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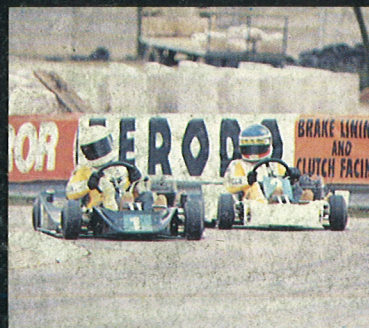
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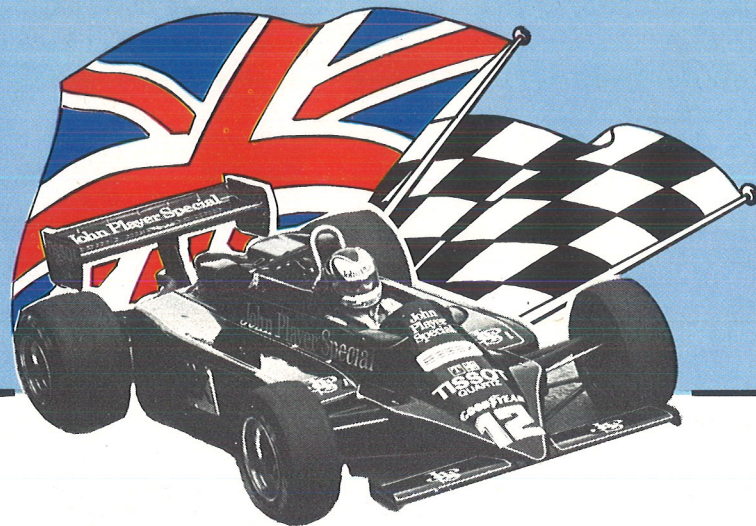
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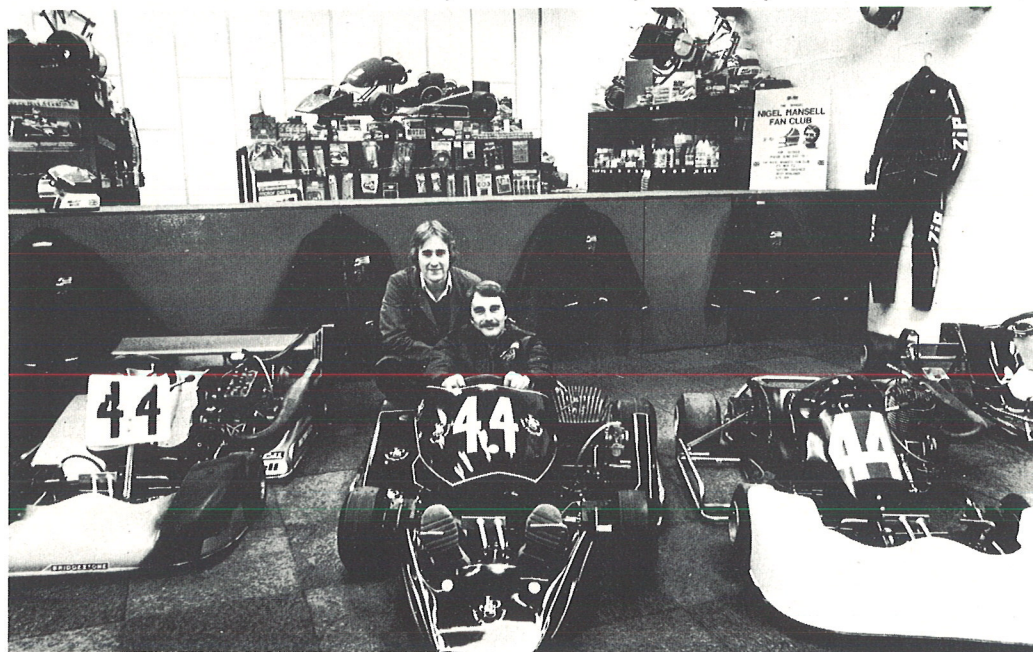
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A reader's letter this month puts the finger on what is perhaps the most poignant aspect of the current countrywide discussion on the continuing saga of National Class tyres, and that is that now is just too late for anyone to even consider the RAC making changes to regulations for this year. This raises the old chestnut concerning why the Kart Committee annually leaves formulation of regulations until so late in the year — a time when its member drivers, clubs or associations have no real chance to raise objections or modifications to proposed regulation changes.

Would it not be prudent then for the RAC Kart Committee to impose a date limit of July upon itself by which time rule changes for the following year should be formulated? This would allow more meaningful discussion to take place on them at the August Kart Open Day. Any hitches or unforeseen pitfalls would most likely emerge then, and not as at present when it's too late.

The Kart and Superkart 100 National Championship kicks off in a month's time, and will provide the first big test for newly listed tyres under top competition. The outcome, with regard to both entries and the actual racing, will be watched with interest in many circles. It is my hope that as many K & S entrants as usual will take part, as how else can they (as a group of drivers) viably evaluate the success or failure of the new regulations, and then move, if necessary, to recommend changes to the RAC for 1983.

Early reports of usage of the new tyres — including our own test (see page 18) — indicate that things may not be as bad as some initially thought. A couple of hotly contested K & S rounds are what is now needed to come to some concrete conclusions.

Chris Lambden

FRONT COVER:

Stephen Coward returned to racing to snatch the 125 Grand Prix at Silverstone, with the distinctive "fully clothed" Zip Le Mans. Will 1982 see a flood of full bodied 125's as well as 250's at Grand Prix time? The Kilroe Helicopters machine is pictured at Oulton Park with its new number plates.
(Photo: R. Calvert)

Published by Kart & Superkart Ltd., Pindar Road, Hoddesdon, Herts. Telephone: Hoddesdon 44201. Telex: 817675 G TEL EXP MAG. Directors: MA and MW Hines.

EDITOR: CHRIS LAMBDEN ADVERTISING: JAYNE SPEIRS

Distributed by Surridge Dawson Ltd., New Kent Road, London. Printed by Creaseys of Hertford, Castlemead, Hertford, Herts.

Contributions, including pictures are welcome. Although every care will be taken, the magazine assumes no responsibility for safety of contributions. Opinions expressed in this magazine are not necessarily those of the Editor or staff.

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KART AND SUPERKART

Monthly

No. 39

contents

2 Just Heard

Latest news and views from around the world of karting.

7 Interview: Gary Prior

We talk to one of the most colourful leading 100 National drivers.

11 Mainly Merlin

Chris Merlin on noise, sprint bikes, rear engines and the ultimate put-down. . .

15 Down at Uptons

A visit to the producers of the 210 engine, under new ownership.

18 Tyres on Test

Nigel Edwards tests National tyres to see how they perform in race conditions.

21 Ponder with Pudney

on not a lot of karting, but "bronzing" and other stories. . .

23 Home Win In S. A.

Peter Wardle reports from the CIK 100 and 250 All African Championships.

26 New From DAP

We look at two new DAP engines — the 100cc reed and the 135.

29 Hines Quarter

Martin Hines on the rear engined Supermouse, and the Superkart scene.

31 The Trade Page

Latest news and information from within the karting trade.

32 Club Scene

Racing and other news from the club racing circuits.

34 Kalendar

Where and when to see karting in the near future.

NEXT MONTH:*

CADWELL — The Season Opens
Technical and Personal Features

PUBLICATION DATE: 1st APRIL

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

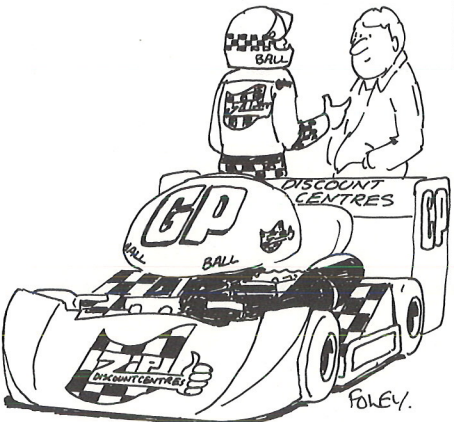


Mills' Middle East Title

The fourth Middle East Kart Championship, promoted by the Ahmadi Kart Club, with assistance from the Kuwait Oil Company and Boushahri, attracted a three man "JM" team to augment the Middle East entry, along with other entries from Hong Kong and South Africa. Since the previous year's event, the track had been resurfaced, but this brought with it a problem in that loose blown sand seemed to settle on it with more ease - to the cost of several drivers in the end. . . Most interest centred around John Mills' 'JM' clan, headed by defending Champion Nigel Edwards, with '80 winner Roger Mills, and 100 National stalwart John Knell on hand as well. Finals day dawned to find Edwards and Mills occupying the front row for the first main final, after both winning two of their three heats. Row two was filled by local Superstars

Ball At A Discount

When it seemed that GP winner John Ball was to begin the 1982 season without a sponsor, the news comes that he has concluded a deal, and will in fact run under the colours of the Zip Discount Centres. While expected to use his previous machine at Cadwell, a new kart should be ready, in a distinctive red and white livery, in time for the Snetterton meeting on March 27th.



IT'S A DISCOUNT SPONSORSHIP DEAL. - I HAVE TO DISCOUNT ANY IDEA OF BEATING MARTIN AT SILVERSTONE THIS YEAR.

Roger Eley and Phil Catterall, with Les Winder, Otmar Lange and Knell next in line. Edwards made the best start to leave Mills and Eley banging wheels at the first corner, allowing Lange into second. The leader's glory was short-lived though, for as he began his third lap, with a 20 yard lead, his engine failed and he ground to a disappointed halt. Lange took over and claimed a fine first final win. Knell profitted from the continuance of the Mills/Eley feud to snatch second, with Graham Fossey driving from the back for fifth, behind the duelling twosome. With second final grids allocated on the aggregate of heats plus first final results, Eley and Mills made up the front row - fireworks could be expected! Fortunately things were relatively calm, apart from Edwards' do-or-die effort to get back on terms at the first corner - the loose sand pitching him into the tyres and out of contention. Mills slipped by Eley during the first lap to win, with Lange getting the best of Knell in a battle for third.

One final left, and four drivers still in with a chance. With finals 1 and 2 determining grids, Lange and Mills made up the front row, with Eley and Knell on the second. The front row rounded the first corners side-by-side until a spray of sand signalled someone's demise. Only Mills emerged at the head of the pack. . . Knell led the rest, headed by Eley, Adam Witort, Graham Fossey, and a fast-starting Edwards. The latter moved forward to eventually slip by Eley and offer some "protection" to teammate Knell, the race ending in a dominant JM 1-2-3. With the two best final results counting, Mills was a clear winner, with Langé beating Knell for second by one point.

1st	Roger Mills (GB)	DAP/DAP JM
2nd	Otmar Lange (Kwt)	Mach 1/PCR
3rd	John Knell (GB)	DAP/DAP JM

In a Word . . .

- The NatSKA Annual Championships are scheduled for Fulbeck on 10th/11th July.
- The French Endurance calendar is now settled, and is as follows: Charmes 6 Hour - 16th May, Le Mans 500km - 30th May, Bie-sheim 6 Hour - 20th June, Pontarlier 6 Hour - 11th July, Cabourg 6 Hour - 25th July, Brignoles 24 Hour - 14/15th August, Lescar 4 Hour - 5th September, Douvrin 6 Hour - 19th September, Le Creusot 4 Hour - 3rd October, Aire/Lys 6 Hour - 17th October.
- An interesting postscript to our article this month on the new goings-on at Uptons, is that IAME are also currently churning out small microlyte aeronautical engines - currently being imported into the U.K. by Bruno Ferrari. So if you're ever "buzzed" by an unidentified one-man flying machine on the North Circular, don't panic. . .

National Tyres — Disarray . . .

The division and acrimony over National tyres - specifically 100 National - has just reached its peak and is now, hopefully, on its way down. Initial decisions by various Associations and Clubs have been opposed by drivers - some have changed policy, others haven't. The outcome is still a split between Clubs on whether to implement or reject the 1982 tyre regulations.

With regard to the Kart & Superkart 100 National Championship, the six Clubs concerned were asked for their policy some 3-4 weeks ago, and at that time, 5 of the 6 notified us that they would be running 1982 tyre regulations at their meetings. The decision was thus taken to implement 1982 tyre regulations for the Kart & Superkart Championship (and of course the SAM 82 Britain Championship).

The one dissenting Club - the London Kart Club - felt that their Club's policy of '81 tyres only should extend to all meetings on their circuit, and hence have opted out of their round. So, the July 11th round scheduled for Tilbury is cancelled (although we hear an unconfirmed rumour that the Club are contemplating an "81 tyre" meeting backed by no less than a prominent member of the Kart Committee which formulated the '82 tyre regs. Bizarre. . .).

Discussions are currently underway to finalise an alternative venue. At present, Little Rissington on October 3rd looks like a possibility. Confirmation of any new venue will be made as soon as possible.

In the meantime, the K&S and SAM series kick off, as scheduled, at Clay Pigeon on 11th April, both subject to 1982 RAC tyre regulations.

K&S SERIES REGULATIONS

- The 1982 K & S series will be run over six meetings throughout England.
- RAC Regulations will apply in full - including current restricted tyre regulations.
- As in previous years, competitors who take part in any 1982 Green Man 135 International round will be ineligible to compete in the K & S series.

● A competitor's best four points scoring rounds will be totalled to find the overall series winner. A tie will be resolved in favour of the driver with the highest individual round score. The points scoring system will be the same as that used in 1981.

● Bill Sisley has arranged sponsorship from FSO Cars for his works backed team - Junior Britain Piers Hunnisett, 135 International John Herbert, and an as yet unfinalised driver for his 250 Superkart, although the name of Owen Jones is the one currently being rumoured.

● We hear whispers about a new carburettor for 100cc and 135cc engines being developed in Italy. It apparently adjusts it's fuel metering via a vacuum operated system, and the handful being made are apparently very, very expensive. Will it be long now before we have CIK carburettor homologation?!

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Kalendar

MARCH

- 7** FELTON (8 miles north of Morpeth, on A1)
HEMSWELL (6 miles east of Gainsborough)
- 14** WOMB WELL (Dorothy Hyman Stadium, nr. Barnsley) Final round, Winter Series
KIMBOLTON (10 miles s.w. of Huntingdon)
ROWRAH (nr. Frizington, Cumbria)
CHASEWATER (Pleasure Park, Brownhills, off A5)
CLAY PIGEON (Midway Yeovil/Dorchester on A37)
TILBURY (Dunlop Road)
- 21** ELLOUGH (2 miles south of Beccles) Special Trophy Meeting — 100 National
SHENINGTON (8 miles from Banbury)
NUTHAMPSTEAD (On B1368 Cambridge-Ware Road)
3 SISTERS (Off Junction 25, M6) Bolton K.C.
- 27** SNETTERTON (On A11, 19 miles south of Norwich) Martyn Merritt Memorial Meeting, incorporating Round 1, British Championships and Round 2 Bridgestone Champion of Champions series. All long circuit classes.
- 28** SNETTERTON — Short circuit meeting.
FULBECK (8 miles from Newark, Lincs.)
LLANDOW (4 miles s.w. of Cowbridge, off A48)
DUNKESWELL (6 miles from Honiton, Devon)
BLACKBUSHE (Airport, nr. Camberley on A30)

APRIL

- 4** FELTON (8 miles north of Morpeth on A1)
HEMSWELL (6 miles east of Gainsborough)
RISSINGTON (Nr. Stow-on-the-Wold)
- 9** ELLOUGH (2 miles south of Beccles) Special Trophy event — Juniors
- 11** CADWELL PARK (between Horncastle and Louth) Round 3, Bridgestone Champion of Champions — all long circuit classes.
CLAY PIGEON (midway Yeovil/Dorchester on A37) Round 1, Kart & Superkart 100 National and SAM '82 Britain Championships.
3 SISTERS (off Junction 25, M6) Round 1, Stansted Green Man — 135 and Juniors.

CLUB SCENE



Just moved up from Juniors, Gary Moynihan took second in 100 National first time up.

continued...

With pole position in the final, Wayne was once again well clear of the field, and some possible excitement from the battle for second place between the Gary's Prior and Moynihan, was cut short when Prior's engine came loose. Wayne was too far away by now for Moynihan to do anything but hold his second place while some way behind Chas Royston and Ian Palmer filled the third and fourth spots.

Class 4, 125, 210, 250 International
Trevor Gowers could be described as 250's answer to Wayne Homer (or is it the other way around?) Either way he ran away with the heats and final while Ron Banthrop led the 125's and Novice Dave Williams headed the 250 Internationals.

Junior Britain
1st Andrew O'Hara Deavison/Arrow
2nd Matthew Kemp Kestrel/Arrow
3rd Tom Radford Kestrel/Arrow

Junior National
1st Steve Brogan Dart/Arrow
2nd Dave Chitty

100 Britain
1st David Germain Kestrel/Arrow
2nd Tony Cruttenden Dart
3rd Phil Jackson Dart/Arrow

National Novice
1st John Goldsmith
2nd Andrew Wilson
3rd Tony Bartlett

National B
1st Phil Lavender Dart/Arrow
2nd John King
3rd Rodney Coleman

National A
1st Wayne Homer Dart/TKM
2nd Gary Moynihan Lane/Parilla
3rd Chas Royston

125 International
1st Ron Banthorpe Barlotti/Rotax

210 International
1st Trevor Gowers Star/9E

250 International
1st David Williams Zip/Yamaha

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New RAC Committee Meets

The revised RAC Kart Committee met for the first time recently, with three new faces present. The full Committee is:

R. R. Brassey, A. T. Burgess, D. J. Dubber, C. Fenwick, A. F. Foster, A. Hesketh, M. A. Hines, L. Jones, R. M. Southcombe (Chairman), J. T. Sutton and A. R. Temple.

Whilst nothing is known at present about Mr. Dubber, Ron Brassey is well known to long circuit competitors as a regular member of the Scrutineering line-up. John Sutton, father of 100 National's Simon, is on the Committee as a representative of the various Kart Associations.

News to emanate from the first meeting includes:

● CIK Championships

Tony Temple will again head the team selection committee, and manage U.K. teams, assisted by John Sutton and Alan Foster. Championship arrangements are as follows:

1) CIK Junior Championship (Parma, 11th July)
Competitors wishing to be considered must notify the RAC immediately, enclosing a registration fee of £10. The first 3 Green Man rounds will be used as observation meetings.

2) European Team (Munich, 13th June) and Individual (Biesheim, 25th July)
Competitors wishing to be considered for either of these must notify the RAC immediately enclosing a registration fee of £10 per event. They should also indicate what series of races they intend to enter in this country.

3) European 250 Championship (Donington — 6th June)

The first two rounds of the RAC Long Circuit Championship will be used for guidance should it be necessary to limit the entry.

4) World Championship 135 (Kalmar, 18th September)

Competitors wishing to be considered, should notify the RAC immediately, enclosing a registration fee of £20. This event is only open to Graded Drivers, or Super Licence holders.

Graded drivers may obtain automatic entry for the World Championship by qualifying for the final at 4 of the 6 Grand Prix events scheduled this year. Please indicate at time of registration whether you intend competing in this GP series.

Super Licence holders have automatic World Championship entry.

● **Wet Tyres for National Classes** (Restricted list B). The following have been admitted, subject to the class price limit. Manufacturers have until 13th March to apply for any further additions.

Bridgestone:	3.6 x 10.0 — 5	YBF (CIK)
	6.0 x 11.0 — 5	YBF (CIK)
	4.5 x 11.0 — 5	YBF
	3.6 x 10.0 — 5	YAT
	6.0 x 11.0 — 5	YAT
	4.5 x 11.0 — 5	YAT
Dunlop:	10 x 3.60 — 5	K1
	11 x 4.50 — 5	K1
Goodyear:	11 x 4.50 — 5	(CIK)

● 250 Intercontinental E

For long circuit events, some form of bead retention will be obligatory from 1st June.

Full CIK regs. should be finalised in Paris as this issue goes to press, and will be published next month.

● Junior National

With immediate effect, the weight minimum is raised to 120kg, to coincide with the CIK weight.

In a Word...

● The Plymouth Hoe meeting is on again this year, on 13th June. Known as the "Kartmaster '82" event, the local "House of Fraser" branch are chipping in to the tune of £750, with further assistance coming from Ford Dealers Vospers.

Plymouth Lions Club will co-organise the meeting, with proceeds going to various Lions Club charities. TV South West are expected to cover the day's events.

● Felton have a new Competition Secretary: Mr. G. Sugden, 56 Wansford Way, Whickham, Newcastle-upon-Tyne.

Letters

Dear Sir,

I have been prompted to write this letter after talking to many 100 National drivers who are now utterly amazed at the recent tyre regulation changes. With only a couple of exceptions they all disapprove of the changes.

The 100 National Class owes much of its large popularity to the lack of major change in its regulations over the last few years. It is not a 'show' class for improving the public image of kart racing, neither is it a class for technical development. It is a class where the cost, simplicity and safety, appeal to the competitor. It is a class where the average driver may be assured of a race at virtually all of the purpose built kart tracks in the U.K. and also where some very good drivers compete at a very high level.

Why alter the regulations of the most popular class ever, by allowing a tyre which will render redundant many karts, create possible danger in inexperienced hands, cost more and bewilder 90% of the drivers by its different characteristics?

Unfortunately, I feel it is too late to change the regulations for this season, unless the various Championship organising Clubs can persuade the RAC or the sponsors to run under the 1981 tyre regulations (with the possible allowance of moulded Goodyear wets). However, if we, the drivers, are to have any say in the future we must tell the RAC, tyre suppliers etc., what we want and not let them tell us what they think we want.

To achieve this I feel that a Drivers' Association must be formed for 100 National drivers. If any other drivers feel as I do, please write to me enclosing a stamped addressed envelope.

Peter Elliot
72 Carsick Hill Road
Sheffield S10 3LX

ED: Agreed — two months into the new year is far too late to even consider any change. Should the 100 National tyres now in use prove, over the next few months to be unsatisfactory then drivers should, via their Clubs, push the RAC for changes for 1983. Such a decision needs to be made early though — and by early, June/July is meant, in order to be fair to drivers, importers and manufacturers. In the past, decisions of this kind have been made far, far too late in the year.

● Following the realisation that the new CIK "Superlicence" regs will remove virtually all the star entries from the Asian and All African CIK events, should they remain as 100cc races, it seems moves are likely to be made to restrict the exclusion of Superlicence holders to European 100cc CIK events only.

By BARRY FOLEY



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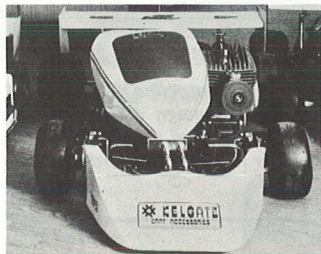
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Box of Yamaha Gear Ratios	£ 100.00
Straight Cut Primary Gears on Clutch (Yam) ..	£ 15.00
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FEMSA Ignitions.	£ 1.00
Clutch Cases (Yam)	£ 5.00
AMAL Inlet Rubbers.	£ 30.00
AMAL Powerjet Kits	£ 15.00
NEW ENGINE DISCOUNT SPARES	£ 15.00
2-off 38mm Powerjet Mikuni Carbs.	£ 5.00
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New YBF Wet Mounted Zip Wheels —	£ 50.00
Set of Wet Mounted Zip Wheels —	£ 50.00
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Zip Kart Full Body, 210/250 Nat, red.	£ 500.00
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CTRP Full Body, complete with	£ 1,000.00
250 Yamaha, aircooled, complete with	£ 900.00
pipes, carbs and ignition.	£ 800.00
Bariotti 210, discs, motive, wets.	£ 450.00
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Peter Wardle — On Safari!

Having shaken the cold, snow, rain and rail strikes off our shoes by taking the long flight to Johannesburg, it was slightly disconcerting to find it raining when we arrived! It was WARM though, and about half an hour later it became dry too. As if to make amends, the next few days turned positively hot in the very high 30's Centigrade, with brilliant sunshine during the day and a refreshing swim in our host's splendid pool every evening. As you can imagine, putting up with all this hardship for a full two weeks was hell!

Zwartkop circuit is quite long at over 100 metres, and with gearing of about 10:80 the target for most people was a sub 49 second lap time. The track surface is a bit bumpy in places, mostly where the infield sections meet the Superkart perimeter, and the shape is very demanding of accurate racing lines and careful thought to get good consistent times. The chassis set-up too required careful consideration because, as the rubber built up, the bumps at crucial points could throw a carelessly driven kart into an alarming wheel lift for the unwary ...

With the track situated some 6,000 ft above sea level, all the engines tended to sound a bit breathless. Unfamiliar too for the local drivers was the use of petrol. They have to use Methanol mostly, which allows the motors to run appreciably cooler, and is much less critical of carburettor adjustment. From what I could gather, they just open all the jets up as far as they will go and get on with the racing!

We first saw the circuit on the afternoon we arrived (Sunday) and already a number of drivers were lapping busily. Our work started the following day by which time the sun was demonstrating the wisdom with which our host, Barry Sher, had built himself a covered pit area. Lars Forsman and Toni Zoserl had already arrived and, as the week progressed, the track got busier and busier as everyone got themselves sorted out in time for scrutineering which took place on Thursday evening. Zoserl, the 1981 Winner, spent most of his time being a dark horse, and I never timed him below 49 seconds though he remained looking quietly confident. Forsman on the other hand clearly meant to redress the 1981 result (2nd) and, not far into the week, suddenly started putting in laps in the high 47's, much to the consternation of everyone else.

Rather late arrivals for the meeting (Thursday!) were the two English drivers, Terry Fullerton and John Alcorn, having apparently thought the meeting was to be on the Saturday and Sunday. In fact this probably did them a favour — John at least anyway, as by the time he reached the start of the last Final he was

down to just one engine and this was only to last half of that race when he was well placed.

Faced with this challenge, the South African drivers were not going to be so easy to beat against some of the cream of the World's karting talent. Derek Irving looked really good from the start on works tended Hutless equipment, Dieter Vokinger being much in evidence all weekend, while Clive Baron, ex-UK resident Steve Line, Barry Taylor, Barry Sher and, a remarkable performance from a girl who had also worked very hard on the administration, Jeanette Wingels, all looked very fast.

Most of the foreigners came from Europe and included two ex-Junior World Champions, Paul Gudel and Bernd Schnieder, Fullerton of course, Helmut Brandhofer, Forsman with his compatriot Rene Anderson, plus Zoserl and a dozen others. Altogether a very representative field and one of which the South African Organisers could be justly proud.

The general standards to which the meeting was run were highly professional, the Marshalls being drawn from some of the same people who had been responsible for the S.A. Grand Prix at Kyalami two weeks before, and clearly a small group of people had worked extremely hard to make this meeting a success. In spite of an unfortunate delay on Friday when the ambulance failed to arrive for 2½ hours forcing a rearrangement in the programme, and the noise measurements being abandoned because of the continual interference with the measurements as army helicopters circled overhead on their training programmes, it was a well run and enjoyable meeting which certainly deserves a regular place in the CIK Calendar.

In timed practice Forsman proved to be head and shoulders above the rest, led by Toni Zoserl (who had suddenly dropped his times to the low 48's now that things had got serious). Fastest S.A. driver proved to be Derek Irving, who started off the meeting running in the 250 International class as well until he found he was in with a chance of winning the 100 International event, at which point he decided to concentrate on the one that mattered.

Into the first heat and we found out why Forsman had been so quick. After about five laps his tyre treads simply fell apart, the rubber rolling off in a very coarse lurgi. I went to have a look at them after the race and a very unhappy looking Lars was bemoaning the fact that his meeting was over as he had only registered these tyres at scrutineering. It turned out that he was using the sticky Dunlops that had been left over from the World Championships at Parma which were mysteriously marked with the CIK emblem. All the other CIK Dunlops were lasting very well indeed and in fact one set of fronts could easily have done the meeting with rubber to spare. I can't help thinking that this was a major *faux pas* on Dunlop's behalf, as they were supposed to agree that only the proper compounds would be moulded with the CIK emblem under the homologation rules. This incident throws the whole concept of homologation into doubt and I gather from Ernest Buser that the next homologation at the end of 1982 will be very much more stringent in its demands. By the following morning Lars turned up with a set of 'properly' branded tyres that cheerfully lasted him the rest of the meeting. In view of his remarks earlier it might have been better if a rather more complex brand had been used by the

organisers. A simple 'W' in a rough circle could have been easily copied with a bit of hot welding wire.

Frankly I find this whole business of tyre branding at a meeting to be extremely hypocritical, as it does nothing to improve the racing — simply causing huge queues at scrutineering and doubtful tactics at virtually every event if anyone gets into tyre problems. I always work on the basis that any rule is only as good as the way in which it can be fairly policed and this is why the UK Green Man Championship tyre rules work so well. Forgetting this hassle though the racing was every bit as exciting as at any meeting of this stature.

Both the heats saw convincing wins for Derek Irving, followed home first by Forsman (in spite of his tyre problems) and then Zoserl, while Barry Taylor underlined the competitive performance of the South Africans. Heat 2 runner up was Zoserl, this time with Forsman struggling into 5th place. Terry Fullerton dropped out of the first heat having been 6th quickest in timed practice in spite of his late arrival, when a piston pin broke leading to his engine seizing. The heat two grid was based on the results of the first one — an unusual arrangement as mostly they all depend on the results of timed practice, and in this one Terry managed to salvage an 11th place from his official start right at the back. What the organisers hadn't noticed though was that, by the time the karts were flagged away after several false starts, Terry had already picked up ten places from his official grid position! ...

Saturday proved to be even hotter, both in temperature and in the intensity of the racing, and with South African TV covering the meeting live the organisers were very much aware of having to fit in their races between the Cricket and Golf coverage. In fact the way in which the event was handled on TV improved visibly after one of the heats had been shown on their Friday night sports programme because they added a third, low level, camera that brought home the speed of the karts which had been lacking with only two high level cameras.

The first final set the scene admirably, led initially by Barry Taylor but chased hard by Irving, Forsman, Zoserl and Paul Gudel. Initially Irving started to drop away a little leaving Taylor, Forsman and Zoserl battling for the lead, and this became two sided when Taylor found himself the victim of a jostling match across the start line. For four laps it could have been anybody's, but then Toni got it right coming out of the chicane before the start straight just as Lars made a tiny mistake. As they tore up the straight Toni pulled alongside just as Lars started to shut the door and they touched, instantly sending Lars into a dramatic roll up the track, both of them retiring on the spot.

This left Taylor leading from Irving, Gudel and Brandhofer, while on a very on-form Steve Line had moved up to 5th place. Gudel caught the leader and then, in a flurry of outbraking and door shutting as he and Taylor tried to outfumble each other into the awkward right/left by the pits, both of them ended up inverted and off the track. Irving therefore took the flag to repeat his heat success, followed at a respectful distance by Line. Fullerton made it into third after a typically aggressive drive up the order, finally just pipping the magnificent Jeanette Wingels at the flag. Bernd Schnieder ended up 5th ahead of Chad Wentzel and Barry Sher, while Brandhofer had dropped back to 8th, one place ahead of John Alcorn.

With the second final starting in the finishing order of the first, Derek Irving was clearly in a good position to tie up the Championship

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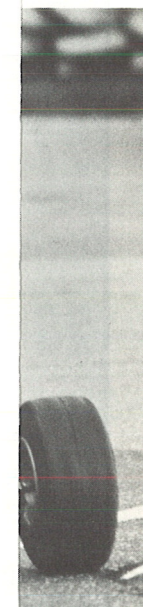
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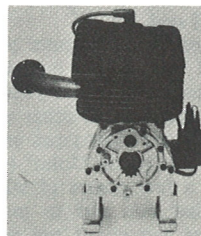
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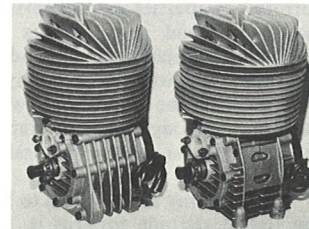


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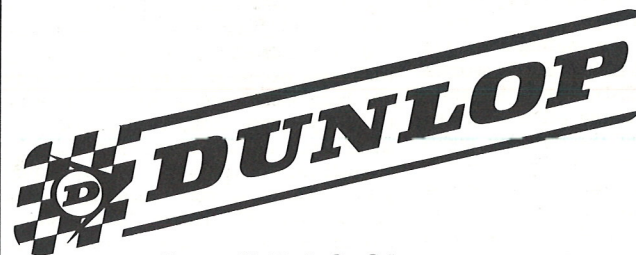
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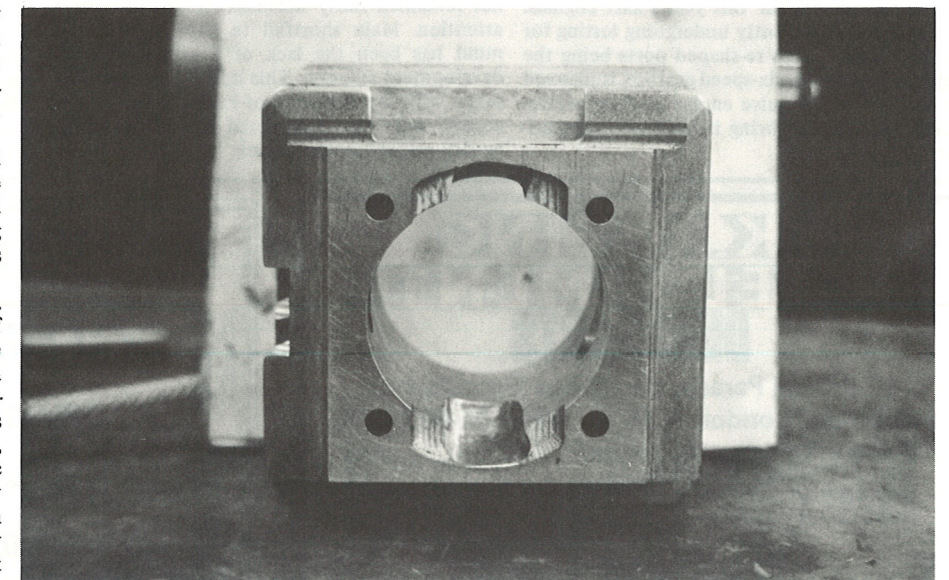
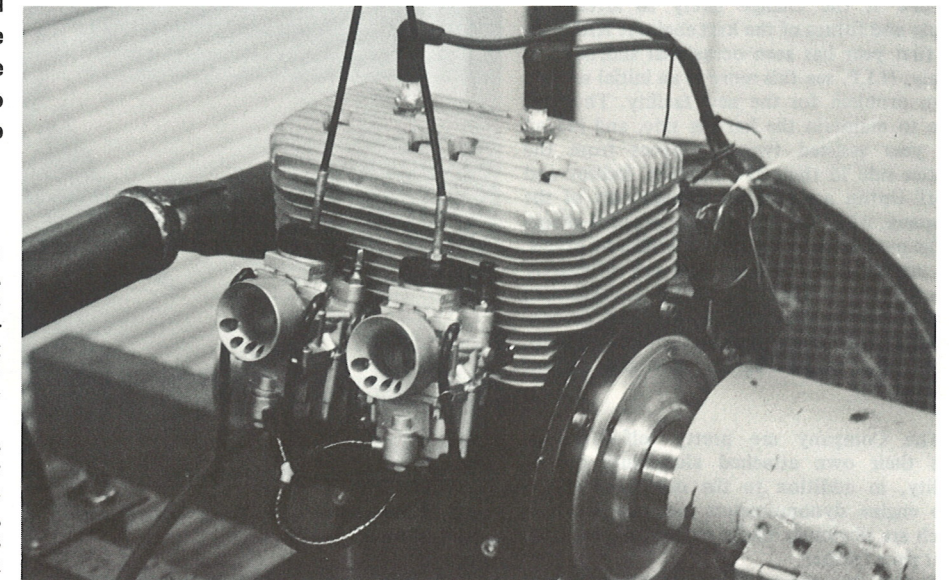
It is now some 18 months since Aubrey Upton's Fieldhouse Engineering — manufacturers of 210 gearbox, 125 gearbox, and 100cc Manx engines — was bought out and taken over by what was described as "a plastics firm moving into the leisure world." We recently visited the engine premises in Anstey, Leicestershire, to see what changes the change of ownership was making.

Anstey is only a few minutes off Junction 22 on the M1, and as you drop off the motorway, it is a quiet, somewhat foggy town that greets you. Hunting Industrial Plastics (Engine Division) occupies the same Fieldhouse Engineering premises (the sign hasn't been changed yet) tucked away near the town centre, that Aubrey Upton previously operated from.

A brief chat with one of H.I.P.'s Directors Brian Chandler, and Engine Division Manager Tony Reynolds, reveals the reason for the Company's interest in Upton. Like many firms, H.I.P. have concluded that one of the industries of the era is the leisure industry. And so an expansion from their basic industrial plastics environment has been made, the company now offering a range of interesting playthings from Microlites (motorised one-seater kitset planes) through to small jet boats, a skiddadle (motorised marine sledge!) and their latest idea — motorised surfboards.

Initial reliance on imported engines proved a problem, and so the move to create or take over an existing engineering facility was deemed to be the solution. Fieldhouse Engineering provided the answer. Aubrey Upton was approached, and the deal concluded.

The nett result is that the now, H.I.P. Engine Division has expanded its range of products from the original kart engine sphere to include single and twin cylinder engines — in both air and water-cooled form — for aeronautical and marine use. The single cylinder engine is of 260cc, in both air and water-cooled forms, with a 525cc twin in both forms, plus a 380cc water-cooled twin. As reliability is obviously the prime consideration — especially with regard to aeronautical engines — they are very much "detuned" when compared to the kart engines, with piston timed induction and rev limits of 5 — 6,000rpm. Some even include an electric starter for general ease of consumer use.



Top: the aircooled 525cc twin microlite engine, here undergoing dyno testing, exhibits the chunky, sound, Upton look. Above: prototype parts — in this case a revised barrel — are machined and shaped from solid.

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continued . . .

How is the change likely to affect the supply and future of the kart engines? Although the first year has seen occasional shortages of supply, H.I.P. see this more as an initial settling down problem for the new facility. They are keen to maintain the karting side, and indeed last year assisted two employees from the plastics side in their 210 exploits. Aubrey and Geoff Upton are still very much part of the company, with Aubrey still very much in charge of the pure engineering side, at which he excels. The arrival of H.I.P.'s Manager has effectively removed the hassles of modern management from Aubrey's shoulders, leaving him to concentrate on controlling the development, design, and engineering of new and current engines.

The Company are pretty self-sufficient, with their own attached aluminium casting facility, in addition to the machining room. Two engine dynamometers are now installed which are obviously likely to improve development pace further.

Aubrey has several plans afoot for changes and improvements for this year's kart engines. A new barrel is currently undergoing testing for the 210 engine, with re-shaped ports being the major difference. A six-speed gearbox is planned for the 125 rotary valve engine (currently five-speed) to hopefully bring it back into competition with the Rotax.



Geoff Upton gets involved in all sorts of testing! The new H.I.P. engines come in both standard and "marinised" form . . .

The 100cc engine, on which development has remained fairly dormant, is also to receive attention. Main shortfall to date in Aubrey's mind has been the lack of a consistent race-development exercise. This is likely to be undertaken with the assistance of Paul Dennis (Engineering) who once completed a successful University project on the engine.

Anything else for the future? Over a lunch-time omelette and chips at the local, Director Brian Chandler did mumble something about how nice a watercooled 250 twin would be. . . Anyhow readers — especially 210 followers — relax, Aubrey Upton is alive and kicking, and it looks like you've got engines for some time yet! . . .

Karting at the moment is still a bit quiet — not much racing, lots of aggro about tyres which I don't propose to get involved with, a few dinner dances, but not much else. So this month, again, I'm just going to chat about this and that, which probably won't have a thing to do with Karting ...

As you can imagine, I take a lot of stick about running a garage specialising in the sale and service of vehicles which haven't exactly got the world's greatest reputation for their anti-corrosive properties and longevity. Of course I have to defend my precious life-supporting Fiats and Lancias, but must admit that their bad reputation was not gained by accident, and that some of the earlier cars "went off" rather quickly, although both brands are now probably better protected against rust than anyone else.

However, my story relates to Fiat's rust, and the Italian attitude towards it. In early 1972, transporters were rolling up at Pudney & Sims full of brand new Fiats manufactured only a couple of weeks previously, but with wheels which were red with rust — just as if Luigi at the factory had forgotten to spray the wheels at all. The problem reached epidemic proportions, with dealers all over the British Isles complaining madly about their new Fiats with rusty wheels. So much so that Fiat Turin decided to send a top level technician delegation to England to investigate the complaints. To my surprise, Pudney & Sims were chosen as the dealer to be visited, and in due course the Fiat party turned up.

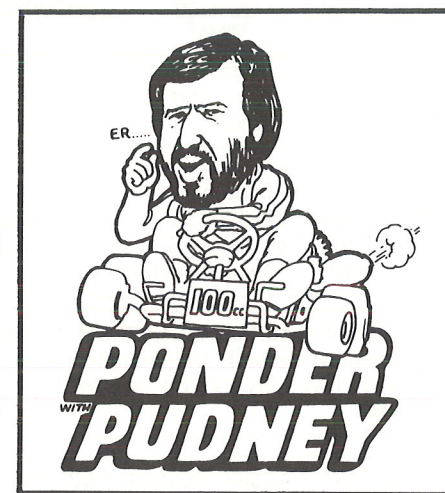
I was surprised that we had been chosen because not only were there other bigger Fiat dealers much closer to the head office at Brentford, but more importantly because at that time in 1972 we were very small fry by dealer terms, and our facilities, especially in the service department, were to put it mildly, scruffy. To give you an idea, the few hours we had to prepare for the hallowed visit were spent trying to mop up the puddles in the workshop and trying to find sufficient pairs of clean overalls to actually kit out our grubby mechanics ...

When the delegation actually arrived it was like a scene from a "Carry On" movie. They were six in all — one English technical man (known and loved by us all for the charming habit of picking his nose and examining the contents whilst talking to you!), two British based Italians to act as interpreters, and the three senior Italians who were quite something else. None of them were over 5 foot 4 inches tall; two of them had white suits, black shirts and white ties (yes, really) and the third, who had been based in the U.S. but still purported to speak no English, was dressed as a typical U.S. tourist — a garish jacket with loud check non-matching trousers two inches above his ankles. It was an unreal scene! ...

With much bowing and scraping, I and my Sales Manager Les escorted the party to our compound where the afflicted cars were stored. (One extra thing — all the Italians to a man sported the two-tone brogue or golf type of shoe much fancied by Al Capone. And our compound was a sea of mud ...!!) Anyway, the party picked their way round the cars, with much rubbing and poking at the wheels which were all red rusty. One of them scraped samples into plastic bags which were then examined minutely, with much gabbling and arm waving for a good ten minutes. At last discussions came to an end, the interpreter was called over and a diagnosis given. "What's the verdict?" I asked Salvatore, the Interpreter. And as I live and breathe, came back the answer in all seriousness, "Ing Doctori 'as decide that the problem is a no rust, is a little bronzing!!!"

That was altogether too much for Les, who had to rush off to have hysterics in the corner, while I had to keep a straight face. As you can imagine, that statement has gone down in the annals of the history of P & S, so much so that it often comes full circle, and is recounted to me.

So just remember Fiat owners, if your car shows any sign of rust, it's not rust, just "a little bronzing!!!"



Of course, if nothing else, the motor trade is good for a laugh, I suppose more so than many other trades because you get such a big cross-section of people at all ends of the spectrum — stinking rich and hard up, delighted with their new car or aggravated because it's giving trouble, experts, idiots, know-alls, boy-racers, you meet the lot. It is especially amusing for my staff because of the dreadful faux pas I used to, and still do, make from time to time. One of the classics was the "big boobs" story ...

When I was younger, I used to go drinking with friends every Friday night at a local night club well known for the potency of the particular lager it served as well as the women it attracted. (I believe Sisley Super Salesman Nicky Paul still frequents the place — say no more!!) The net result of these Friday nights was a rather hungover J.F.P. at work on Saturday morning. (All true motor traders work on Saturdays — it's the best day.) Anyway, our sales lads used to prop me in a corner to answer the phone, as I was good for not much else, and on one of those days I took a phone call which went something like this: "Hello Mr. Pudney, it's Mrs. O'Connor" (name changed to protect the innocent!) J.F.P.: "Yes." Mrs. O'C, obviously realising I didn't know who it was: "You know, we bought the little yellow 126



two weeks ago." J.F.P.: "Yes." Mrs. O'C, still realising I hadn't a clue who it was: "You remember, we part exchanged a blue Mini." J.F.P.: "Yes." Mrs. O'C, in a last desperate gamble to unscramble my brain: "You remember, I bought the car for my teenage daughter." Suddenly, in a blinding flash, J.F.P. remembers, and finds himself saying: "Oh yes, the one with the big boobs!!!" Les the Sales Manager, who had walked into the office midway through the conversation, clutches his head and dives under the desk in embarrassment, as I, talking fourteen to the dozen, try to pretend I never actually said what I said.

Believe it or not, Mrs. O'Connor pretended not to have heard what I said, but every time she or her daughter came in for years after I used to hide ... I met her the other night at a P & S promotion, some eight years or so after the event, and she said to me "John" (Christian name terms after a few glasses of wine), "do you remember what you said to me on the phone a few years ago about my daughter's anatomy?" "How could I ever forget a faux pas like that?" said I, and explained how I was hungover but the conversation haunted me for years, to which she replied: "Well I know you shouldn't have said it, but you were right — she has got big boobs — even now ...!"

Years have passed since those early glorious carefree days and I no longer have time to actually sell the cars, leaving that to the sales lads who do a far better job, at least making some profit. I do occasionally "help out" on Saturdays which is quite enjoyable, but which the salesmen hate as I chase them about a bit, and those deals I do are usually silly ones as I don't like to say no, ending the day with the most orders but a selection of the least saleable part exchanges you could imagine — all of which I've paid far too much for.

Just recently, I excelled myself and took in the most expensive Peugeot 504 in history. A Pakistani family who own the local curry house arrived en masse, interested in a second-hand car we desperately wanted to sell. They had a run, liked the car, then told me about their part exchange, a Peugeot 504 which had not been mentioned in any previous conversation. My heart sank, because 504's, though super cars, are for some reason hard to sell secondhand, commanding correspondingly low prices which owners naturally often find unacceptable. The family didn't seem to want too much for the car so I asked to drive it. They gave me the keys saying it was parked around the corner. I walked round and there was the most beautiful, immaculate S registered Peugeot I have ever set eyes on. I unlocked it, hopped in, started it up and drove it round the block — it was just like new! Back in the showroom, we had a little haggles and surprisingly easily concluded a deal, the cash being forced into my hands even though their new car was going to take a few days to prepare. Handshakes all round, and the family departed. I rushed out to tell the lads what a clever chap I was — why couldn't they do deals like it — how immaculate the 504 was etc., and then the family drove past the showroom. They are all smiling and happy to be alive, as well they should be, because (you've guessed it), they are in the most awful S registered Peugeot 504 you have ever, ever, ever set eyes on! Even the rust is rusty ...

I don't believe it was a set up. I honestly believe it was a genuine mistake. I went looking for an S reg. Peugeot 504 in white, the keys fitted and I presumed too much. That will teach me, won't it!! Anyone want a Peugeot 504, 1977, white, excellent condition, used only by an old lady to go to church on Sundays ...!!

John Pudney

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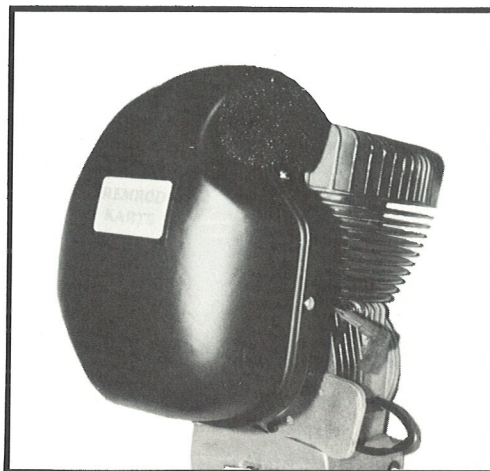
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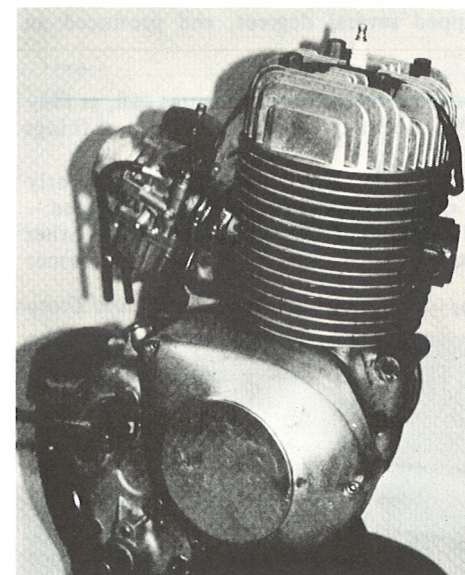
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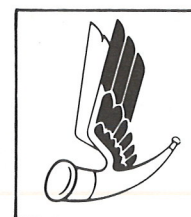
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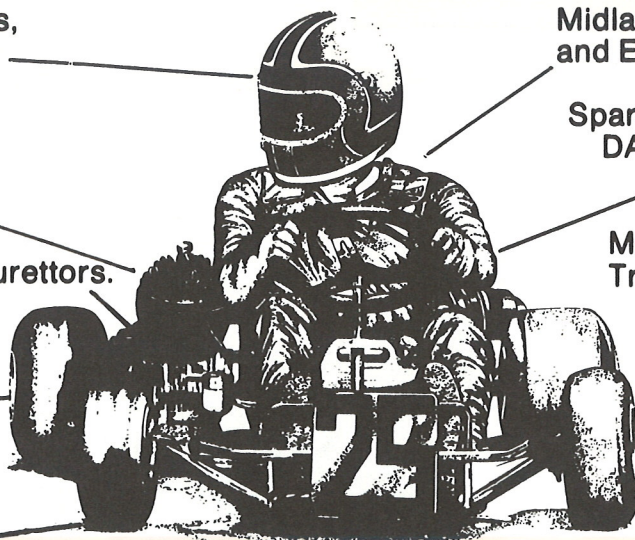
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Tyres On Test

With Kart clubs throughout Britain currently split down the middle on National tyre policy, Kart & Superkart recently initiated a comparison tyre test of its own, to hopefully assist clubs in their decision making, bearing in mind that much recent opinion has been based on rumour and other rather unreliable bases. Leading 100 National driver Nigel Edwards provided the test bed in an exercise that set out to discover (a) the relative on-track performance of three different types of tyres, and perhaps more importantly (b) whether any of the tyres "went off" or slowed down over a period of use. Read on . . .

Three types of tyres presented themselves as obvious candidates for our test, and new sets of each were built up:

Set 1: Goodyear 11 x 600 x 5 rear and 11 x 4.50 x 5 front. 1981 batch of tyres. The 1981 standard set-up.

Set 2: Bridgestone SL 11 x 600 x 5 rear and 10 x 450 x 5 front. Representing the "longlife" style of Dunlop/Bridgestone tyre submitted for the original RAC tests, and as used in National type classes in many countries.

Set 3: Dunlop K2 11 x 610 x 5 rear and K1 10 x 450 x 5 front. The new tyre as added to the restricted tyre list for 1982.

Uniformity of conditions, as far as is humanly possible, is essential for any form of test to produce valid results. Nigel Edwards' Zip/DAP JM was thus set up to ensure a consistent reliability throughout the afternoon, and around 150 laps of testing.

The Kart itself was set up with a wider rear track than would normally be used for Goodyears, to cope with possible "lifting" problems anticipated with grippier tyres. This was kept constant at 99cm throughout, as was the front track, at 83cm. Tyre pressures were also uniform at 20 psi (rear) and 16 psi (front).

A workhorse DAP T70 was set up to run all day, and to aid this, the final drive gearing was reduced by some 4 teeth

as compared with the normal race gearing. In the case of the Goodyears, this was set at 10:86. One problem to overcome was the larger circumference of the Dunlop and Bridgestone rears. In order to give the same effective gearing, the final drive gearing had to be altered in proportion to the tyre circumference and this resulted in the following:

	Circumference (cm)	Rear Sprocket
Goodyear	85	86t
Bridgestone SL	88	89t
Dunlop K2	88.5	89t

The venue for the test was the nearby Rye House circuit, and after waiting for overnight rain puddles to clear, the test began on a dry circuit, after lunch. The format involved each set of tyres being carefully scrubbed in for five laps. Then each set was put through a 25 lap "race" — i.e. 25 laps at racing speed. Nigel was instructed to aim for consistent high speed laps. At most times, the circuit was fairly clear, but occasionally one of the two or three other machines present provided a brief hold-up. Laps where this occurred are marked * in the result chart, and can be excluded from consideration. The relatively cool seasonal temperature and the concessions to reliability in the form of gearing and wheel track changes produced "Goodyear" lap times some 2 seconds off the outright Summertime record, but for the purposes of comparison, this is unimportant.

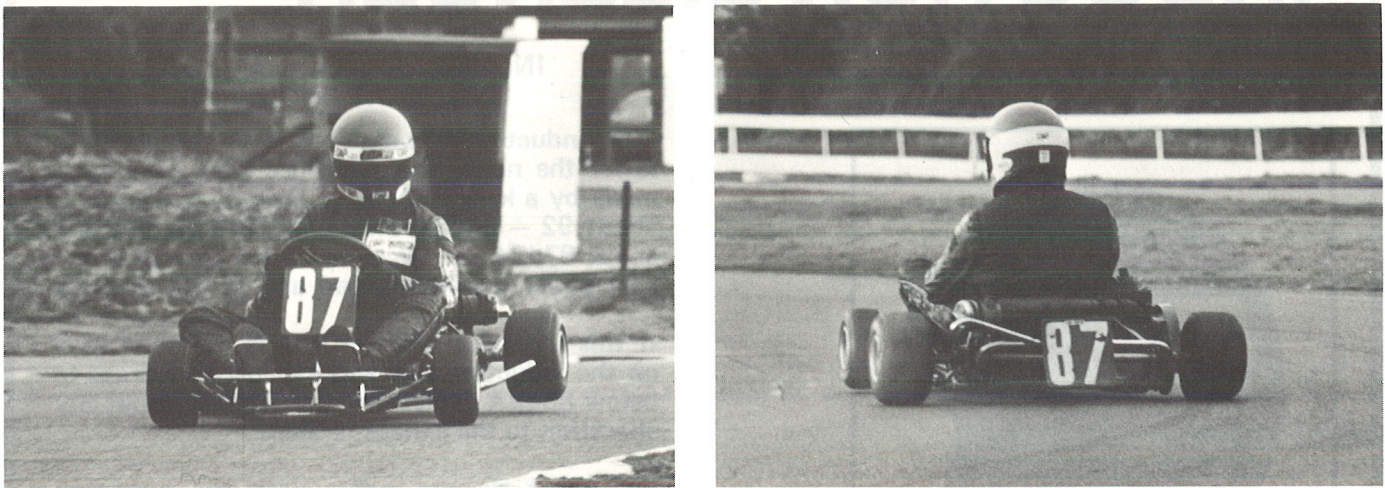
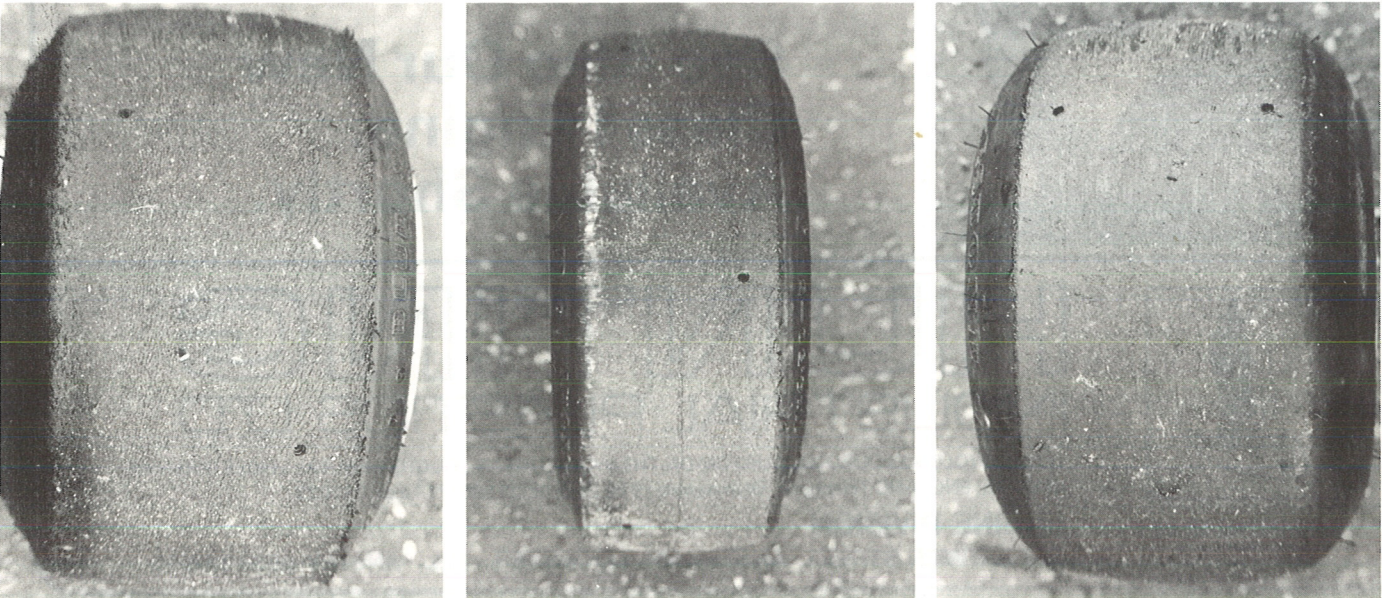
Some time later, after the tyres were well and truly cooled, each set were put through a further "race" of at least 10 laps, as time permitted. Every lap time was recorded, and the results can be seen on the accompanying chart.

Air temperature was constant at 9°C during the early stages, but from test 5 on, beginning as it did in late afternoon, the temperature dropped several degrees, and produced an interesting side result ...

What can we conclude from this exercise? Figures can, as they say, be made to justify almost anything, but a couple of things are clear:

Firstly, and most obviously, the Dunlop K1/K2 is clearly much faster than any of the other tyres, and will therefore — with regard to the '82 restricted tyre list — render all other tyres in the class obsolete. Whether further use or warmer

L to R across the page: The outside (left) front and rear of each set of tyres after 25 laps — Goodyear, Bridgestone SL and Dunlop



The increased grip provided by the Dunlops is obvious — especially left above — as Edwards conducts the K&S tyre test.

Run:	1	2	3	4	5	6
Lap	Good-year	Bridge-stone SL	Dunlop K1/K2	Dunlop K1/K2	Bridge-stone SL	Good-year
1	41.23	41.13	39.10	38.89	41.46	39.65
2	40.55	39.80	37.96	38.95	39.83	39.06
3	40.65	39.73	37.94	37.90	41.21*	38.85
4	41.01	39.36	37.77	37.87	39.36	38.87
5	40.63	39.37	37.45	37.83	39.22	38.81
6	40.54	40.03*	37.76	38.23*	39.61*	38.78
7	40.30	39.09	37.66	37.71	39.96*	38.93
8	39.78	39.05	37.75	37.80	39.45	38.88
9	39.55	39.28	37.94	37.83	40.05*	38.96
10	39.61	39.64*	37.71	37.93	39.23	39.13
11	39.39	39.14	37.75	39.33*	39.24	39.01
12	39.42	39.12	38.38*	37.82	39.17	38.97
13	39.70	39.11	37.92	38.03	39.16	
14	39.81*	39.03	37.84	38.52*	39.24	
15	39.26	39.49*	37.78	38.55*	39.19	
16	39.30	39.07	37.89		39.14	
17	40.22*	39.03	37.73		39.17	
18	39.12	38.87	37.74			
19	39.16	39.08	37.74			
20	39.07	39.02	37.72			
21	39.31	38.90	37.94			
22	39.16	39.05	37.97			
23	39.28	38.92	37.89			
24	39.04	38.87	37.81			
25	39.15	39.06	38.04			

temperatures will change the situation is unknown, but our 45 laps of running produced no drop off in pace of the tyres — lap times at the end equalled early ones. The front tyres took on a slightly grained appearance, but this did not seem to affect the performance.

The Goodyear and Bridgestone SL tyres proved very similar in performance. Over the first run, the latter gave marginally better times on average, with the second run, in the cooler conditions, providing the reverse. Whether due to the lesser temperature is purely down to speculation, but the fact that the set of Goodyears proved slightly better on their second run is of considerable interest ...

In the absence of accurate tread depth measuring equipment, comment can only be made on the appearance of wear on the tyres. At the end of the tests, the cleanest looking tread surfaces belonged to the SL Bridgestones, with the mould centre-line still discernible, even on the rears. The Goodyears showed the usual slight signs of grain on the inside of the rears, while the Dunlops, as already noted, showed signs of graining on the front, although again this did not seem to impair performance.

Readers may be able to draw additional conclusions from the results chart, but in basic terms the above seem to be the main comparative differences. Whether it will in any way assist clubs and drivers in coming to one standardised agreement on tyres throughout the country remains to be seen ...

C.L.

