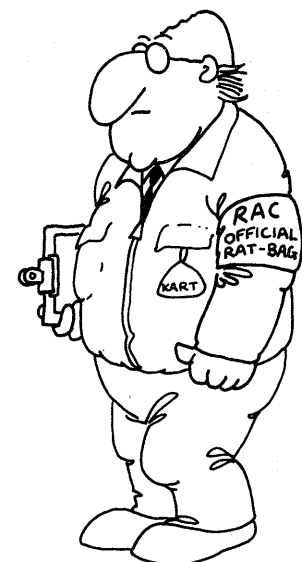
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With a foot of snow around the house, 8ft drifts on the mountains behind, and the country in a state of near anarchy, the heat, dust, noise and excitement of a kart meeting seems a distant memory. Not for everyone is this the case, for whilst I vegetate in 'God's Own Country', many are preparing with renewed vigour for the coming season. For it is the work that is done now that decides this season's winners. Martin Hines mentioned in the February issue that Malcolm Turner had gone into hibernation in his workshop for three months, with his new Aero Kart in great secrecy. I managed to prise out of Malcolm a few facts, not much though, on what he is up to. Predictably, a full body is involved. I gather, with no wing. As he mentioned he would probably incorporate a full underpan, I assume that he is after a 'ground effect' conception. It won't be a lie down driving position, though I would have thought this would be well worth trying again with the speeds involved today, particularly at circuits such as Silverstone and Snetterton. Four karts are to be built with these bodies initially, one of them for Trevor Peach, who for a long time has been faithful to dear old Les Loakes and his Aero Kart Chassis. Malcolm has promised a photo in time for the next issue when the job is complete. I sincerely hope the Aero gearchange and clutch is as strong as the Zip arrangement as Malcolm always gives me the impression that when he is shifting up a cog he puts such force into the operation that I always expect the front of the kart to separate from the rear! I gather his decision to leave his previously faithful to Zip belief was influenced by a free chassis offer from Les Loakes. Malcolm Turner was very impressed with the ease of assembly and general detail finish of this new chassis, and is full of confidence in his new machine. No doubt we will see the Sidmouth butcher carving his way to the front! UGH! I've just looked to see where Sidmouth is on the map - he's got to be keen!

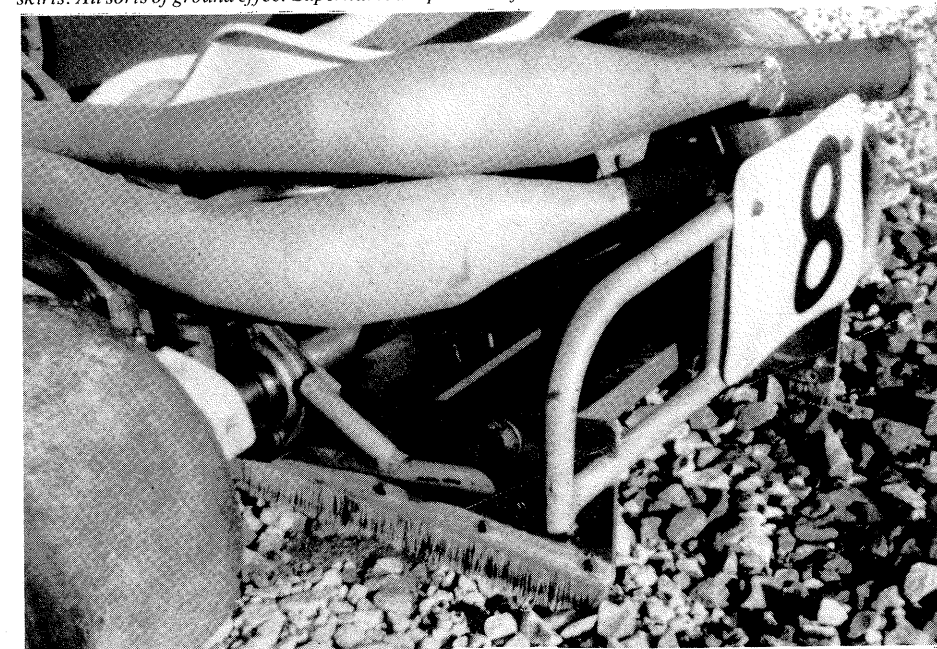
MR. MOTIV - Bob Clowes - is manufacturing an 'Aerodynamic Downthrust Device'. When I asked him to explain the working of his new design, he said it wasn't *that* new as he had used it some of last year. Nought out of ten for observation, Merlin! Basically I understand it is an upturned box, at the rear of the kart, which harnesses the low pressure, or vortex zone, at the rear of the kart and sucks the 'box' and therefore the chassis down onto the track. If you imagine the track to be one wall of a chamber, or the lid if you like, and in the chamber there is a negative pressure, then the greater the speed, the greater the negative pressure and the more the lid or track is drawn towards the box, or *vice versa* actually. The great advantage of this principle over a wing is that there is no 'linear' drag - no drag to you and me - as there obviously is when using a wing to effect downthrust. Bob Clowes calculates there is about 100lb downthrust at 100mph. The device only clamps to the rear seat supports and bumper so as not to affect adversely the chassis torsional flex. The whole lot only weighs 2½lb - sorry, just over 1kg. The seal to the track is achieved by nylon brushes. Bob reckons this is the principle used on the highly successful new Ligier Ford Grand Prix cars. Plagiarising swines these bloody 'frogs'. I would assume that the new Lotus will also employ these principles as this is to be a no wing design but will probably retain the side wing pods of the Lotus 79, but here I think the effect will be generated under the entire car. Then the area at either the front or rear could be varied to achieve the most desirable handling characteristics. Stick around Mr Chapman, you could be onto a winner! (Our big brothers in motor racing copied our slick tyres in 1970-71 after we had been using them for eight or nine years.) If there is to be a tendency in karting away from wings, I shall be only too pleased, as I have always regarded them as a potential danger in the event of them becoming deranged and causing lift, or simply coming off, and decapitating anyone following.



The Chris Merlin column

Bob Clowes also informs me that he has completely redesigned his exhaust systems for 250 this year, as he has found the requirements are now completely different now that the 28mm restrictors can be removed. Partly due to this, plus the concentration on various forms of aerodynamic aids, he predicts the Silverstone lap record for karts could go up to 113-114mph. We are still talking about karts I suppose! I used to go to a boarding school only a mile from Silverstone, and remember the disbelief when the first 100mph lap record was set up by a Grand Prix car, some time in 1955 I fancy.

'Ground effects' in karting - the MOTIV aerodynamic downthrust device. Note the Formula One style skirts. All sorts of ground effect Superkarts are predicted for 1979.



The subject of what one person considers to be a tolerable danger or safety factor and what another will object to, is always a matter of wonderment to me. When great emphasis was put on ankle protection, i.e. the wearing of boots not shoes, it more or less coincided with regulations for decreased dimensions of front bumpers, to dissuade the practice of contact driving on fast circuits and 'John Morrell' type 'friendly bumping' off onto the rough (sorry mate!) on kart circuits. Actually I don't think he did it to me much. Once I gave him a 'surprise' coming out of Charlie's Bend at Cadwell - I've never seen so much dirt and stones kicked up by one kart in his 'excursion' that followed. I was laughing so much, with eyes watering, that I nearly went off myself at the next corner! Anyhow back to the subject. I would like to see some discussion and views on rolling starts (against grid starts) in the correspondence columns, from the safety angle on fast circuits, from competitors', spectators' and officials' points of view. I have always been in favour of them. In motor racing when they have been used, it has always been in the interest of safety when dealing with a large grid. There have always been gross inconsistencies in my mind on the subject of safety, an opinion I know Dave Buttigieg shares. We have in karting more stringent inspection of helmets, etc, than any form of motorised sport that I know of - we are even advised not to paint them for fear of weakening the structure - and yet no one knows how good the eyesight of the fellow wearing the helmet is. He could be blind in one eye and a cataract in the other! In 'proper' motor racing he would have had to pass a medical which would have included a fairly comprehensive sight test. Protective clothing must be leathers or heavy duty PVC. There's no way I would consider the Little Green Man type suit to constitute heavy PVC. But still they don't go that fast! (Oops, what have I said!) To conclude the subject of safety and danger aspects of racing; 4 o'clock and 15 seconds down the hill on Bank Holiday Monday at Morecambe is surely the hairiest place to be in karting and still it goes on. I wouldn't miss *watching* it for the world, but you wouldn't get me doing it now, not for all the little red books in China. Bert Hesketh tells me that this year the prize fund for the World Cup is being swelled. First prize will be a cash prize and 24 hours all expenses paid in Morecambe; 2nd prize a *week's* holiday there all expenses paid; and 3rd place, cash and a *month* in Morecambe all expenses paid. So either win or drop out!

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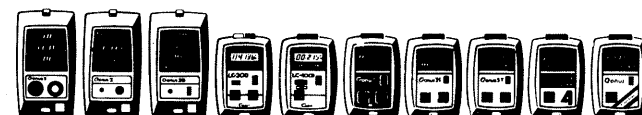
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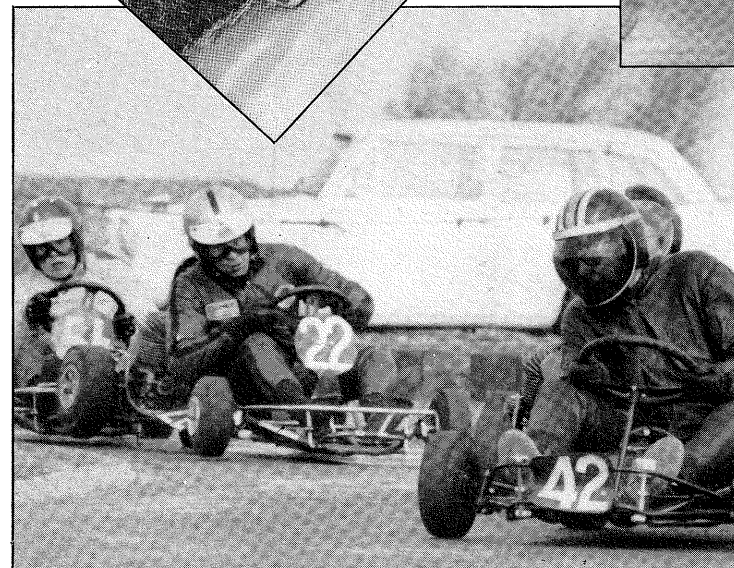
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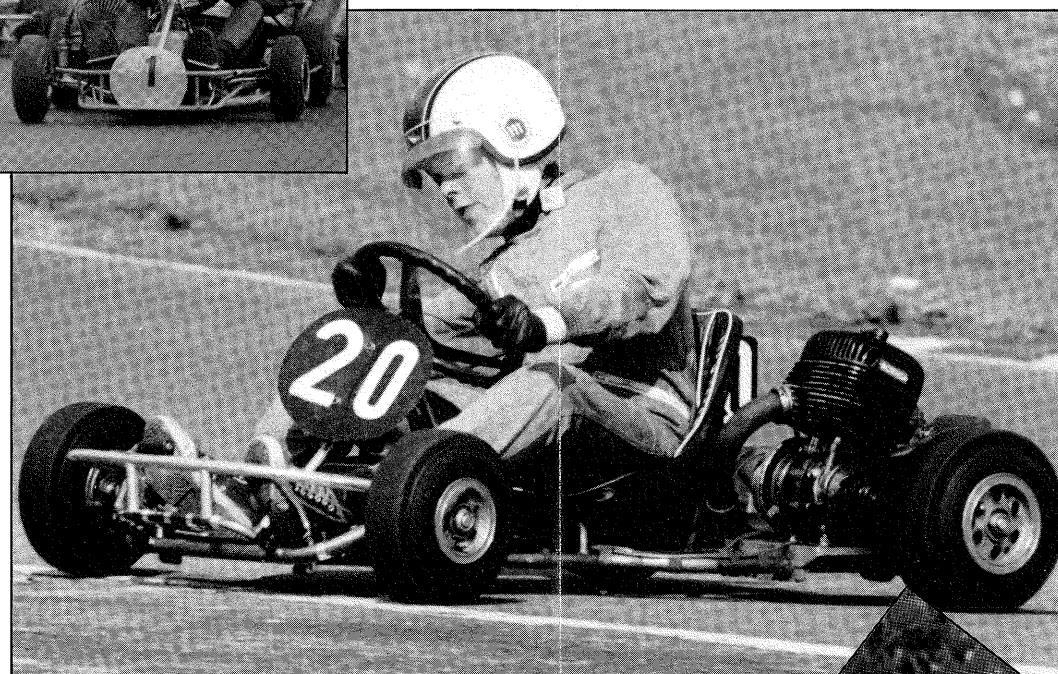
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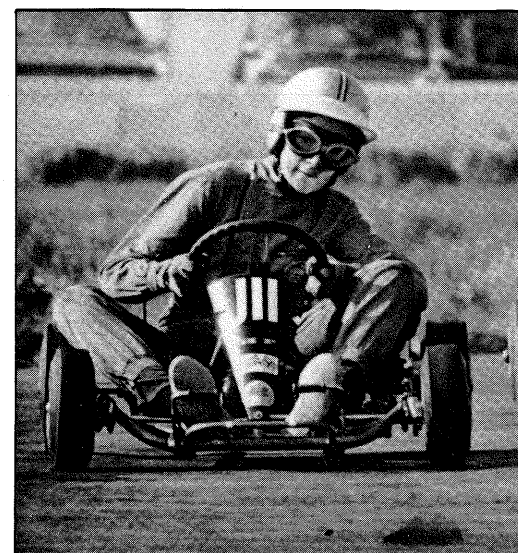
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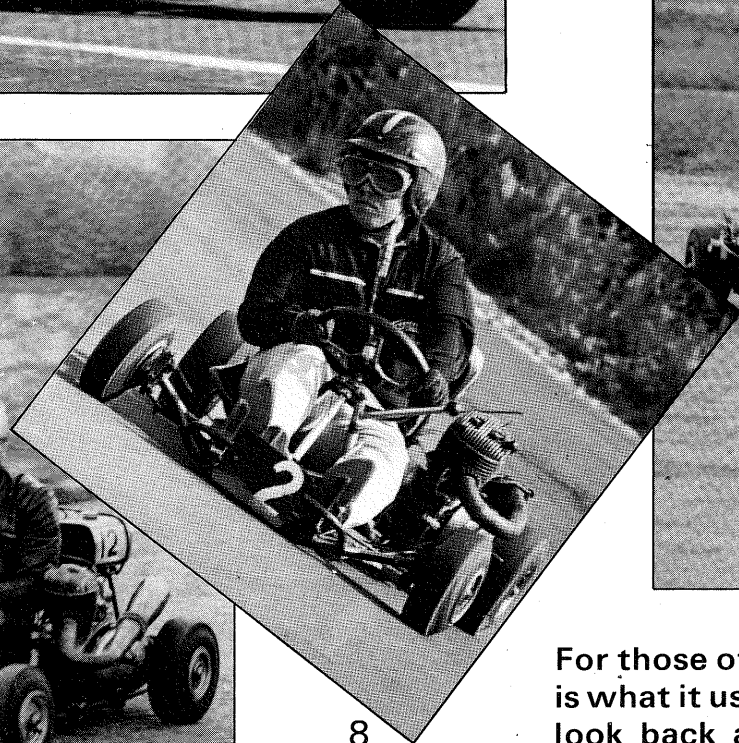
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For those of you who are relatively new to the sport, this is what it used to look like! For the old-timers, a chance to look back at some of the 'big names' and 'not so big names' of earlier days. Can you recognise who, or where? Answers next month.