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Double layer	
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## April

8

TILBURY (nr Tilbury Docks)  
Round 1: Kart and Superkart 100  
National Championship

KIMBOLTON (8 miles west of A1,  
1 1/2 miles from Kimbolton, 15 miles  
north of Bedford).  
Restricted club meeting

CHASEWATER (Chasewater  
Pleasure Park, Brownhills,  
off A5, Staffs).  
Restricted club meeting

13

ELLOUGH (Ellough Rd, Beccles,  
Suffolk) Osel and Club  
Championships

15

CADWELL PARK - Round 2:  
Superkart Championship,  
MW Championship

NUTHAMPSTEAD (1 1/2 miles east  
of Barkway)  
Restricted club meeting

SHENINGTON (nr Banbury)  
National meeting. Entries close 11  
April: to Sue Wilkins, 7 Park  
Close, Claverdon, Warwick.  
Tel: 092 684 2092. Fees: Senior £4,  
Junior £3.50 (members: less £1)

16

SURBITON TOWN (Worcester  
Park Rd, Surrey)  
Restricted club meeting

HEMSWELL (On A631, 1 1/2 miles  
from Caneby Corner)  
Restricted club meeting

22

FULBECK (nr Stragglethorpe  
village, 8 miles from Newark)  
Green Man - Round 2,  
Road & racing Junior  
Championship - Round 1

## May

5

SURBITON TOWN  
Restricted club meeting

6

TIBBENHAM (nr Attleborough)  
Restricted club event

FELTON (6 and 7 May)

Kalendar

LITTLE RISSINGTON - restricted

LYDDEN (6 and 7 May) 210, 250  
long circuit

7

DONINGTON PARK - Round 2  
Zip Kartspeed Championship

13

WOMBWELL (nr Barnsley) Green  
Man round 3,  
R & R Junior Championship  
Round 2

CLAY PIGEON (on A37, midway  
Dorchester and Yeovil) Kart &  
Superkart Championship Round 2

KIMBOLTON

CHASEWATER - restricted

20

ELLOUGH - Round 2 Osel and  
Club Championships

NUTHAMPSTEAD - restricted

SHENINGTON - restricted

27

FULBECK - restricted

TIBBENHAM - 4 hour enduro,  
100cc

LYDDEN - 210, 250 long circuit



An interesting comparison in this month's *Ponder with Pudney* column leaves food for much thought. Why is it that the 'top brass' of American karting can sit down and chat amicably together when at present a similar thing could just not happen in English karting?

As, until very recently, an outsider looking in on the British scene, I am amazed at the amount of petty, almost childish, disagreements taking place between various administrators, manufacturers, clubs and personalities. Is it *really* necessary? What is the point of it all - don't try and tell me that they are *all* working for the good of the sport.

From time to time, Britain is looked upon as the 'centre' of World karting, but it does look as though there is definitely something to be learned from looking outside at present. America is not the only karting country which is generally 'at peace' - I can vouch for the South Pacific area in particular.

Britain's present 'divided' face has been explained in various ways, including the 'intense competitive atmosphere of British karting'... Well, you could hardly call America 'uncompetitive' - they've just produced a World Champion, to stand alongside Britain's one former Champion.

The sport in Britain is on the brink - lurching from one aggravation to the next. Isn't it about time that a lot of the 'names' within the sport took a long look at themselves, their behaviour, and in particular their *motives*?

On a brighter note, we are delighted to be able to announce the Cronus Kart and Superkart Award (see *Just Heard*). A similar award is presented within various other sports via various prestige magazines and we feel that the initiation of this award in karting, through our magazine, is genuine recognition of the success of *Kart and Superkart*.

CHRIS LAMBDEN

### FRONT COVER

End of the straight at Barnsville, Georgia, USA  
as one of the American 'Pro' Class racers crests  
the rise. Pudney ponders on the US scene in this  
month's column. (Photo: John Pudney).

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Monthly No. 004

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### NEXT MONTH:

- K&S - Round 1
- Green Man - Round 1
- Thruxton and Donington  
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## The New Kart Committee Meets

The new RAC Kart Committee met for the first time early in March, with the new committee made up of the following standing members and invited newcomers:

M. Allen, A. Burgess, D. Buttigieg, J. Fabby, C. Fenwick, A. Foster, A. Hesketh, D. Hockey, W. Lawson, R. MacGregor-Grieve, M. Minns. Mr Burgess was elected as Chairman, with Mr Hesketh as Vice-Chairman.

Interesting to note that both the National Association of Clubs committee members, Jock Mailer and Dennis Davidson, invited to join the Kart Committee, declined.

Not unnaturally, the tyre situation came under discussion! The following amendments to the policy announced in December and reported in our January issue, were made:

a). Until 31st December 1979, List A will also include those 4in tyres that were on the 1978 list i.e. 4.10/3.50-4 Carlisle and Continental. These will not need to bear a code mark but must be identical to the versions deposited with the Council.

b). A definition of the amount of tread cutting necessary on a rain tyre will be issued. Until 31st December, 1979, rain tyres need not bear a code mark but must be based on the slick tyres in List A or B and be identical, other than in respect of the tread pattern, to the versions deposited.

c). Other than those covered in (a) and (b), all tyres in classes where either of the Lists applies, must bear the code mark as from 1st June, 1979. Anyone still having uncoded versions after that date could extend their useful life by having them cut for rain use and taking advantage of the dispensation in (b).

d). Holders of a 1979 Kart Trade Licence having stocks of non-coded tyres on Lists A or B, will be able to have them coded as a special concession. Those wishing to take advantage of this scheme must send a declaration to Mr Needham at the Secretariat to arrive no later than noon, 18th March stating the make, size, type and quantity of each version supported with the relevant invoices of purchase together with a fee of 20p per tyre. Arrangements will be made at a later date for the marking.

e). Classes 100 International and 250 International will be governed by the following 1979 CIK Regulations at all meetings. 'The maximum width of a rear wheel rim fitted with its tyre is 21.2 cm. This dimension will be checked by a gauge of 21.5 cm (to include the maximum tolerance allowed). These dimensions are the absolute maximums and it should be possible to check them at any time during a competition. Any infringement found during a spot-check during or at the end of an event will automatically result in the competitor being banned for the whole meeting. The diameter of the rim should be between 4in and 5in. The exterior diameter of the front and rear tyres should be 30 cm maximum.'

To aid those with stocks of 6in wheel size tyres (these are forbidden by the CIK Regulations), it will be permitted to use at Restricted permit events only in the International classes the relevant tyre from the 1978 list i.e. Goodyear 12x6.00-6.

f). As a question of principle, twin rear wheels are permissible provided that the tyres are on Lists and the combined price for two tyres does not exceed that permitted per tyre for the relevant class. It should be pointed out that at the present time there does not appear to be any tyres which could comply with this requirement.

Well the obvious omissions have been corrected - 4in wheels, rain tyres etc. However there's no mention of the two other bones of contention, namely the restriction of Britain Classes to Carlisle tyres only, and the restriction of tyres in both 100 and 250 International Classes at restricted meetings. Our information is that open tyres at all meetings for classes 100 and 250 International was discussed and agreed upon at the meeting, but the RAC 'press release' makes no mention of it! Quite what is happening we're not sure....

How the kart trade will react to having to pay 20p per tyre for the privilege of having old stocks stamped with the 'code' remains to be seen!

Paragraph (e) sensibly brings Britain into line with the new International Regulations, whilst allowing old 12x600-6 tyres to be used up at restricted events.

Other subjects mentioned in the RAC's 'press release' are:

### ● THE NATIONAL ASSOCIATION OF CLUBS

A request for recognition of the above Association was passed to the Motor Sports Council in November. 'The Council feels that recognition should continue to be limited to Associations of a Regional Nature. Nevertheless it is obviously in everyone's interest to avoid a confrontation and accordingly it was hoped that representatives of the National Association would accept individual invitations to join the Kart Committee.'

All of which is a rather good way of avoiding the direct issue of recognition, and passing the onus back to the Association. The fact that both Association representatives declined Kart Committee membership is made to appear as an unwillingness to co-operate on the Association's part!

### ● 1979 KART CHAMPIONSHIPS

At a meeting of RAC Championship Organizers and the RAC Kart Committee, it was agreed that in addition to applying the RAC Restricted Tyres Lists to the appropriate classes, the following should be included in the A.S.R.'s:-

'Each driver will be allowed a maximum number of tyre sets - each 4 tyres, and irrespective as to

whether wet or dry pattern, as follows:- International Classes - 4 sets, National and Britain Classes - 3 sets. These must all be presented at Scrutineering for marking, with no others being used throughout the meeting. A representative of the Motor Sports Council will be present to verify the eligibility of the tyres submitted.'

The dates of the various RAC Championships have been revised:

**100 International, Junior and Junior Britain:**  
Felton 28/29 July

**100 National and Britain:**  
Rye House 11-12 August

**Short Circuit Gearbox - all classes:**  
Dunkeswell 15-16 September

**Long Circuit Gearbox - all classes:**  
Donington Park 30 June/1 July

● To enable clubs and traders to plan ahead, the Kart Committee will require all applications to hold the RAC 1980 Championships, to homologate or downgrade engines under RAC regulations, or to add tyres to the restricted tyre list to be submitted to the Secretariat not later than 13 June, 1979, for consideration by the Kart Committee.

### ● 1979 CIK CHAMPIONSHIPS

Drivers wishing to be considered for the British Teams attending the CIK 100cc Junior, Ladies, Formula Europe, 140 Cup, European Championship and World Championship, should do so in writing to the Secretariat not later than 2 April, nominating the relevant event/s.

Seems fairly short notice, doesn't it!

● As we go to press, the new RAC Motor Sport Yearbook has just been released. It appears that karting has missed out a little in the amalgamation of all the motor sports into one book - we don't seem to have many pages at all!

One thing we did notice under tyres - '100 Int. and 250 Int.: As per 1979 CIKrule'. So it appears that these two classes are to be allowed to run 'open' tyres at all meetings after all....

### STOP PRESS RACE RESULT

THRUXTON SUPERKARTS  
- MARCH 25TH

1st Martin Hines  
Hermetite Zip/Zip Yamaha  
2nd Rob Kerkhoven  
Frost Zip/GBRD Yamaha

Third place subject to protest. Dave Buttigieg awarded third, but several drivers protested as Buttigieg spun three times during final, after leading lap one.

Miserable wet conditions and the high speed circuit provide several spectacular moments.

Full coverage next month.

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## Superkarts Stateside

We recently had the pleasure of a visit from Joe Grubbs, Vice President of the World Karting Association, one of the two American governing bodies for the sport. Joe was in the UK on a fact finding mission, with regard to the impending introduction of our Superkart category into the US scene.

Joe was an interested spectator at Cadwell Park, and despite the hardly encouraging conditions, was impressed with the sight and sound of the top Superkarts.

There are two or three 250s running in the States, and at present they are forced to compete in with the 'B' and 'C' Open machines on Enduro circuits. ('B' and 'C' Open is made up of 200cc and 270cc 'twin' engined machines respectively.) Current World 100cc Champion Lake Speed has been campaigning a Zip/Yamaha against these machines, and has obviously impressed WKA officials. With the skyrocketing costs of 'B' and 'C' Open machines (Joe quoted us \$2,000 for a super quick B-bomb!), they are looking for something a little cheaper, but spectacular, to replace them. Superkarts, with their wings and the new colourful bodywork trend, look like fitting the bill.

The idea is to keep the regulations on a par with the British and European ones, to enable competition between the States and the UK without too many problems.

## Cronus Award

Cronus, the stopwatch people, are to sponsor a monthly award in karting. The *Cronus Kart & Superkart Award* will be presented monthly, to the person making the most impressive contribution to the karting scene that month - be it a competitor, race official, promoter, sponsor or whatever.

Each month's award winner will receive a superb Cronus 2D watch, complete with case, valued at £79.50.

Cronus are to be congratulated for initiating this award in karting. A similar award has run with great success in *Autosport*, covering the car racing fraternity, and we are pleased to be involved with Cronus in bringing this award to karting.

We will be keeping our eyes and ears open for likely 'candidates', but welcome serious nominations from anyone who feels they know of a deserving subject.

The announcement of the first *Cronus Kart & Superkart Award* winner will be made in these pages next month.

● From the States we hear that the new 135cc Komet is already out. Designated the Z99, it apparently has four transfer ports in standard form, with room for more.

The WKA run a ten round series of events on such tracks as Talladega, Indianapolis, Pocono, Watkins Glen, and Daytona. Last named Daytona run the final round between Christmas and New Year, and this event doubles as their National Championships. If current plans are finalised, Daytona this year could be the scene of an incredible Superkart event. Not being people to do things by halves, Daytona Speedway and WKA are each buying a Superkart, and along with the current US owners, will put on demonstration races at their meetings throughout the year. By December they hope to have at least 50 machines amongst their members, and these, along with (it is hoped) top competitors from England and Europe, will be enticed to Daytona by what could be very substantial prize money.

The track is of course based on the famous oval, and includes the road racing section on the infield. Estimates of the average and maximum speeds are obviously high. WKA are looking to fly out Martin Hines and two karts in the next few weeks to test the circuit and investigate the possibility of a chicane on the long, long main straight.

With the event falling in our 'off-season', conveniently placed in the Christmas/New Year break, and the possibility of travel expenses, Daytona are hoping for a strong British/European entry. Keep it in mind! We'll keep you in touch with developments.

● Regular German kart team member George Bellof has arranged a Formula Three drive for this year. Twenty-two-year-old Bellof will be running one of the Ralt 'wing' cars with BMW engines, under sponsorship from *Auto Zeitung*, as part of a three-man team.

● After a previous announcement of sponsorship of Derek Price by Ray Davies Autos, we have received the following statement from Mrs E. Price - 'Derek Price states that he has no connection with Ray Davies Autos. His BM/BM equipment is his own. He has now signed a contract with *Haydock Park Motorcycles Ltd.* for 1979. He will be driving a Deavinson Sprint, with Sirio engines to follow.'

● Northern race commentator Paddy Gunstone is giving karting regular mentions on his Radio Trent programmes. All good publicity! Anyone up that way with any interesting news can get in touch with Paddy at Radio Trent.

● Any overseas drivers thinking of coming to England for the Kart Grand Prix at Silverstone, should note that there is a Superkart Championship round at Cadwell Park a fortnight later. Well worth staying on for, with a bit of a holiday in between!

## In a word...

● News of a 'Pro' series from the States. Three rounds, starting at Quincy, Illinois, with a minimum of \$5,000 prize money at each round. Quincy, 21-24 June, will probably see a \$10,000 purse, with \$1,500-\$2,000 for the winner. Competitors can use any 100cc engines, any tyres and any fuel.

Entries from Europe would be welcomed - European chassis would apparently be OK with the addition of a solid steering column and a few split pins!

● A CIK working group are seriously looking into the possibilities of homologating tyres. It seems that homologation may well be introduced next year. Also mentioned is a possible increase of minimum weight in 100 International (A-class) from 120kg to 125kg.

● World Champion Lake Speed was in New Zealand recently for their now annual international event. Full details are elsewhere, but it appears as though Lake went out prepared for a picnic, and got beat! The meeting, in Auckland, was won by top-ranked New Zealander Garry Croft, with Australian Champion John Pizarro second overall, ahead of Lake.

After a thrashing like that, we'd imagine that Lake will take his forthcoming trip to England for the *Toshiba Global Cup* a bit more seriously!

● One Englishman who could surprise at that meeting is Roy Mailer. At the recent Rye House meeting Roy left all the Internationals for dead, turning in an unofficial 35.75-sec lap. Those of you who know Rye will know that's pretty quick (an unofficial lap record, in fact!).

● Two 210 competitors have announced sponsorship for 1979. Tim Jackson will receive backing from *Hillside Precision Engineers (Northampton)*, running a Barlotti/GBRD. It is hoped to do selected 250 events also.

*BP Oils (Inverness)* will be assisting Rod Hill this year. Rod will campaign Barlotti/Dean Upton equipment.

● Just notified, is a change of date for the Jesolo Champions Cup 100cc meeting. The event - usually the guide to form for the coming international season - is now scheduled for 2 and 3 June. The organisers of the Swiss GP have put their event back correspondingly to 9/10 June - hoping to catch English drivers on their way back after the Champions Cup.

## FRIGGIT



BY BARRY FOLEY



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DMA, 41a Oxford Street, Church Gresley, Burton-on-Trent. Tel: 214489  
JKS, Marchlands Garage, Lomney, Fraserburgh, Scotland. Tel: 2554  
JOHN MILLS, 90A Valley Road, Worksop, Notts. Tel: 4633  
MISTRAL RACING, 41 Bishopston, Montacute, Somerset. Tel: 074 76 2568  
L. D. RACING, 3 Bolton Road, Kearsley, Lancs. Tel: 0204 73717  
SHOESTRING RACING, Porch House, Bunsay Road, Poriuland, Norwich, Norfolk.  
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## In a word...

● Legal action is being considered by Bob Clowes of *Motivation Design & Development*, regarding possible infringements of copyright on his expansion chambers and silencers. As in the Formula One Arrow V Shadow case, this could result in the manufacture and also the use of the offending components being rendered illegal, by law.

● John Mills reports that a recent big shipment of DAP T72s has brought them up to date on orders for these. A hundred T70s are expected shortly, which should dent the waiting list for that model a bit!

● Nigel Smith of *Team Schemes* has got a bulk order of Portuguese sweat shirts in - they are apparently really good value.

● Bruno Ferrari now has the latest Parilla con rod available. Of the knife edge variety, it apparently only comes in 'selected' form - hence the £25 or so retail price.

● After early attempts to keep the price of the TKM Britain engine down, we see it has just gone up to approximately the same price as the imported Britain Class engines.

● Well, it must be said that the RAC Technical mob do appear to be in a bit of a state at the moment!

It appears that they inadvertently homologated the TT version of the Hewland engine for 100 Britain, when we all know that the class is meant to be for engines with two transfer ports and one boost port. So we now appear to have the rather ludicrous situation of the same basic engine eligible for 100 Britain, 100 National, and 100 International - at differing prices, of course!

There is also a rumour that *Deavinson's* application to homologate the Sirio engine for 100 National mysteriously went missing, and didn't even come before the Kart Committee. ...

● Due to an increase in business, Ray Davies Autos have moved the karting side of their business to new premises at 18 Buchanan Street, Blackpool. This side of the business will now be run by Phil Foster under the name 'Mach 1 Racing'.

● Tony Smith Racing Developments have just shifted into sizeable new premises at 78 Bridge Street, Peterborough. Tony has joined the Merc. transporter brigade, and will be at all big circuit meetings. As well as karts, Tony now stocks a large range of motorcycles.

● John Gillett Sports Cars have sent us details of their new digital tyre temperature gauge. Marketed under the *Lynxline* brand name, its four silver oxide batteries give 60 hours' continuous operation.

The temperatures are given on a 17mm high liquid crystal display, making for ease of reading. Complete with black carrying case, the unit sells for £69.95 + VAT.

● Blue Lion Kart Hire of 36 Shakespeare Road, London SE24 (tel: evenings 01-274 0073) advise that they can supply karts for race hire or test sessions. The scheme is operated in conjunction with Startline Motors, 418 Katherine Road, London E7 (tel: 01-552 9772). Write or phone for details.

## THE TRADE PAGE

## Insurance in Karting

For sometime now, the name of Talasan Ltd. has been floating around karting circles - obviously not a kart dealer or anything in that line, but 'something to do with insurance'. Recently, we called in at their offices in West Hampstead, London, and spoke to Managing Director, Mike Coles, about the services they have to offer.

The three storey building (that Mike refers to as his 'bucket shop!') is the base for his insurance business - mainly involving cab drivers' insurance, marine cargo, and the like. However, with his own involvement in karting, a new side of the business has evolved over the last few years - karting insurance. To date this has involved insurance of equipment - whether in transit, in the pits, or at home.

Mike is now working on expanding the various insurances available to assist kart drivers. Just announced is a new life insurance policy, that not only specifically covers a driver when he is racing karts, but remains in force should he (or she!) move on to any other form of racing - Formula One included. As long as the policy is taken out whilst still in the karting side of motor sport, it covers all forms of the sport. (see ad. elsewhere).

On the drawing boards is another new policy, which Mike hopes to have organised by the Summer. It will provide 'on-course' cover for damaged chassis, fairings, engines etc. through accident while racing. It is hoped to market this

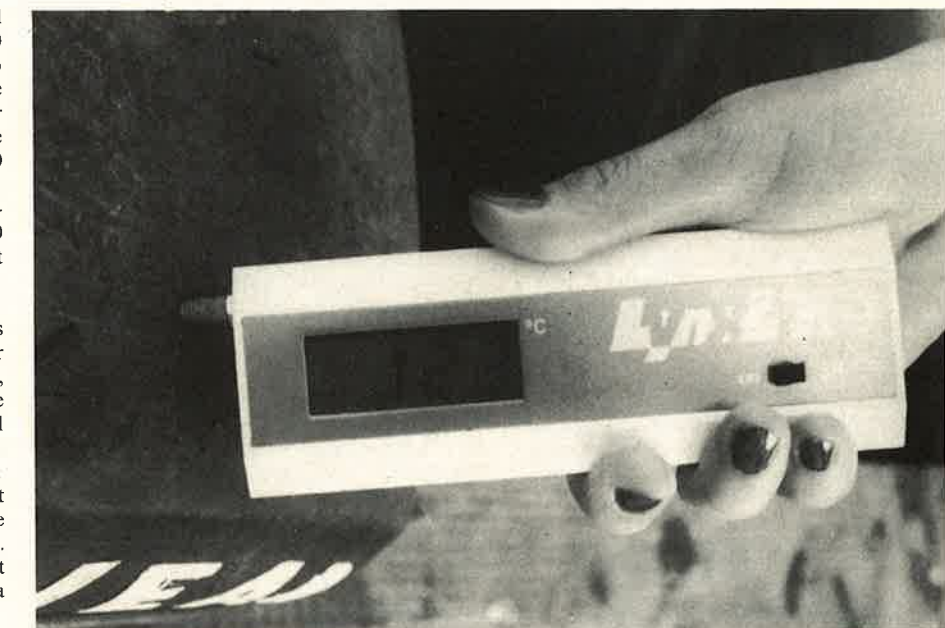
policy through the organising club on a coupon basis, with the club taking a small commission for administering the policy - hopefully available at signing on. Imagine signing on and being asked 'With or without insurance?'

Something else which Mike hopes to organise in his role as a broker, is karting finance. Plans for this are still in the early stages.

Obviously Mike is hoping that through the karting insurance, karters will eventually put their other insurances - Motor, Household, Travel, Life, and Business - with his company. The karting side is only a very small percentage of the overall business, but Mike feels the potential is there, and already he has been able to put back a certain amount of sponsorship into the sport.

Although a Class One competitor himself, (and keen on the French/Belgium endurance races) Mike has put the Talasan sponsorship behind Judy Sharrock - who is hoping to compete at the Ladies World Cup this year. Talasan is also involved in the Hayes & Harlington Six hour in June, and the *Kart & Superkart* 100 National Championship.

It's good to see the company putting a good percentage of their karting income back into the sport, and should karters agree that their Life Policy is worthwhile, we could well see a much greater involvement by Talasan in karting sponsorship.



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continued...

In a word...

● Junior Britain driver Mark Bailey is to be supported by Bruno Ferrari this year with a Ferrari tuned engine and preparation at his disposal. Bruno Ferrari advises that he is looking for a good Junior National driver, who is currently using Parillas, to come to a similar arrangement.

● With the loss of Terry Fullerton, and no experienced top-line international driver seemingly 'available', Zip Karts are relying on their youthful up-and-coming drivers for 100 International this year. Martin Smart, who showed so much potential at Le Mans, will lead the team, continuing to use BM engines prepared by Mistrale. He will be supported by Jackie Brown, in his first year of Senior racing.

On the 100 National scene, Steve Davis and John Wellsted will both be running the new 79 GT chassis and Zip engines. Both will contest the Kart and Superkart Championship.

Nigel Mitchell receives works assistance in the Junior category, and Zips are still looking for another likely contender to partner him.

On the long circuit scene, nothing is changed from last year, with both Martin Hines and Paul Elmore running the works 250 Superkarts, and Steve Elmore running a works assisted 125.

● It appears that several clubs, under the auspices of the National Association of Clubs, are to take the Lane case into their own hands, after we all thought, and hoped, that it was dead and buried.

The clubs are apparently refusing Alan Lane's entry to their meetings, which at Restricted meetings they are quite at liberty to do. The problem arises with National permit meetings - i.e. Green Man Championship and British Championships. For example, the Northumbrian Kart Club, this year running the 100 International Championships at Felton, have apparently banned Alan Lane from their meetings until the end of 1980, and they say this includes the British Championship.

Theoretically, the RAC should insist that Lane be allowed to race. At this point, the club either agrees, or doesn't run the meeting - and at the moment it appears it could be the latter!

How Lane will react to all this is uncertain. Certainly he as an individual seems to be bearing the brunt of the blame for the incident - far more so than Lane Racing as a Company, or indeed the driver actually involved.

The Dunlop tyre aspect of that meeting has also created an emotional anti-feeling and is further aggravating the general air of discontent.

For sure, no one can begin to excuse what went on at Clay Pigeon but should the general feeling that 'they got off lightly' be allowed to vent itself on Alan Lane personally? If Lane Racing, and indeed Paul Jackson, did get off lightly, then surely the RAC are to blame? To retrospectively re-try the fellow is wrong - better to restructure the rules and regulations with very great penalties to ensure it never happens again.

Obviously, the clubs will make their own decisions - let us hope that they do so with great thought, and more so, without emotional issues clouding those thoughts.

● Charlie Goff of Goff Karts has just passed a milestone in his karting career. His 59th birthday signals 20 years' active competition in the sport. Charlie still races, in 125, in gentlemanly fashion, and plans to continue for some time yet. We don't know of any other current competitors who can match that record - do you?

## The Kart and Superkart 100 National Championship

**Important Notice:** After discussion between the various parties, concerning the current tyre situation, it is now confirmed that the series will be run strictly to current RAC regulations.

A new, super sticky *Continental* tyre has just reached the UK market, bearing identical markings to the previous model of Continental. Please note that these new lightweight tyres will *not* be allowed in 100 National, and the RAC are currently drafting a suitable regulation to exclude them.

As we go to press, the entries are pouring in for round 1, Tilbury, 8 April. The London Kart Club have organised a superb range of supplementary prizes for round 1, and the meeting should be a cracker. See you there

## Round Two Clay Pigeon - 13 May



An aerial view of the Clay Pigeon circuit.

● **Enter now!** - entries close 9 May. All entries must be made on the correct entry form (available from Comp. Sec., or at Round 1 - Tilbury) and correct entry fee (£6) must be included.

● **Entries to:**  
Comp. Secs., Clay Pigeon K.C.,  
Miss L. Marks and Miss P. Jones,  
c/o 41 Bishopston,  
Montacute,  
Somerset.

● A camping area is available adjacent to the track. Camping fees are payable, and sites may be booked in advance. Apply to:  
Mr Perratt,  
The Old School,  
Bradford Peverell,  
nr Dorchester, Dorset.  
Phone: Dorchester 3613 or 2204.

● The Clay Pigeon circuit is midway along the A37, between Yeovil and Dorchester.

● Early reports on testing of the new Continental tyres as detailed last month seem to show a similar type of performance to some of the Dunlop tyres that have been around for some time - i.e. quicker than Bridgestones in cold, damp conditions, but fast wearing and rapid 'going off' in higher temperature conditions. This would tend to tie in with the physically soft rubber, and incredibly small tread depth and weight of the tyres.

● As the tyres bear identical markings to the older style Continentals, a problem arises as they are thus, according to the rule of letter, eligible for 100 National as per the RAC tyre list! However, we do hear that the RAC is drafting some 'emergency legislation' to save what could be an embarrassing situation.

● On the subject of tyres, we do hear that the Board of Fair Trade has become involved - and could well provide the swiftest means of getting something done about the situation. The RAC so far have not been seen to pay a lot of heed to the general opinion - especially regarding Britain Class tyres - but pressure from a Government body may speed the process up. The Board represents the interests of individuals, as well as traders, so correspondence from concerned individuals could all add weight to the case.

If you feel aggrieved enough, why not write to the Board - either directly, or through a letter to us. We will pass all correspondence on the matter on to the Board en masse, which may stimulate action a little quicker!

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## CLUB SCENE

Trevor lead from the flag with Kevin Jones taking second place. With Pole position in the final Trevor had no trouble, leading all the way, with J. Paffett second and Kevin Jones third.

1st	Trevor Gowers	Star/Gowers 9E
2nd	J. Paffett	Barlotti/GBRD
3rd	Kevin Jones	Barlotti/Upton

### 250 NATIONAL

The first heat was won by Superstar Frank Roberts and the second by M. Jackson. But the final saw a few disasters and it was Terry Arnold who eventually took the chequered flag first.

1st	Terry Arnold	Sprint/Griffon
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A month's gap in the club racing now, as next month we host round 1 of the potentially very exciting *Kart and Superkart Championship* for 100 National competitors.

SYLVIA BOYCE

## News from NatSKA

The nearest one can get to crystal ball gazing up-and-coming racing drivers is often, of course, in karting. And at the real 'grass roots' of this outlet for rising stars is the *National Schools' Karting Association*.

In realisation of this, Esso are showing very positive interest in this year's NatSKA Annual Championships, providing £2,000 with which to subsidise accommodation costs and entry fees. Further to this support, exciting news for the 300 young contenders in the Champs is that the Jim Russell Racing Drivers' School have now also shown interest in rising British talent, and their future scholars. The J.R.R.D.S. have agreed to sponsor a trophy, and to provide free introductory lessons to their Formula Ford schools for the top six drivers in the Championships.

In keeping with the general policies of the Association, which are largely aimed at economy, and the encouragement of technical skills and innovation, it is likely that the J.R.R.D.S. courses will be up for the grabbing by the top 210cc and 125cc drivers, who obviously show signs of interest in gearbox racing, and not the more affluent rotary brigade, who, it is generally felt, are in less need of such financial assistance.

In a clarification of disputes arising from varying interpretations of the rules at last year's Champs, it has been announced that non-current commercial chassis will be allowed to run for the next two years in schools' competition, (excepting the class for 100 National, of course.) From 1981, however, there will be strict adherence to the rule necessitating that only school built chassis can compete – again in accordance with the Association's objectives of keeping costs low and encouraging mechanical interest and skills.

A further opening for school drivers this year is a class for 125cc 2- and 4-stroke engines, linked to a maximum of four operable gears. As usual, the other classes to be run vary from the growing 210cc group to the always closely contested economy 50cc class.

In this, the biggest year so far in School's Karting, it is emphasised that entries for the Champs can **only** be made through teachers, for it is strictly a meeting for school students, and not anyone else.

If last year's very entertaining NatSKA Champs are anything to go by, then Rye House Stadium, on July 7th and 8th, could well be an interesting place to be...

P.R.B.



*Dave Evans made his Tilbury debut in 100 International, but had a troubled day, though showing considerable promise. (Photo: Dennis Callingham)*



*Heat 1 in 100 National saw Wayne Homer (7) hold off a stern challenge from Mark Treadwell, who remains unbeaten this year. (Photo: Dennis Callingham)*

*Junior Britain saw Lee Cranmer take a well earned win driving his superbly turned out Kestrel/TKM. (Photo: Dennis Callingham)*





## Exciting Club Day at Tilbury

On Sunday 11 March the London Kart Club held their monthly race meeting at Tilbury with well over 100 entries.

### JUNIOR BRITAIN

A very competitive group of Junior Britains with Lee Cranmer winning the first heat quite convincingly from Paul Dryden. Lee came second to Robert Child in the second heat, thus giving him pole position for the 12-lap final which he led from start to finish. Steve Brogan was second and John Chitty third.

1st	Lee Cranmer	Kestrel/Sisley FF99
2nd	Steve Brogan	Zip/TKM
3rd	John Chitty	Zip/T 70

### JUNIOR NATIONALS

John Herbert had a good win in the first heat with Gary Foster-Jones making his way through the field from grid 8 to finish second. The second heat was led from the flag by Derek Higgins. Gary Foster-Jones was closing rapidly but spun at the hairpin allowing John Herbert up into second. Gary quickly restarted to finish third. The final saw John Herbert on pole, but after leading for several laps he spun off and handed the lead to Gary Foster-Jones.

Gary went on to win unchallenged with Andrew Stapley second and S. Setterfield third.

1st	Gary Foster-Jones	Zip/SS20
2nd	Andrew Stapley	Kestrel/TKM
3rd	S. Setterfield	Zip/K 88

### 100 NATIONAL 'B'

The first heat saw a comfortable win for young Gary Till with Mark Sayer making his way through the grid to finish second. In heat 2 it was Mark who led all the way from the flag. There was quite a battle for second place between N. Cherrill, G. Howard and Gary Till, but finally it was Howard who took second with Till third. Mark Sayer, with a worthy pole position for the final, led from the flag for the 15 laps. For 13 laps Gary-Till was right behind Mark waiting for him to make one mistake, but then Gary himself touched a kerb allowing Mark to open up his lead to win quite comfortably.

1st	Mark Sayer	Zip/SS20
2nd	Gary Till	Sprint/TKM
3rd	G. Howard	Sprint/TKM

### 100 NATIONAL 'A'

With 22 experienced drivers on the grid, we saw the best racing of the afternoon. The first heat was won by Wayne Homer, holding off a stiff challenge from Mark Treadwell in the closing laps. Lee Crane drove steadily for third. Heat two, and from grid 9, Crane moved swiftly forward to lead comfortably all the way, with Treadwell again coming through to take second away from Gary Prior.

The 15-lap final saw Treadwell on pole, inside Lee Crane. Having dropped a chain in the second heat, Wayne Homer was back on grid 7. From the flag, it was Treadwell all the way, as Homer forced his way spectacularly through the rest, finally depriving Crane of second.

1st	Mark Treadwell	Zip/DK SS20
2nd	Wayne Homer	Cobra/SS20
3rd	Lee Crane	Zip/SS20
4th	Stuart Ashwell	Kestrel/Arrow
5th	John Adolpho	Zip/SS20

### 100 INTERNATIONAL

A small field of Internationals with Dave Evans just up from Juniors making his Tilbury debut. Ricky Grice won both heats from John Gravett. But in the final, Gravett got the jump at the start and pulled away to win. Grice chased hard, but after an almost 90 degree two-wheel excursion called it a day. Poor Dave Evans didn't have much of a day, coming to a halt at the hairpin first time round in the final. To his credit the little fellow was able to restart the kart, with its 40 pounds of lead!

### 100 NATIONAL NOVICES

With 20 Novices on the grid we were in for some excitement! Throughout the 10-lap heats, the positions were changing all the time. The first heat was won by D. Tebbutt. Heat 2 was lead for several laps by P. Clarke but it was M. Beauchamp who eventually took the chequered flag. S. Twin had pole position for the final but it was T. Davies who held the lead for the whole of the race.

1st	T. Davies	B.M./B.M.
2nd	D. Tebbutt	Zip/K 88
3rd	S. Twin	Zip/K 88

### 210 NATIONAL

J. Paffett held the lead for several laps in the first heat but the experienced Trevor Gowers from the back of the grid soon made his presence felt and took the chequered flag first. The second heat saw

## Pizarro Wins Aussie International

An international meeting was held in Australia early in March. Organiser Brian Thornton had attracted sponsorship from CIG, a major gas supplier, and British Airways, who flew out British Champion Terry Fullerton to take on the top Australians plus a handful of the top New Zealanders.

The meeting was run on a brand new circuit, near Sydney, built within the Oran Park car track, and utilising a portion of it for the main straight. Rain fell during practice and the heats, but everything suddenly dried out for the final.

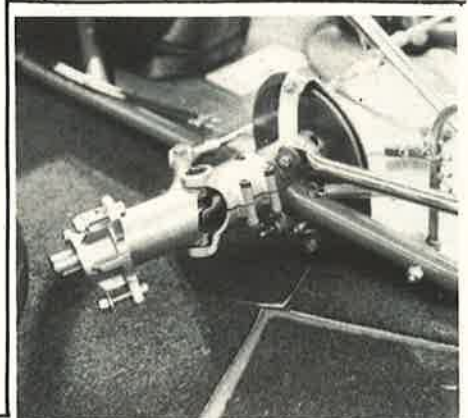
For Fullerton, the meeting was a shambles, his DAP/DAP equipment arriving very late, and being completely new and untried, there were problems. With no dry practice to evaluate the equipment, he just wasn't quick enough in the final. Having won his three heats in the wet, he started on pole, but was outdragged by Aussie Champ John Pizarro and then passed by three more on the main straight, including Howard Heath and Drew Price.

Fullerton moved back into second when the group in front collided and was able to close on Pizarro. However, he spun trying to pass, and so Pizarro was able to win convincingly. Price and Heath recovered to take second and third, with Fullerton restarting for fourth.

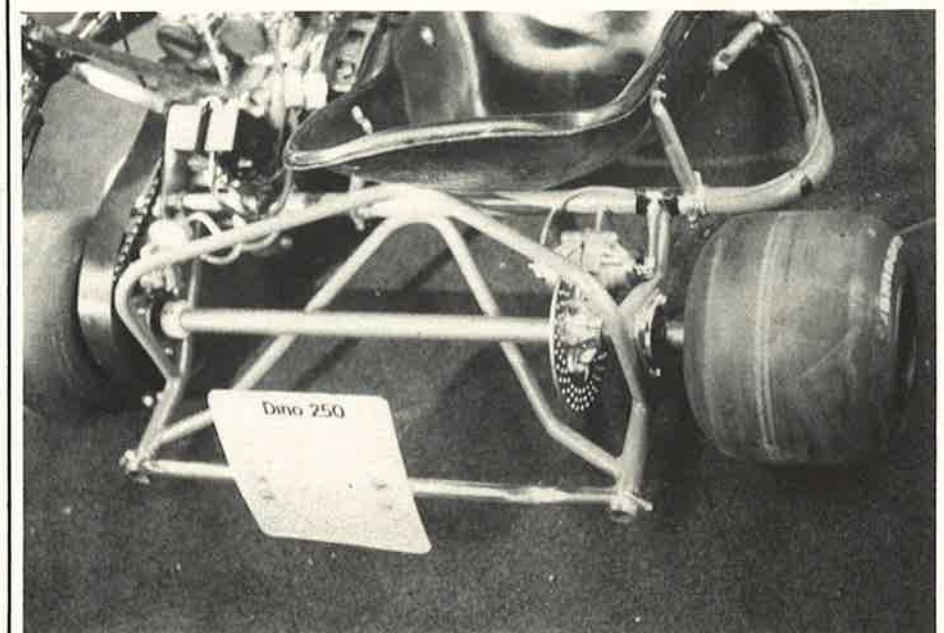
A week later everybody, except Heath, had moved 300 miles north to Orange for another go. This time the event consisted of five heats – all points counting. The racing was apparently exciting, with various 'happenings' and maladies affecting everyone!

Fullerton had a mixed day – mechanical problems in a couple of heats, a collision with top woman driver Karen Condric (likely story), and a heat win. When the points were added up, Pizarro had done it again – a fine result, on DAP/DAP equipment. Drew Price was again second, running an Australian built chassis, whilst Fullerton's points put him third.

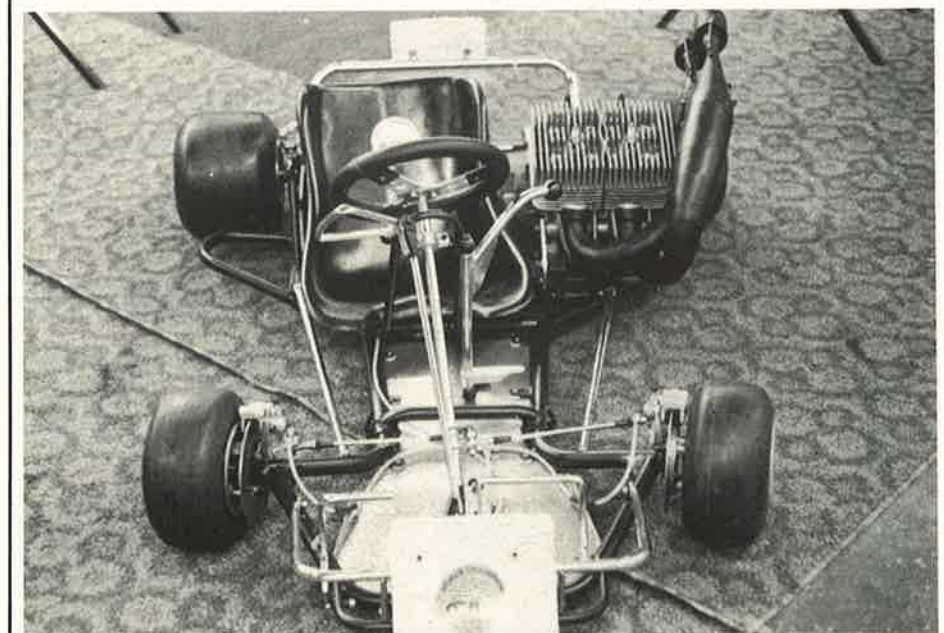
● Neustrie Racing Team are organising a demonstration race on the new 2km Folembay circuit, 120km north of Paris. The event is a forerunner to a full meeting on the circuit later in the year. They would like to see as many UK 250s as possible over for the demo race. For details, write to M. Batifoulier, 20 rue du Point du Jour, Bihorel, France.



The German Kart show in Giessen provided some interesting sights. The Dino 250 showed some interesting features – above, the 'inboard' braking system, complete with universal joints etc. Below: the rear end is a mass of tubes. Somewhat expensive, the rolling chassis costs about £1,100!!



Landia's 250 features a range of torsion bars across, and alongside the front rails.



## Speed In New Zealand

World Champion Lake Speed was the principal 'guest' entry for this year's major international meeting in New Zealand. The personable American was joined by a handful of Australians, led by their current champion, John Pizarro, making his fifth trip to the country. At the last minute the organisers received an entry enquiry from Toni Zöserl, but there was insufficient time to organise a flight.

The meeting at Auckland's Rosebank Stadium was run in the spectacular atmosphere of floodlights, on a warm Summer's evening. In pre-meeting practice, both Speed and Pizarro turned in 24-1 second laps, breaking the lap record of 24-23 set by Terry Fullerton last year, but best time of all was set by top local competitor Gary Croft with Sirio/Parilla equipment.

Four heats decided the result – three pre-drawn grids plus a fourth with the best scorers earning the front grids. Speed took only two engines for the race, and after blowing the better one in practice, suffered from a slight horsepower disadvantage. His evening got off to a bad start with an 'off' in heat 1, and with Pizarro spinning down the field as well, Croft made the most of the opportunity, putting in a storming drive from a bad grid to come through for third.

Croft and Pizarro tussled through heat 2, both setting the new lap record of 23-89 in the process, with the local driver fending off the Australian to win. Speed picked his way through from mid-field for fourth.

The World Champion cruised heat 3 to an easy win, but again Croft stole the limelight with a business-like drive from grid 23 through to sixth at the flag, earning pole for the important final heat.

Pizarro earned second spot, and despite his early problems Speed was on three, ahead of Australian Graham Powles, Peter Day and Eric Haddock. The pressure race, with three rolling laps before the starter unexpectedly let them go. Croft was caught napping, and Pizarro led Speed and Powles. The American was passed by Powles, and then came under pressure from Croft, having recovered from his shocking start. A few laps to go, and the New Zealander slipped through, to assure himself of overall victory. Pizarro's final heat win pulled him clear into second overall from Lake Speed.

1st	Gary Croft	(N.Z.)	13 pts.
2nd	John Pizarro	(Aus.)	18 pts.
3rd	Lake Speed	(U.S.A.)	22 pts.
4th	Graham Powles	(Aus.)	24 pts.
5th	Eric Haddock	(N.Z.)	30 pts.



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	<b>Heat 2</b>	<b>1ST DEREK RODGERS</b>
	<b>Final</b>	<b>1ST DEREK RODGERS</b>

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# The Junior Scene

Well what's been happening in 1979 up to now? Not a lot, with all the snow and general chaos with the weather! The only Club in the South that has been running is Tilbury - Rye House had to cancel two meetings, and Camberley have been having weather problems as well. Hopefully everyone will be back to normal by the time you read this!

I suppose you all know that your RAC Championship is at Felton at the end of July. I have a lot of friends at Felton, and you can be assured of a great welcome. They talk a bit 'funny' but apart from that they are quite normal!! Any Junior would be well advised to try and do a meeting there before the Championship, to sort out your kart and engines properly. There are plenty of places handy where you can get 'Bed and Breakfast' - a phone call to the race Secretary will always help.

With the weather having a field day elsewhere, I have ended up at Tilbury, watching young David Evans go out of Juniors 'in a blaze of glory' - winning the January and February meetings. He'll certainly be the smallest International on the circuits this year! Junior Britain was won by Lee Cranmer at the January meeting, but Steve Brogan dominated the February meeting, winning by nearly half a lap - watch this one, he's a little firecracker. By the way, we've got a Junior Britain Team started at Beccles, at the end of March. John Dryden is the Team Manager and we hope to give the boys a busy season this year. I've been trying to do this for years and am delighted that John is sorting it all out. So don't forget - any club that is interested in a Junior Britain 'challenge', let us know!

The Junior World Championship is at Fano, in Italy this year (it's a long way to Tipperary!) but so far I have not got any details of the event, who is going, or how a lad qualifies - I will try and dig up the details. (Anyone wanting to be considered for the Junior team, is supposed to have let the RAC know last week! - see *Just Heard*, RAC news. ED.)

There's a couple of new faces coming to the fore at Wombwell - David Goldsbrough, who won Junior Britain at the February meeting, and young Shaun Egan who has now moved from Junior Britain to Junior National and from what I hear, could surprise a lot of people this year.

Other likely contenders are everywhere. Young Davidson from Felton won the Northern Championship last year, and with the British Champs being on his patch, should be somewhere near the front. Gary Foster-Jones convincingly won Junior National at Camberley in February - he lapped the whole grid! Mark Bailey is back with a bang - winning the Britain final at Rye, 4 March. Simon Sutton took the National in very convincing style from a lot of young 'uns who are coming along well - drivers to catch the eye were Stapley, Warner, Ward and Higgins. Good drivers these lads!

I was delighted to read the letter from Mr K. C. Renraw on this page last month. As my racing scene involves clubs as far apart as Rowrah and Clay Pigeon, and most tracks in between, you could say I get about a bit! You mentioned the Hewland Arrow 'reigning supreme' in 1978 - for many years now I've been doing the rounds with a little chap by the name of Brown - his 1978 bit consisted of: 45 meetings, won 39, three 2nds, three

D.N.F.s. Six track records and his second British Championship - on an SS20! That was the engine that reigned supreme in 1978! However, it is Mike Hewland's ambition to have his engine at a World Championship - you can be sure it will happen. Anyway, mate, we are on the same wavelength - we both want to improve the Junior scene at all levels. So keep on writing, and fighting for them. 'I do it all the time!'

Good racing,  
JOCK MAILER

## Junior Mail

Dear Jack,

I read the February 'Kart and Superkart' from cover to cover with great enjoyment.

'Ponder with Pudney's' article on the top ten drivers in the country interested me immensely. He gave a number one spot to Terry Fullerton. His account read, I quote;

*No. 1 spot goes to Terry Fullerton because I feel in a straight race, all things being equal, the more aggressive nature of Terry's driving would get him to the front quicker and therefore give him more chance of winning.*

Pudney also wrote about driving hard and braking as late as possible, thus sorting out the winner from the others.

I practice my driving with clean lines, smooth and playing it fair - very often with disappointing results.

At my last club meeting at Wombwell, I decided to try Pudney's advice, I used the aggression and the braking and though succeeding to run front positions, found I upset one or two of my club members by not giving in whatever.

Pudney did not explain how unpopular these tactics can make one!

Please give your opinion.

JON GLOSSOP (Junior National)  
Sheffield.

Thanks for the smashing letter you sent me. I'm afraid that you have the same problem as half the drivers in the World - 'how do I drive like Fullerton?' You don't! Only Fullerton drives like Fullerton - he is a 'one-off.' You must try and develop your own style of driving that you feel comfortable with, and when you do that, you will find that your performance will improve.

You must remember that by the time Terry had reached the age of 16 he had won 3 British Championships, and since then has been European Champion, World Champion and British Champion 6 times I think (I've lost count!). It took him years to reach the standard he now sets.

I would always advise any lad to look at the Fullertons, Mickey Allens or Mike Wilsons, because there is always some little thing they do that could easily be of great benefit to himself.

All I advise you, Jon, is to do your own thing, work at it, and keep on driving - the more you drive and drive, the better you will become. Work on the ability - the aggressive driving will come later, when you have accumulated the necessary skill. I hope I have managed to solve your problem, and can only wish you a successful 1979.

JOCK

# CLUB SCENE

## Chasewater in March

Dreadful weather was the forecast of the day for Chasewater Kart Racing Club's meeting this month on the 11th and, sure enough, umbrellas became the order of the day. Poor Richard Clarke from Walsall decided to test his kart for 'floatability' at a most inopportune moment in a race and promptly sank up to the waist - rather reminiscent of the Oxford & Cambridge Boat Race - most undignified!

The two classes of Juniors raced together for separate trophies which proved to be fast and exciting. Jonathan Millward in the Junior Britain class had a splendid day finishing 2nd, 1st and 1st in all his heats and a well deserved 1st in the finals, closely followed by Jeremy Cotterill in 2nd place. The Junior Nationals was a clear result with Rob Cooper monopolising the heats and coming in 1st in the finals.

Out of 17 100 National Senior competitors, four drivers dominated the day, both during the heats and the finals. Roy Cotterill winning the 1st heat, Martyn Anker the 2nd and Lawrence Hackett the 3rd, however, Peter Christo showed them all the way home in the race that really counted, for the trophy.

The 100 International class was marred by a disqualification and some unnecessary bumping! Nick Carter from Northwich began to show he was a very definite contender for winning the day's racing, but it became apparent that he wasn't quite going to make it as he fought bumper to bumper with Simon Grove, who led the final until an electrical fault 10 yards before the chequered flag left the way clear for Nick to earn his well deserved trophy.

In 210 National John Ostins from Sutton Coldfield excelled himself as usual, by winning three out of the four races of the day, including the one that counts. Two more laps in the 3rd heat would have given him his fourth win. After stalling at the drop of the Union Jack, it takes a lot of skill to catch up with a spread-out field of 20 competitors, with the back-markers some half-a-lap ahead and with 1 1/2 laps to go - but he reached the 3rd place position after steadily overtaking the rest of the karts.

## RESULTS OF THE DAY'S RACING:

JUNIOR BRITAIN	
1st	Jonathan Millward
2nd	Jeremy Cotterill

JUNIOR NATIONAL	
1st	Rob Cooper
2nd	Andy Rollason

100 INTERNATIONAL	
1st	Nick Carter
2nd	Andrew Barkas

100 NATIONAL	
1st	Peter Christo
2nd	Lawrence Hackett

210 NATIONAL	
1st	John Ostins
2nd	George Bradbury

VAL LEE  
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# Frost in the snow



Steve Stylin presses on to win the first Superkart Championship round of 1979. (Photo: Dave Smith)

**Team Frost and Steve Stylin victorious in snowy Superkart opener after initial leader Hines errs. Hines finishes a battle-scarred second. John Simpson makes a late charge to third. Paddock interest revolves around revolutionary 'ground effect' Turner Aero - the beginnings of a new era? ...**

At first it didn't look as though it would happen. Only one and a half days before the starter's flag was due to fall for the 1979 Superkart Championship, at Cadwell Park, the Lincolnshire circuit served very effectively as an ice-track for a special stage of the Mintex Rally. However, despite mutterings that the meeting should perhaps not have been run, start it eventually did, and tentative steps were taken on the icy road into the new season.

The inclement weather restricted racing to the rather short (under a mile), but picturesque, Woodlands circuit, which was cleared of all but the most stubborn of ice patches by hard-working marshals. As the ice gradually melted, the 1979 Season started amidst a flurry of interest...

### Around the pits

Centre of paddock interest were undoubtedly the new Turner karts. Revealed to the World for the first time were Malcolm Turner's previously very secretive Winter developments in 'ground effect' bodywork. The end result of work every night since Christmas, including having to completely assemble the fibreglass bodywork to three new Aero chassis in just two weeks before the meeting, was three truly beautiful Superkarts. Resplendent in plain white livery, the Turner bodywork fully enveloped the kart, including integral, angled seat (but not providing a lying-down driving position), and a rising tail and angled rear lip in place of the conventional rear wing. Colin Chapman's influence, inevitably, was also evident on the underside of the kart, with skirts hanging from the underpan. However, beautiful though the bodywork certainly looked, general feeling in the

Although distinctive in their new golden Hermetite livery, the Zips of Martin Hines and Paul Elmore found themselves for once overshadowed in the Paddock Show! However, Martin is quietly working on his own ground effect ideas, and these are likely to appear at Silverstone, if not before. Few doubted that Hines and Elmore would be up where it counted in the actual racing, of course...

European Champion Dave Buttigieg had transferred his 'E' number plate to Deavinsons in the pre-season 'musical chairs', and arrived at Cadwell with plenty of work to do, for the Winter weather had prevented any possible off-season testing with the new Deavinson chassis. Prettiest of the Superkarts, Carolyn Grant-Sale, was also contesting with the unknown qualities of the Deavinson chassis.

The only other significant Superkart change found at Cadwell was that Frost-sponsored Steve Stylin was joined in his professionally turned-out team by his engine tuner, Rob Kerkhoven. Stylin's neat kart was one of many to suddenly assume a rather outdated appearance, following the emergence of the revolutionary Turner bodywork. Nevertheless, well acquainted with his mount, and on a short, winding circuit unlikely to allow ground effect designs much advantage, it didn't seem likely that a fall back in the Paddock Fashion would detract from Steve's racing performance...

### Hughes Who Of 210 Winners...

Racing was started by the 210 brigade, who were split into half for two heats, from which the top 30 would go through to the final, and then with a repechage event allowing the next top 20 drivers to start the all-important final.

In the first heat, fought between the first half of the entries, Will Hoy, Steve Rowson, and George Bett all tried to out-drag each other away from the line, and filed through the first right-hand hairpin in that order. Lap three, and Bett had demoted Rowson for second, whilst Gary Hill outbraked Raymond Howarth at the end of the straight to take third position. Much spectator interest was aroused by Clive Leeson, Alan Cheetham, and Nicky Lumby of Donington, driving nose-to-tail and darting in and out of each other's slip streams in a scrap for sixth place.

Malcolm Turner unveiled the new Aero Kart, complete with bodywork. The potential of the new machine is unknown, as various mechanical problems kept Malcolm out of the final.



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continued...

Gary Hill nibbled away at the gap between him and Steve Rowson until, on lap four, he slipped by to take third spot, Rowson sadly retiring with a bent back axle following a shunt. So, at the chequered flag, Will Hoy crossed the line comfortably ahead of George Bett, Hill, Leeson, and Ray Howarth.

Heat one for the next half of the 210 entries saw Kelvin Lax gain an initial advantage in his Barlotti, but he was ousted by the similar chassis of Pete Ablewhite on lap three. Meanwhile, Colin Mills, who had moved up swiftly from fifth to third, was relegated back to fourth by Mansfield driver Bill Longden as they approached the Mountain for the fourth time. Longden's brilliant charge through the field from the rear of the grid, which netted him fastest lap in 55.4 seconds (64.99mph), was undoubtedly the most inspired drive of the race.

However, he was unable to catch Ablewhite or Lax in just six laps, and Ablewhite coasted to a well-spaced 0.4 second victory from Lax, Longden, Mills, and Paul Hughes, who had progressed steadily and moved up seven places. An essentially unexciting 'race', but one which pointed the Finger of Promise most definitely towards Bill Longden.

Into the second heats, and worries about time and light passing too quickly prompted races of only four laps duration. In the first of these sprints, Bill Longden again revealed superiority, and had squeezed by Brian Heerey and John Newton to take the lead by the time the pack poured up the Mountain for the first time.

A lap later Heerey overdid it through the left hander before the Mountain in his efforts to keep Longden in sight, and discovered the abrupt stopping power of snow! This let Newton through to second, with Paul Hughes hot on his tail. With less than a lap to go, Longden then made a surprising error, spinning at the sharp right hand hairpin at the end of the straight, re-joining the fray a lap down. Inheritor of the chequered flag was therefore the deserving John Newton, followed home by Hughes who had scrabbled through from an early position of sixth, and who had pulled out an impressive seven second gap from Londoner Kevin Jones, Cadwell local Graham Sykes, and Will Hoy.

In the second of these four lap 210cc sprints Clive Leeson was quick to accelerate his BTA into the lead, but was also quick to crash out, hitting the snow at the circuit's edge whilst rounding the Mountain for the first time! His over-enthusiastic bid to pull out a good lead then allowed Northern Raymond Howarth to lead from a closely bunched gaggle consisting of Barry Barthorpe, Pete Ablewhite, and Simon Quance. Quance grabbed the lead between Hairpin Corner and Barn Corner on the fourth lap, and behind him Ablewhite and Howarth indulged in some side-by-side battling. Quance emerged the comfortable victor, Ablewhite and Howarth failing to catch him because of their squabble with each other, with Paul Tooms taking fourth.

To the 210 Qualifier, to allocate the last 20 places on the 50 strong final grid. This was won convincingly by Barry Yallop, with Barry Barthorpe, seated in a Mustang chassis, Alan Musson, and David Baxter trailing in over six seconds behind the winner.

So to the 210 Final, the first round of Cadwell's 2nd Annual Mansfield-Wilkinson Trophy.

At the drop of the flag Will Hoy, as expected, made the best start, and pulled away from the front of the grid to lead Pete Ablewhite, Paul Hughes, Simon Quance, and the rest of the tightly bunched field into the right hand hairpin. Emerging from the hairpin Hoy led Hughes, Quance, and Ablewhite, who had left his braking late and had

to exit the 180° corner on a wide line. Hughes glued himself to Hoy's bumper, and moved over to make a bold challenge for the lead at the top of the circuit on the first tour. This left Hoy to tuck in behind Hughes, but not for long, for he soon pulled out of Hughes' slipstream at the end of the straight and re-took the lead. Behind these two filed Quance, Shadow mounted Brian Heerey, and Gary Hill.

A Battle Royale developed between Hoy and Star driver Hughes, the Star Kart often pulling alongside Hoy's Gartmore Zip, but never quite able to actually take the lead. Quance and Heerey motored on behind in third and fourth, but had little hope of catching the leaders. Meanwhile, Bill Longden, who had been handicapped with a poor grid position because of his error in the second heat, was simply rocketing up the lap chart, picking off several drivers on each lap. His progress was hastened as several mid-field drivers fell foul of the slippery conditions at the edge of the snow-lined track.

Two laps to go, and Hoy's meteoric pace brought him fastest lap of the race in 57.27 seconds (62.98mph.), simultaneously enabling him to pull out a gap from second-placed Paul Hughes. Next up were Quance and Heerey, whilst the hard-charging Bill Longden 'breathed in' to squeeze between Gary Hill and the hazardous snow bank lining the straight, to make fifth place his.

Into the last lap, and the talented Longden had passed Heerey and Quance for third. Hoy's winning margin was now bigger, at 1.2 secs, and Hughes must have accepted that he would have to settle for second.

But then things suddenly changed. Going through the esses of Hall Bends, down a gear, and ready to sweep downhill through Hairpin Corner and Barn Corner for the last time, Hoy encountered some slow backmarkers who obstructed his racing line. Off the desired line, and at Hoy's incredible pace, meant only one thing: an unfortunate excursion into the 'rough'. Hoy's cruel luck let the determined Paul Hughes through to take the lead, but the race wasn't over yet, for Hughes, Longden and Heerey plunged down the hill from Barn Corner to the finishing line side-by-side. At the line, though, it was Hughes who nosed ahead to clinch the first Mansfield-Wilkinson round with Longden and Heerey following, separated by only half a length. As the spectators literally gasped in delighted disbelief at this last lap action, Gary Hill, Simon Quance, and John Newton coasted over the line to complete the top six finishers.

Will Hoy (Gartmore Zip/PH Upton) led the 210 final until the late stages, when a back marker caused havoc. (Photo: Dave Smith)



#### 210cc Results:

1st	Paul Hughes	Star/PH Upton
2nd	Bill Longden	Barlotti/Upton
3rd	Brian Heerey	Zip/BRH Upton
4th	Gary Hill	Barlotti/Dean Upton
5th	Simon Quance	Barlotti/Upton
6th	John Newton	Zip/Upton

Fastest lap Will Hoy: 57.27 secs/62.98mph.

### Calland Sprints Through Race-Long Battle

With 29 125's facing 15 250 National entries, it was evident that the popularity of the 125cc machines is still rising. However, all 44 competitors could be allowed adequate racing without the necessity of splitting the field in half, and so there were just two straightforward heats and an 8-lap final for this class to squabble over.

Heat one, and David Calland and Mark Allen leapt through from what were third row grid positions to lead the pack into the first corner. Dave Currie shadowing them after an excellent get-away, ahead of Mike Doble.

Allen passed Calland on their first approach to Hairpin Corner, but Calland obtained the faster line out of Barn Corner to re-take the lead, only to lose it again as they crossed the start/finish line for the first time. Only yards later Calland's Rotax powered Sprint was again at the front, this time to stay there. Allen finished one second behind the winner, with a substantial gap to third placed man Dave Currie, then Mike Doble, Stoner Racing's Norman Squirrell, and Wolfseated Paul Molloy.

Molloy pushed away to lead heat two, with Mark Allen eventually closely pursuing him after battling through half the field. David Calland burst through from eighth to third in two laps, and then exhibited almost cheeky superiority by passing both Molloy and Allen on the inside line, approaching the right hand hairpin at the end of the straight, with under two laps to go.

With Calland now in the lead, his two shadows, the closely dicing Molloy and Allen, entangled themselves in a shunt only half a lap from the chequered flag, consequently leaving the consistent Mike Doble, spectacular, sideways driving Dave Currie, and Geoff Upton to follow home the dominant sprint of Calland. Calland's superiority was underlined with fastest lap, in 57.2 seconds/62.98mph.

#### JUNIOR NATIONAL

A good grid of our Senior Juniors. Heat 1, won by Gary Foster Jones after a rare old scrap with Gary Ward. Nick Sanderson, a novice driver, was the fastest of the black plated lads.

Heat 2, was won in brilliant fashion from the back again by Gary Foster-Jones. Fastest novice again, Nick Sanderson.

#### FINAL

Gary Foster Jones was obviously on pole with Gary Ward his partner at the front of grid, 3 was taken by Kevin Warner with our sponsor's grandson, Simon Sutton on No.4. Simon had not been too happy in the heats but he was obviously out to get it all together for the final and at the start he did a 'flyer', rounded the two in front, and led out of stadium bend. With a grim look of determination (just like his Mum!) he proceeded to literally drive the wheels off his kart and won the race by a quarter of a lap! The rest of the grid, shocked by this early assault, battled for 2nd, 3rd and 4th places. Kevin Warner ended with 2nd trophy, but after much swapping about, Gary Ward grabbed 3rd, leaving poor Gary Foster Jones, who after winning both heats must have felt a 'cert' for the final, holding 4th spot. Little Andrew Stapley, not long since a Junior Britain and obviously following in big brother Stephens footsteps, drove a competent race for 5th place.

Nick Sanderson rounded off a fine days driving by winning the fastest novice prize - I don't know who was more pleased, Nick or his Dad!

1st	Simon Sutton	Deavinson/SS20
2nd	Kevin Warner	Eagle/Arrow
3rd	Gary Ward	Deavinson/SS20

#### 100 NATIONAL 'A'

Heat winners Keith Fine (late of Internationals). Heat 2 - Steve Chittenden.

#### FINAL

Martin Leach had earned pole position with Steve Chittenden alongside. Mark Treadwell on 3 and Lee Crane on 4. A good start by Martin, taking an early lead and we rubbed our hands with a thrilling race in prospect.

Mark Treadwell, however, also had designs on first trophy and for the first four laps followed Martin like the proverbial shadow. Martin could have been no more than an inch wide coming out of the corner approaching the back straight, but Mark only needed an inch to stick his nose in front and outbrake Martin on the dreaded hairpin. There are not many people who can do this to Martin Leach and this manoeuvre brought a round of applause from the watching drivers in the pits. Mark went on to win by several lengths. Martin had no trouble in taking 2nd trophy from an equally spaced Steve Chittenden 3rd. Lee Crane and Robert Owen fought out 4th trophy with Lee finishing just in front of Robert.

1st	Mark Treadwell	Zip/SS20
2nd	Martin Leach	Deavinson/K88
3rd	Steve Chittenden	Sirio/SS20
4th	Lee Crane	Zip/SS22
5th	Robert Owen	Deavinson/TKM

#### 100 INTERNATIONAL

Heat winners Roy Mailer and Doug Spencer. Martin Homewood took two seconds.

#### FINAL

Roy Mailer was on pole with his 1st and 3rd, with Martin Homewood No. 2. Mickey Allen had a bad day in the heats - a well taken 6th from last position on the grid in heat one, but in the second heat he was knocked off when laying 5th, so his grid for the final was only 9th. After many rolling up laps at last they were off. Doug Spencer grabbed an early lead with Roy Mailer in very close attendance. Sharing the same bunch were



Frenchman Dominic Tiercelin used the meeting to test a Barlotti/Hewland set-up (Photo: D. Callingham)

Roy Mailer (Sprint/Parilla) annihilated a quality field of 100 Internationals. (Photo: D. Callingham)



Martin Homewood, Ricky Grice, Mick Worth, Jacky Brown, Tim Davey, and Mickey Allen.

By lap 3 Roy had wrested the lead from the flying Doug and Mickey had rounded Tim Davey.

Positions stayed thus for the next 5 laps when Mick Worth seized and spun out. Mickey did not look too comfortable and was not making progress in catching Junior Champion Jacky Brown who in turn wasn't catching former Junior Champion Ricky Grice who, himself, was not catching former Junior Champion Doug Spencer! In the 4th lap Jacky dropped a chain and spun out. Tough luck lad, you were having a good drive among the 'big boys'. At Syd Harris's chequered flag, our old 'sleeping' mate's son, Roy Mailer was a triumphant winner, with Doug Spencer 2nd, Martin Homewood 3rd, Ricky Grice 4th, Mickey Allen 5th, Tim Davey 6th and Dave Evans 7th.

1st	Roy Mailer	Deavinson/TT22
2nd	Doug Spencer	Deavinson/Sirio
3rd	Martin Homewood	Barlotti/Sirio
4th	Ricky Grice	Lane/TT22
5th	Mickey Allen	Deavinson/Sirio

So ended an excellent days racing at Britain's premier 100cc circuit. Our thanks must go to our band of helpers, with a special vote of thanks to Tilbury's Jock Mailer for standing in at short notice to act as paddock marshal - him being involved has got some talking, after we shared a room at the recent National Association of Kart Club's meeting at Scotch corner (Should it not be 'Scots'?)

Note - Our Karting SPECTACULAR, 5 and 6 MAY. TOSHIBA 100cc GLOBAL CUP. Special attraction! LAKE SPEED USA., reigning World Champion will make his first visit to England to compete in this meeting. Invitations have been sent to 15 countries. This meeting is for 100cc Internationals only. Entry forms available now from the circuit, please enclose S.A.E. Closing Date 14 April 1979

Finally, we were pleased to welcome Dominique Tiercelin, from Rouen, France, to the meeting. He had special dispensation to race with us, and finished 10 in the Internationals, obviously trying our circuit for the above mentioned event!



continued...

In the final, pole man Dean was first into Paddock bend followed by Walker, No 64 and Stuart Skinner (Zip/Chatt, Yamaha). An out-breaking manoeuvre on Lap 1 by Walker didn't quite work. He spun into the banking and retired. From then on, the 12-lapper was in the bag for Dean, who had a 150 yd lead by the chequered flag!

## 100 NATIONAL/100 BRITAIN

Barry Peary (DAP/Parilla) of Barnsley took three heats and the final despite a hounding in two heats by Sheffield's John Knell (Zip/T70)

In the final, Peary led from Lap 1 followed by lady driver Nicola Fletcher (Sprint/Parilla) of Sheffield. On the fourth tour, 100 National newcomer, 16-year-old Tim Lumb (Kestrel/Parilla) moved up to second, where he stayed till the finish. Meanwhile, Knell moved rapidly through the field after a bad start, taking Mark Rose (Sprint/TKM) for third spot on Lap 6.

## 210 NATIONAL

Ex-British champion Bill Longden (Barlotti/Upton) from Mansfield and Dean (Barlotti/Upton) – sponsored in this class by DMA Racing – were overshadowed in the heats by Worksop driver Chris Anderson (Barlotti/Upton) who had a brace of wins to Longden's one. But Dean's victory in the final was a convincing one.

Dean led into turn 1, chased by David Jones (Star EJ) of Scunthorpe, Longden and Anderson. Jones' Star 'fell off' at the chicane on Lap 3, allowing Longden and Anderson to move up a place, and start the battle for second spot. It was on Lap 11 that the Piston Supplies of Worksop backed Anderson made his move and followed Dean past the flag.

# Styfoam Round 1 at Rye House

The Styfoam winter Series has become established as a 'MUST' during the 'unsociable season' but unfortunately the hard winter of 1979 had meant the cancellation of the January first round through thick snow and the February second round owing to the track being immersed under a foot of water. After consultation with the Competition Committee it was agreed that the meeting on the 4th March 1979 would be the first round of the series, and the second round would be incorporated with the Green Man Championship, to be run in April. To encourage drivers to participate in both events, it was stipulated that to qualify for the cash prizes and extra special trophies they must compete in the March and April meeting. Our STYFOAM SPONSORS are Messrs. A. E. Sutton Ltd. the packaging experts of Harlow. We were pleased that the Sponsor's grandson, Simon, drove and won the day's round in Junior National. We also owe a debt of gratitude to the son of the sponsor, Mr. John Sutton, who as the Club Treasurer keeps the books straight, and made an excellent job of organising the 18th Dinner-Dance and Prize Presentation recently. It was particularly gratifying that the sun shone from a cloudless sky and the temperature was quite spring-like! The popularity of the series, coupled with the lack of competition, ensured we had a bumper grid, and with 135 100cc karts signed on we were assured of a good days racing. The only black spot was that some notable names had to be omitted as the last entries in an over-subscribed meeting.

## JUNIOR BRITAIN

Heat winners Barry McNeil and Lee Cranmer.

## FINAL

Mark Bailey, although not winning a heat had earned pole position for the final, and made no mistake, to take the lead from the raising of the Union Jack, win each of the 15 laps, and head his class in the STYFOAM series. Second place was a different affair – heat winner Barry McNeil held this for 7 laps until a disagreement between him, Paul Dryden and Andrew Bundy resulted in Paul taking over 2nd position and holding it until the finish. Third place, however, was wrested from Andrew and Barry by a brilliant piece of driving from Stephen Brogan. He took Barry in the 9th and then Andrew in the 11th. Andrew and Barry took 4th and 5th respectively. A spirited display by our smallest and youngest members.



Steve Chittenden provided Mark Treadwell's main opposition in 100 National. Here leading Lee Crane. (Photo: D. Callingham)

1st	Mark Bailey	Zip/TG14L
2nd	Paul Dryden	Kestrel/TG14L
3rd	Stephen Brogan	Zip/TG14L

## NATIONAL NOVICES

On the back of these we had a sole 100 Britain competitor who obviously was not competing for a trophy, but had come to Rye to get to know the circuit in preparation for the 100 Britain R.A.C. Championships to be held at Rye House in August. 100 Britain competitors please note: we are happy to give you your own race providing there are 10 or more entries! The National Novice heats were won by Adrian Cook and L. W. Davies ('LW' please advise us of your christian name in future – it sounds so much more friendly!)

## FINAL

An early lead was established by Peter Clarke pursued at first by 'LW' who went missing in the 3rd lap. Second place was then taken by 'N' Hennery who neatly rounded Peter Clarke to take a well deserved first trophy. Adrian Cook went missing leaving 3rd place to Steve Good, with Tony Godwin 4th and Russell Lewis 5th. Entertaining driving by our novices.

## 100 NATIONAL 'B'

Heat winners Gary Till and Dave Russell.

## FINAL

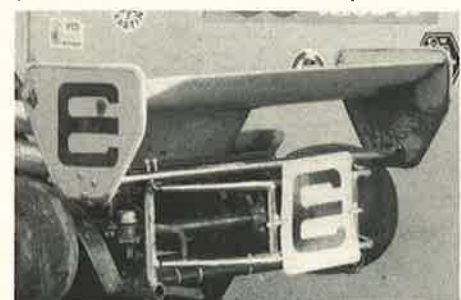
Graham Howard, by dint of gaining a 2nd and a 4th in the heats, (a worthy performance in a full grid at Rye House) was on pole. He made no mistake, taking the lead from Syd Harris's flag to win each lap and maximum points in the STY-FOAM series. Second was a duel between Dave Russell and Gary Parker. The duel ended at the chequered flag with Gary annexing 2nd trophy and Dave having to be content with 3rd. Behind these, a steady race driven by Mark Sayer and Paul Dredge resulted in them taking 4th and 5th trophies.

1st	Graham Howard	Deavinson/TKM
2nd	Gary Parker	Goff
3rd	Dave Russell	Zip/SS20
4th	Mark Sayer	Zip/SS20
5th	Paul Dredge	Lynx/TKM



The front row of the 125 final, 1 to 2: Dave Calland (Sprint/Rotax), Dave Currie (Zip/Yamaha), Mike Doble (Barlotti/Honda), Mark Allen (Dale/GBRD Yamaha). Quite a range!

Predictably, it was Calland who led from flag to flag in the final. Things weren't easy for him though, for Mark Allen's Dale/Yamaha was breathing down his exhaust pipe for much of the distance. Behind these two Dave Currie slipped gradually down the field, whilst Joseph McBride



The new Sprint 250 has a very stiff rear end set up, with the rear wing mounted as far back as possible (above). The front fairing is a simple bull-nose type shape (below).



The treacherous conditions caught out many – Peter Taylor whips up a snow storm!



## 250 National Results:

1st	Joseph McBride	Barlotti/Montessa
2nd	Merrick Scott-Brown	Zip/Montessa
3rd	Roly Cross	Zip/Bultaco

Fastest lap: Joseph McBride: 57.4 secs/62.71 mph.

## Mistaken Martin: Super Stylin

The Superkarts, with 96 entries, were split into two for their two lots of heats. The top 30 from these heats were to go through to the final, with a repechage race to decide who should have the remaining places on the 40-strong grid.

Following some blatant cheating for grid positions (but more of that later), Paul Elmore led heat one from an official seventh row grid position, followed up the Mountain by Harry Rolfe, who made an excellent start, Jack Orton, Chas Ather-ton, and Dennis Crompton. Elmore, Rolfe, and Orton pulled away from the rest, but at the Mountain on lap three Orton 'touched the snow, and that was it: off.' This let Crompton through to third, whilst Rolfe had no joy in his search for a way by Elmore at the end of the straight two laps later. Weaving up the field into fourth was Oldham driver Graham Roscoe.

At the end, Elmore scored a neatly driven, comfortable victory, netting fastest lap in 54.6 secs/65.94mph. Dennis Crompton squeezed by Rolfe between the hairpin and the Mountain on the last lap to take second, with Derek Rodgers (who was making a very impressive come-back to long circuit karting) then demoting Rolfe to take third place on the last lap. Behind fourth placed Rolfe came Graham Roscoe and Chris Guggis-berg.

First heat for the second-half of the entries, and some more unofficial racing between the pits and the grid for good starting positions! Reg Gange led the growling pack into the first corner, but as they steamed up towards the Mountain he had dropped back behind Martin Hines, Steve Stylin, and Chris Taylor. John Simpson had wriggled through from eighth to third by lap three, and the order of the race was then Hines, gradually pulling ahead, from Stylin, a closing John Simpson, Chris Taylor, and Robert Johnstone of Armstrong Racing Developments.

Leader Hines had pulled out 2.5 seconds from Stylin at one point, but the Rochford driver narrowed this down to 0.8 secs at the end, with Simpson a promising 1.2 seconds further behind. These three were in a race of their own, for it was 15 seconds until the next man, Robert Johnstone, crossed the line. Johnstone had bravely dived by Chris Taylor for third on the inside line at the end of the straight with less than a lap to go, risking two wheels on the treacherous track edge in his overtaking manoeuvre. Fifth was Tony Smith Racing's Mick Goy. Hines emphasised his victory with a fastest lap of 53.4 secs/67.42mph.

Into the two second heats, of four lap length, in the first of these John Simpson and Paul Elmore, from supposed first and eighth row grid positions, powered off into the lead, with Derek Rodgers not far behind them. The flamboyant Nigel Smith of Team Schemes departed from the action in typical style, crashing through the snow after 'losing it' at the Mountain!

Lap two began with John Simpson holding an incredible lead, but it didn't end that way. Thundering towards the end of the straight, it looked as though Simpson had left his braking suicidally late. Sure enough, he threw it all away, careering off up the left hand hill at the end of the straight instead of taking the short-circuit's right hand hairpin! John later told his mechanics that he had forgotten he was on the short circuit!!



continued...

Derek Rodgers passed Elmore for the lead as they went into lap two, and then consolidated this by pulling out a 2.2 second gap, setting fastest lap in 53.0 secs/67.97mph. Elmore suffered the severe misfortune of dropping out with less than a lap to go, so leaving Rodgers to win comfortably from Harry Rolfe, Chris Taylor, Nigel Pike, Dennis Crompton, and Dave Buttigieg in his new Deavinson.

In the next heat we had a largely 'honest' start for once, for the dash for grid positions seemed to have sobered down considerably, in response to warnings from the officials of the meeting. Robert Johnstone made the best start, and after the first lap jostling it was he who led Steve Stylin, Reg Gange, and Mick Goy.

Any chance of Malcolm Turner proving the worth of his new 'ground effect' bodywork disappeared rapidly when his rear brake pad fell out at the first corner!

Johnstone held a vulnerable looking lead until the last lap, when Stylin committed himself to a determined squeeze between Johnstone's Barlotti and the snow-line Armco at the end of the straight. The commitment paid off, and Steve clinched the race by under a second. His team mate, Rob Kerkhoven, had less success, and dropped out of the results after lying fourth at the three-quarter distance. Behind second placed Johnstone were Reg Gange, who held his position consistently, after a first lap spate of overtaking, and then the equally consistent Calvin Fish. Behind young Calvin was Martin Hines. Fastest lap went to Stylin in 53.4 seconds/67.42mph.

For those Superkarts not already through to the final, there was a four lap qualifying race, with a ticket to the final available to the top 10 finishers.

Dave Buttigieg and John Simpson immediately showed that they were in this race by dint of mistakes or mechanical problems rather than sheer lack of speed, and their intense battle for the lead was resolved in the European Champion's favour. 'Butty' well and truly screamed around, a heart-stopping 'moment' in a very sideways late braking incident at the end of the straight being the only time when he looked unlikely to win. But win he did, and in fine style too, pushing the fastest lap of the day up to 68.19mph, in 52.8 seconds.

Floundering in the Deavinson's wake, Simpson crossed the line 9.4 seconds later, with Rob Kerkhoven next up, pursued by Richard Arnold and the extrovert driving of Rae Davis.

Next stop the Superkart Final. All passengers

Early race leader was Martin Hines, but a brief excursion tore the front wing off the Hermetite Zip/Yamaha, and let Stylin (Frost Zip/Yamaha) through. (Photo: Chris Merlin)



This shot of the start of one of the Cadwell Superkart heats, illustrates the current complete disregard for allocated grid positions. With the non-starting of the published front row, and most of the second, the front row should be Nos 1, 24, 33 and 61. Kart 10 (Gange) should be four rows behind, 99 (Stylin) eight rows behind, and 110 (Simpson) ten rows behind. Even allowing a row or two for withdrawals, etc. it does make a bit of a joke of the whole thing! Apparently, a Polaroid camera is to be used at meetings, in an attempt to stamp this out.



Rae Davis pressed on in his usual spectacular style, before tearing off the front wing in some fairly solid snow!



prepare for grid jumping.

With the arrival of the pinnacle of the day's racing, so, too, comes the unfortunate necessity to comment on the grid form-up.

With many drivers risking all and giving 100% in the heats in order to either start well up in the final, or merely to qualify for it, it is sad that the sweat and tears of the afternoon are then effectively nullified by blatant cheating on the grid. For example, Chris Merlin recently commented (*Kart & Superkart*, March) that a certain leading driver 'sometimes raises eyebrows after poor heat positions, when he proceeds to paralyse everyone in the final. Paralysis, at Cadwell, was largely due to starting several rows further up the grid than his heat results justified! It cannot be emphasised too sufficiently that this observation is NOT to be taken solely as a criticism of the 'certain leading driver', but that this driver just happened to be in the wrong place at the wrong time to provide us with a perfect epitome of the present attitude held by many Superkart drivers.

This common attitude is largely due to a vicious circle, with most drivers openly accepting the 'grid race' as taken for granted, simply because, 'as everyone else jumps the grid, I have to as well.'

Following the Cadwell episodes there has been talk of using a Polaroid camera in future, in order to check the discrepancy between the grid positions earned in the heats, and those actually attained in the ludicrous dash between the paddock and the start line.

The present situation both nullifies a whole afternoon's heats, and is a sad reflection on our sport. A complete reversal of the present convention, so that 'no-one else does it, so I won't be able to get away with it either' could be advisably evolved before after-race repercussions and disputes lead us down the disgraceful path to an unsavoury situation comparable with the controversies so often endured by our Big Brothers: the Courtroom Grand Prix Deciders.

It is up to the drivers to all improve this situation, or else perhaps they should employ gifted lawyers as part of their racing outfits, to win the post-race disputes for them...

To the race proper.

The 1979 Superkart Championship scrambled away from the falling flag amidst a glorious wall of sound, with the pack piling cleanly into the right hand hairpin with Steve Stylin at its head. As the weaving, screaming, multi-colour snake emerged from the hairpin and poured up the Mountain it was Martin Hines who had snatched the initiative, with Stylin, Robert Johnstone, Dennis Crompton, Roger Doran, Derek Rodgers, and Dave Buttigieg tied together in grim pursuit.

Into the third frantic lap, and whilst Hines was still towing Stylin around, the jostling behind had resulted in Chris Taylor fighting through brilliantly from eighth to third, shadowed in every move by Dennis Crompton, Derek Rodgers, and Buttigieg's new Deavinson. Behind Paul Elmore, a

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.

## Rowrah

If the Cumbria Kart Racing Clubs first meeting of the '79 season on 11 February was a portent of things to come, then 1979 is going to be one helluva year! It was a cold day to be racing, but it was an even colder day to be standing marshalling, yet the keen racing seemed to make it all worthwhile... that's motor racing.

The JUNIOR BRITAIN class saw a tremendous race long battle between two local drivers Terry Stamper and Mike Little. These two were perfectly matched and it was a case of the first one into the Chicane on lap one, was the first one past the chequered flag. At the start of the final it was Stamper who used his pole position to take the lead, with Little right on his tail. For the entire race distance Little tried everything he knew to get past the cool Stamper, taking Paddock Bend in huge opposite lock slides, but it was all to no avail as Stamper kept his cool to lead Little over the line to a well deserved victory. It looks as if Junior Britain in 1979 is going to rival the Rowrah 100 National classics of last year.

An almost inevitable multiple shunt in the Chicane on lap one caused some confusion amongst JUNIOR NATIONAL drivers, but out of the spinning and bouncing karts, it was the brilliant Kurt Luby who just ran away with the race from Mark Shaw and Mark Nuttall, whilst Stephen Burr threw away a certain fourth place with a spin at Paddock.

If the Junior Britain race had been close then the 100 NATIONAL was even closer. Old sparring partners Docker and Ballantyne started the '79 season on a familiar note as they completed the first lap of the final glued together, with Andrew Fairless and Ian Williams inches behind. By lap two Williams was up to third ahead of Fairless and looking very determined. With these four electrifying everyone, things suddenly became extra busy at Paddock as first Danny Shields got the fast right hander all wrong, hitting the barriers a hefty swipe and tipping himself over and then on the following lap Brian Chivers and Rupert Poole tangled at the same corner, partially blocking the track just as the leaders came round to complete lap five. For eight laps Docker, Ballantyne, Williams and Fairless raced wheel to wheel, no quarter given and none asked. As they rounded Quarry on lap nine it

happened. Ballantyne left his braking later than usual and T-boned the unfortunate leader. Docker went two wheeling over the rough, and in a flash Ballantyne was through, taking Williams with him, Docker regaining the track just in front of Fairless. Ballantyne and Williams now had daggers drawn and with only one lap left to run it was a case of do or die. A coming together round the back of the circuit saw Ballantyne waving his fist furiously at Williams as they entered the last half of the final lap. As they rounded Paddock for the run in to the flag Williams got alongside Ballantyne. Both karts ran wheel to wheel before inevitably touching as they crossed the line in an airborne dead heat, landing unceremoniously in a shower of sparks. Stirring stuff, but really more suited to the Stock Car tracks!

The gearbox classes, 125, 210 and 250, were combined and looked like providing John Dixon with a flag to flag win, but Murray Bell must have been watching the 100 Nationals very closely as he relentlessly chased and eventually caught the understeering leader. As they came round Quarry on their last lap Bell's enthusiasm got the better of him as he shunted the unfortunate Dixon off onto the outside of the corner. Bell went on to win while Dixon was left to stutter home in second place, only just beating a rapidly closing John Steele. The 125 class was subsequently won by Mike Henry.

A small field of 100 INTERNATIONALS gave Derek Price an undisputed win as he simply walked away from the opposition. Price in fact had won all three heats in a similar commanding fashion.

W. J. DAWSON

## Wombwell

A small entry arrived for the February meeting at Wombwell, and were blessed with a bitterly cold, yet dry day.

### Junior Britain

A small grid of Junior Britains was combined with the Junior Nationals. Poleman Adrian Mills led away from the start of the final, followed by Tim Sugden, Michael Woodward and Neil Douthwaite. As Mills built up a commanding lead, so Michael Woodward set about taking Sugden, eventually getting past and pulling away, as Sugden struggled with a sticking throttle. Mills eventually took the flag, well clear of Woodward.

1st	Adrian Mills	Zip/T70JM
2nd	Mike Woodward	Sprint/Manx

### Junior National

Poleman Shaun Egan went straight into the lead from David Goldsbrough and David Wright. Goldsbrough took Egan on lap four and immediately pulled away. Behind, the battle for second place was fought between Egan, Jon Glossop and Junior Britain driver Mills. Mills took second and closed to within two karts lengths of Goldsbrough at the flag, as he slowed with exhaust trouble.

1st	D. Goldsbrough	Zip/WRE Parilla
2nd	Jon Glossop	Zip/Manx

### 100 International

Only four entries for this class, but what racing! Paul Jackson from pole was first into the hairpin, closely followed by Paul Fletcher, Jackie Brown and Brian Parias. Brown took Fletcher and closed right up on Jackson, the battle coming to a head as Jackson pulled off with engine trouble. We then thought Jackie would notch up his first win in this class, but fate struck in the form of a thrown chain.

This let Fletcher away to the flag, followed the whole way by Parias.

1st	Paul Fletcher	Sprint/Fred Parilla
2nd	Brian Parias	BM/BM

### 100 National

Barrie Peary, from pole took the advantage into the first corner from Nicky Fletcher. These two pulled away from the rest of the pack, with Fletcher briefly taking Peary before Peary again found his way to the front, this time pulling away to a slight lead, which, try as she may, Nicky Fletcher could do nothing about. Some way behind this duo, Mike Mulhearn took third.

1st	Barrie Peary	Dap/Dap JM
2nd	Nicky Fletcher	Sprint/Fred Parilla
3rd	Mike Mulhearn	Stingray/F. Parilla

### 210 National

Right from the start, pole winner Bill Longdon made this race his own, quickly building up a commanding lead. Behind him, second place was held initially by Ray Howarth from Dudley Martin until British Champion Richard Dean moved past to claim second. A dice between Howarth and John Burns for third place was eventually resolved in the latter's favour.

1st	Bill Longdon	Barlotti/Upton
2nd	Richard Dean	Barlotti/Upton
3rd	John Burns	Zip/Upton

So concluded a successful day's racing. Our thanks to the usual band of officials, and a special word of praise to all the hard workers who helped to remove ice and snow from the circuit the week before. Thanks everyone.

G. GOLDSBROUGH

## The Borders' Thaw

It was fourth month lucky for Retford-based Borders Kart Club, which had to cancel its December, January and February Hemswell meetings due to wintry weather. But the snow, ice and rain relented enough to let the club run the Sunday, 4 March race day - a day when British 210 Villiers champion Richard Dean took top honours in 210 and 250 finals. The afternoon provided some close, incident-free racing, despite the hair-brained antics of a few Junior-class drivers!

### JUNIOR BRITAIN/NATIONAL

Kestrel/Parilla driver Mark Wilson (Junior National) of Lincoln won two heats and was on pole for the final, which he took after a tussle, but first past the post was Michael Woodward (Sprint/Manx - Junior Britain) of Nottingham followed by novice Simon Tring (Zip/T70) of Lincoln. Wilson was in third spot, first Junior National pilot home, after a spin.

Club officials soon clamped down on some over-zealous driving which marred the final, and hopefully will not be seen again.

### 250 INTERNATIONAL/125 NATIONAL

The 125 class turned into a benefit for Goole's Colin Kay (Barlotti/Yamaha) who was sole competitor in this section. Presumably there are other 125 men - but where are they?

However, the 250 Inters made spectacular viewing with Dean (Barlotti/Smith Yamaha) - now backed by Tony Smith Racing of Peterborough - and Paul Walker (Zip/Yamaha) of Leeds winning heats. Ex-British 210 champ, Ray Metcalfe from Goole, had a miserable day, having just switched to 250s and experiencing his fair share of troubles.



continued...

do you do when there is something like 20,000 drivers throughout Europe wanting two or three sets of tyres and you only have 250 per month? Subsequently, during 1977 a great deal of criticism was aimed at myself and my father over the way we handled the tyres, but what can you do when you have tyres to cater for about 1% of the market? The tyres were sold for £100 per set of four (which included airfreight, making about £25 of the total, leaving the tyres at £75 per set) which was about 60% cheaper than Sirio tyres. We could have sold each tyre for £100 and sold the lot easily, but we decided that this was not the sensible way of approaching things – although it would obviously have been very profitable!

The situation with Bridgestones is that every year there has been, and will be, a new, improved compound (and maybe size). In 1977 we had the YB compound. For 1978 we had YZ compound and the new 6.50 rear and 4.50 front sizes. Later on this year (about June) we will have another new compound in 7.0 x 5 rear and 4.60 x 5 front sizes. The principle that Bridgestone work on is that they develop tyres towards the end of one year for production release in the middle of the following year, thus giving distributors and drivers plenty of notice to use their old type tyres up before releasing the new type and making their tyres obsolete, which is a very sensible thing to do – for everyone's sake. We have never found any difference between the numbers on the tyres or the colours on the beads on production tyres, so everyone knows where they stand with compounds, etc.

As for the World Championships and other major International events, I think we must all accept the reality of the situation. That is, that karting is a very profitable business for tyre manufacturers (unlike most other forms of racing)

and they are all going to put everything into winning such events. For last year's event at Le Mans, there were three types of Bridgestones produced, of which each country's distributor was given enough to service two drivers with each type of tyre. Those tyres were marked with different coloured paint on the bead, as the normal tyres are, but they had no compound marking on the side.

In discussing this matter, people seem to forget all the various types of Dunlop, Sirio, and Continental tyres that had been appearing all year and in many many compounds, of which the best appeared at the World Championships, along with a few 'Demon' versions that had been concocted for the event. I often wonder what would have happened if Bridgestone had not stepped in on this market, as to my knowledge over the past two years there have been something like 18-24 different types of Sirio (comprising of either size or compound change), 14 different Dunlops and about six different Continentals. At least with Bridgestone there have only been five different sizes (which are all still in production) and two different slick compounds produced for commercial sale. With their policy of marketing

one new compound per year this does at least mean that drivers do not have to change tyres every meeting. That could certainly have been the case if Bridgestone had not dominated the market!

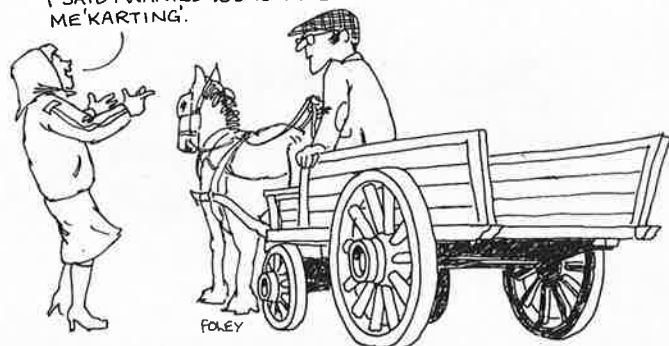
The modern breed of tyre is certainly more suitable for the speeds being reached on big circuits – where some of the older designs are being stretched a bit beyond their capabilities. Wear is often over-exaggerated – I know, for example, that a 250 on long circuits will do at least four meetings on a set of rear Bridgestones, and fronts will go over eight meetings.

Well, that is briefly the story. It started in 1971, is still going on today, and will probably still be going on in 1991! If you believe about 20% of what you hear, and 10% of what I have been quoted as saying at various times, you won't go far wrong.

One thing's for sure – we didn't wear out many tyres at Cadwell last month!...

*Martin*

OH ROGER! – YOU ARE A BLOODY FOOL!  
I SAID I WANTED YOU TO TAKE  
ME KARTING.



Derek Rodgers' return to kart racing was impressive, piloting the PDS Zip/Yamaha. (Photo: Dave Smith)

furious battle for 10th was attracting great spectator interest, with Team Frost's number two, Rob Kerkhoven, dicing nose-to-tail with Mick Haith, Liverpoolian Roger Nott, and Calvin Fish. Fish dropped out of this dispute on lap four when he detected his engine ominously tighten up.

The gap between Hines and Stylin fluctuated between 1.8 seconds and a hair's breadth. This dominant duo were simply in a class of their own, and had pulled out 11 seconds from a squabble involving Crompton, the fast-rising John Simpson (who had come through six places in three laps), and Derek Rodgers. What an impressive return to Superkarts Rodgers was making!

With such a substantial gap back to the third man, and with Steve Stylin piling on the pressure but never quite able to get by, Hines' Golden

Hermetite Zip looked likely to have the first Superkart round in the bag. However, the bag didn't open. Martin appeared to be driving brilliantly, giving 100% on the sheer limit, but on lap seven, drifting through the Hall Bends esses past the pits, he toppled from the knife edge of driving brilliance into the abyss of an 'off'. Steve Stylin was through in a flash, with Hines gathering it all together to chase after the leader, five seconds in arrears.

Dragging along half a front fairing, Hines had to contend with bad understeer for the last one and a half laps, and so it was Steve Stylin who claimed the Superkart opener. Steve added to his happiness by taking fastest lap on his way to the chequered flag, setting a new Woodlands lap record in 52.2 secs/68.97mph.

John Simpson finished only a length behind second placed Hines, after a magnificent drive, with Dave Buttigieg next up, hinting towards future successes with the Deavinson, followed by Derek Rodgers (welcome Back!), Dennis Crompton, the ever-present Chris Taylor, Sandy Taylor, and Rob Kerkhoven. Immediately behind the second Team Frost driver was the second Hermetite Zip driver, Paul Elmore, who was troubled for much of the race with the gearbox jamming in fourth.

Roy Turner completed the Turner bodywork's first Final with a visit to the Armco, terminating a whole series of oversteer 'moments'. Cadwell was hardly the ideal track to prove anything along ground effect lines, and the Turners were probably experimenting with a combination of too many unknown variables anyway (new bodywork, chassis, and exhausts.) Thruxton, of course, could be different...

So, on the day that looks like marking the start of a new era in karting, it was one of the many members of the old era who scored the day's important result. Through the snow, Team Frost emerged victorious.

#### Superkart Results:

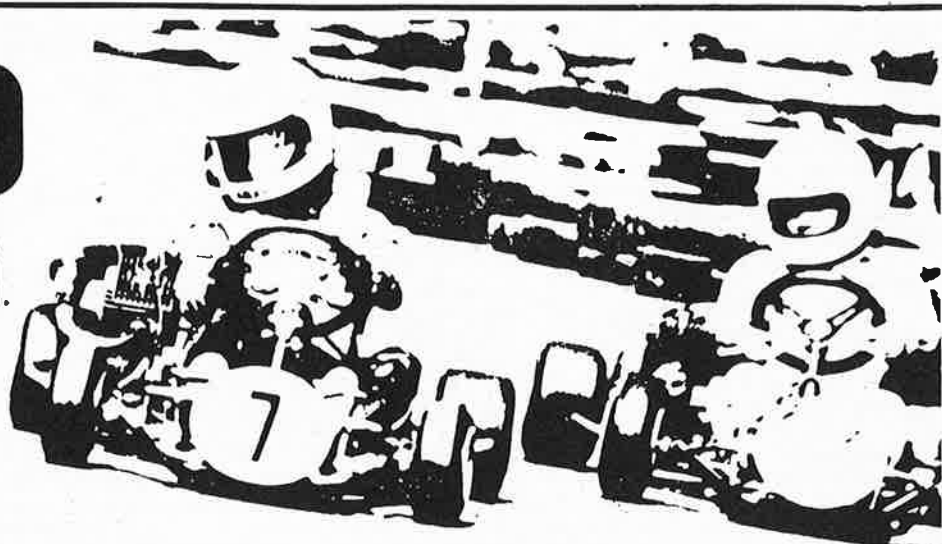
Feb. 25th 1979. Cadwell Park – Woodlands circuit. Circuit dry/damp very slippery at edges.

1st	Steve Stylin	Frost Zip/GBRD Yamaha
2nd	Martin Hines	Hermetite Zip/Zip Yamaha
3rd	John Simpson	Zip/Merlin Yamaha
4th	Dave Buttigieg	Deavinson/WK Yamaha
5th	Derek Rodgers	Zip/PDS Yamaha
6th	Dennis Crompton	Star/Yamaha

Fastest lap: Steve Stylin – 52.2 seconds/68.97mph (New lap record).

PHILLIP R. BINGHAM

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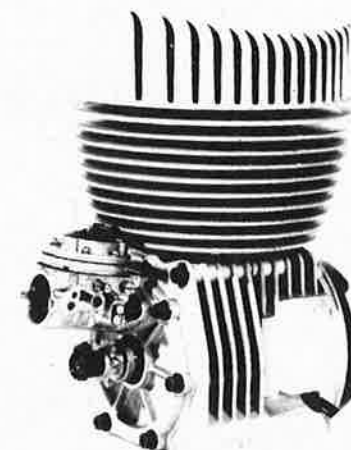
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We welcome your letters on any topic to do with karting. Post to: **Kart & Superkart** (Letters), Pindar Road, Hoddesdon, Herts. Letters must have name and address of sender, whether or not this is to be published. Opinions expressed in letters are not necessarily those of the Editor.

Dear Sir,

I have recently read the January and February issues of 'K&S' and have been inflicted with the urge to go to Hong Kong and take part in the Kart GP. Also, having almost completed our 78-79 season I am now on the look out for a new sponsor for next season and particularly for one likely to pay my way to Hong Kong! I now therefore write to you to ask for your advice on how to go about getting there in reasonable shape so that I can include that information in my proposals to prospective sponsors.

My uncertainties extend mainly to eligibility, engines and tyres so I should be grateful for any advice you can give on these matters, which I have summarised below in the form of questions:

1. I have raced National (RAC) here for three years and although our club is affiliated to an organisation which is very similar to the RAC, none of our club members possess international competition licences. Would this ever prevent me from entering National class events in the UK should I be accepted in Hong Kong?

2. Engines. Should one attempt to buy direct from the factory or through dealers? What should one expect to pay for a competitive motor?

3. Tyres. Are they freely available in Hong Kong or should they be taken? (Presumably the best compounds are not for sale and are only available to the top drivers).

How many sets of tyres are likely to be needed? If tyres are available there, should rims be taken along or are they also available there?

I am also presently writing to Hong Kong but should be very grateful for your advice on the above and also on any other matters you might think helpful.

Lastly, can you advise me on how much cash is likely to be needed once there, breaking it down by type of expense.

Philip D. Sharp,  
Kuwait.

1. If your governing body is affiliated to the CIK, they should be able to issue you with an 'international' licence, enabling you to compete in Hong Kong under the Kuwait nationality. Failing this, the Hong Kong Club do have a facility available that gives you temporary membership of the Hong Kong Club, and a Hong Kong Kart licence, so you compete as a 'Hong Kong' entrant. The Club should be able to provide details of this for you.

Competing in Hong Kong makes no difference to your eligibility to race in National Class events.

2. You may be able to arrange buying of engines direct from a factory, but your chances of getting anything above average are small. It is probably best to buy from one of the recognised tuners in the UK, most of whom are advertising in this magazine. Depending on the engine, and the tuner, you can expect to pay between £400 and £550 for a fully prepared, run-in, engine. You will need an absolute minimum of two engines, preferably three, to approach any international meeting in the right way. Due to the unique situation of the Hong Kong track, practice is very limited, so it is necessary to have tested your engines before going to Hong Kong, so that you know which is basically the best, and so on, before you start.

3. Tyres. Under the new CIK regulations, you are allowed a maximum of four sets of tyres at this meeting, and on current tyres available, you really need them all. Allowing one set of rain tyres, (it rarely rains in HK at that time of the year, but when it does, it pours . . .) that leaves you three sets for time trials, heats, and final. Definitely best to arrange your own wheels and tyres, although they may be available at the meeting. The special compounds are generally reserved for the recognised 'stars', but should anyone prove themselves worthy in practice, there is always the possibility of a special set being available.

I have been fortunate enough to visit Hong Kong three times over the years, and find the place intriguing. Although the club are hoping to start on a permanent track this year, the big race is apparently

to remain at Victoria Park one more time. The atmosphere, racing right in the middle of probably the highest density population in the World, is unique, and an experience you will doubtless enjoy.

Cash? A Hotel will cost at least £15 a night, and the Hong Kong Club can arrange everything for you. Being a duty free place, you can spend a bit on electronic goodies etc! The place is infested with swarms of very cheap taxis, which is the best way of getting around.

ED

Dear Sir,

First let me congratulate you on providing a quality magazine for 'The Sport'. I've often thought that the 'other' publication seemed to devote a great deal of time to 'Martin Bashing'.

My own experience has been that Martin has always been helpful and friendly (and I am not a personal friend!!).

Now a cry for help please. As a newcomer to the 250 scene, racing on a limited budget, is it possible to be given some guidance on the sprockets for use on the various Big Circuits?

I know that different engines produce different power and so will obviously require slightly different sprockets, also that the top drivers will not wish to give away any secrets, but if their engines are so good and their driving ability is all that it's supposed to be, then a little knowledge shared won't hurt anyone and can improve the sport!

There must be lots of drivers like myself who will only use the Big Circuits on race days and haven't the time or money for extensive testing. Sprockets are fairly expensive and a lot can be spent on a trial and error basis just trying to get somewhere near right and then perhaps failing due to not being able to afford to try "just one more sprocket".

Once again, thanks for a great magazine.

FRANK GATTRELL,  
Sutton Coalfield

Well, we checked with Martin on this one, and surprise - you really only need four rear axle ratios to do the lot. With a 23 tooth engine sprocket, he suggests the following:

Cadwell (full circuit)	26/27
Cadwell (club circuit)	27/28
Donington	27
Silverstone (G. P.)	25/26
Oulton Park	27/28
Thruxton (guess!)	25/26

In each case, the lower figure is probably safest on the average engine, but the strong expensive high revs can usually take advantage of the extra tooth.

ED

Dear Sir,

I am hoping to get National Britain Class moving in the south-east. I'm sure that I am going to get lots of support and would like to hear from anyone who is really interested in competing in Nat. Brit. and possibly starting a club. Also if anybody has any good or bad advice to give us please drop me a line, at 181 Turpin Ave, Collier Row, Romford, Essex.

TERRY HARRIS

Dear Sir,

May I correct your 'Stop Press' announcement in the February issue of this magazine, in which you state that Mr Terry Fullerton is to import DAP engines. This is completely incorrect.

DAP Engines and spares are available from official U.K. DAP Agents, John Mills, at Workshop, Notts., or ourselves.

MICK WORTH - DAP RACING ENGINES.  
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## The Tyre War Not such a new phenomenon!

Over the past two years a considerable amount of confusing data has been discussed and/or printed about the various compounds, sizes and types of kart racing tyres. Certain publications have turned what is quite a straightforward situation into a saga which I feel has confused even the tyre companies, apart from completely mystifying the general public! Well let's look at it from the very start - but that's not 1977 as many would think, with the arrival of the now legendary Bridgestone, but way back in 1971 at the World Championships in Turin. At that meeting, believe me, the then unbelievable 600 x 5 Goodyear caused the biggest upset in karting that there has ever been.

When I arrived at this meeting (under the Scottish flag! - along with Paul Burgess and Team Manager 'Bruno McFerrari!') Some Scottish team - even the team manager drank Cognac and not whisky!) I was approached by a friend of mine, Keke Rosberg (now of Formula 1 fame) and asked if I wanted a set of a new 'super-tyre' that he had got from America. I was somewhat sceptical about this, as for some 9-10 years we had all been quite happily running 450 x 5 tyres on the rear. Anyway, I went to his van. We quickly jumped inside, shut the door and from under the seat appeared two of the largest kart tyres I had ever seen - my eyes nearly popped out of my head! Keke said, 'It is the only spare pair I have but if you want them you can have them for £18 the pair, which is what they cost me.' In those days this was about 40% dearer than the normal tyres we were using. I took Keke's tyres and hid them away until we saw what happened over the next two days' practice.

Everything was progressing in its normal hectic fashion, as at all World Championships until finally a driver went out with the super-wide Goodyears on and knocked a clear second off his previous lap times! Panic broke out, with everyone who had them frantically fitting them to rims which were obviously not wide enough. Then someone had the brain wave of getting some wood and cutting a 1-in thick disc out of it to make spacers - believe me, there were a lot of people

working all through the night in little back-street engineering shops making them up! There were various rumours flying about, claiming that several competitors were flying to America to buy some demon tyres and one person was even reported to be chartering a Jet to fly back a complete load!

Lap times kept improving as pressures and chassis settings were adjusted to obtain the best from the tyres, until by the end of practice it was clear that if you did not have a set of these tyres you could forget about racing, because you would not be within 1½ seconds of the pace! I went out of the Championship in a blaze of glory, in the Repcharge event, with a big seize. I was then pounced upon by a number of drivers, each offering various combinations of money, gifts and exchanges to use my tyres for the finals! However, I had already agreed prior to the start of the Repcharge to lend my tyres to a young driver in the Irish team if I failed to qualify. (Yes you have guessed it - it was Terry Fullerton, on the brink of his rise to fame.) There were about 30 sets of these tyres only at the meeting and, of course, every driver who had made the main finals had managed to get some - if you had not got them it was a waste of time even going out. Some people were desperate - on the Saturday morning when we left the hotel, we found that David Ferris had had the back wheels and tyres stolen from his kart, which was on the roof of their car in the Car Park! After the event had finished on Sunday evening my tyres were sold for £40 each, although they had done a full day's practice and the complete meeting, used by myself and Terry! In today's terms those tyres cost the equivalent of £22-£24 each at the normal level, and up to £100 each at the inflated level!

For the next five years the tyres were accepted as the only thing to use, with no other really serious contenders getting a look in. However, every now and again someone would discover that a certain 'batch' would be up to, in some cases, 7/10th or 8/10th of a second quicker. So there was then a frantic search for tyres bearing the same letters or

numbers. At one time I was offered £100 each for any Goodyears I had with the first three serial letters being MAO!! After this, it was tyres that were 'MAS 444' and so the trend went. (The same person that offered me £100 for any tyre bearing MAO lettering also purchased 200 tyres from me bearing the 'MAS 444' markings!) All in all, over the period of five years, there were about 10-12 varieties of sought-after tyres, each with a different serial number which was only supposed to have referred to the place, year, and month during which it was made.

The World Championships in 1976, at Hagen, saw the appearance of the first Dunlops, the incredibly priced Sirios (4-star) and some special Continentals that had been produced for the German team only. The situation there was quite ridiculous, with Sirio tyres at about £50 each only going to certain IAME drivers, Continentals that were only available to a couple of the German team and just a handful of the Dunlops available. This was the *real* start of the battle between the tyre manufacturers.

However, it was not until the Bridgestone appeared on the scene for the first time, early in 1977 - with the only marking on it the word *Zip* - that things really got carried away. But for the first time the British had the lead on tyres and the might of the Italian IAME organisation could do nothing about it, as Mike Wilson proved in Jesolo that year by completely stunning everyone. This was followed by David Coyne and Mike Wilson both winning a European Championship round, Terry Fullerton winning the European Championships overall with Mike second and myself taking the European 250 Championship in Denmark - all on Bridgestones (and Zip Karts!).

In just six months, Bridgestone had taken over completely. The Italians were in a state of frenzy as their own Sirio tyres were just not competitive and in one foul swoop the International Scene had been 'levelled off' as virtually everyone could now have the same tyres. All the Bridgestones that were produced that year were of the same YB compound - although it was impossible to try and convince people that the various dots, numbers and colour markings meant nothing as everyone still remembered the days of the Goodyears, etc. where the numbers *did* seem to mean something. But there was one big problem - in April of 1977 I went to the Japanese factory and explained that within two or three months they could have 80-90% of the kart market, providing they could produce enough tyres. However, they informed me that only 250 tyres could be produced each month for 1977, though they hoped to be able to step this up towards the end of the year! So what



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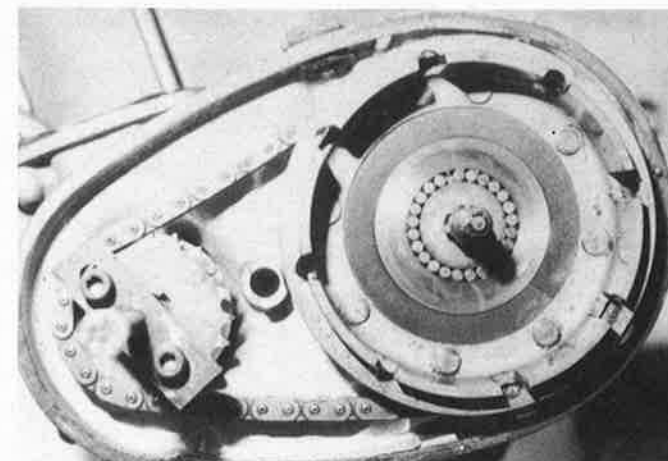
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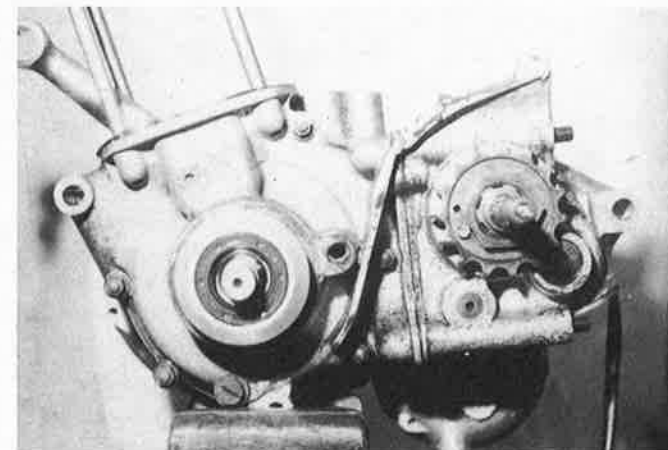
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Many more Airheart Spares in stock.	

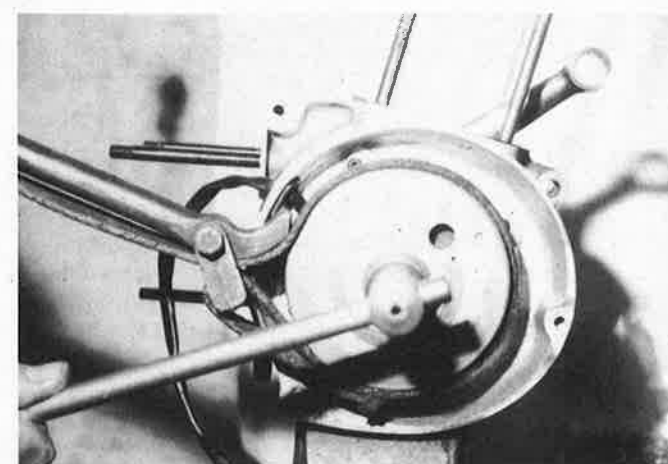
## TECHNICAL



The primary drive sprocket is removed with the appropriate puller - note the needle rollers in the main clutch centre. Don't lose any while removing same!



Engine with clutch assembly and clutch inner case removed. Note thickness of spacers between engine and gearbox.

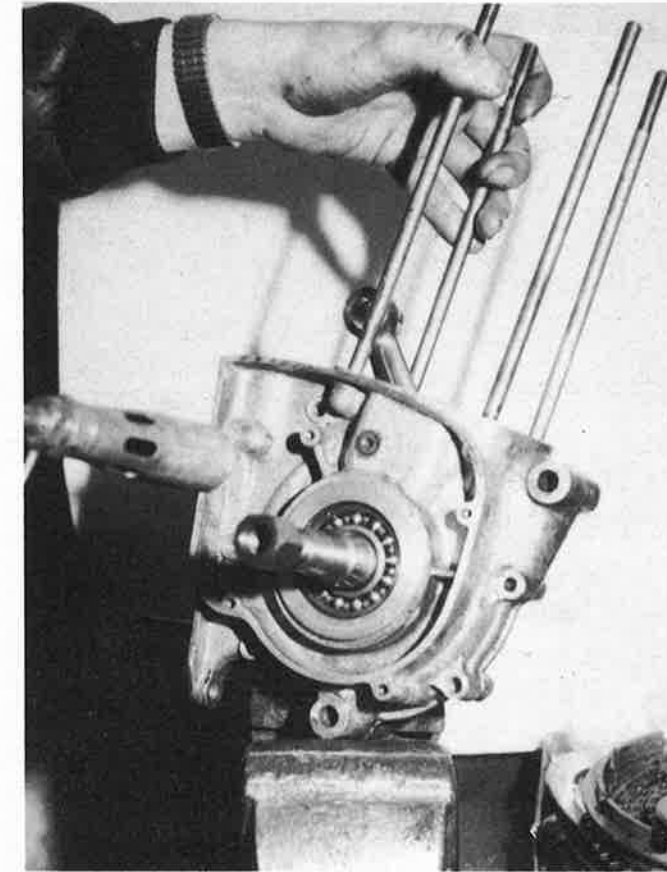


Using strap wrench to remove Motoplat rotor nut.

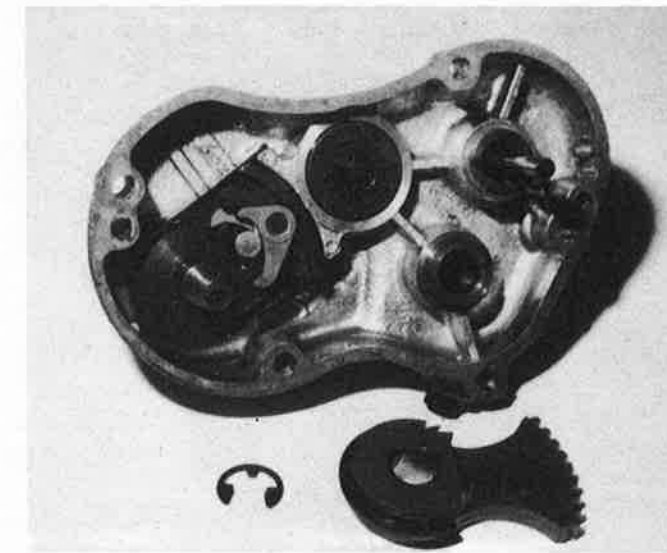
Lastly, the gearbox itself - 'New type' positive stop. Remove the nuts holding the end case to the shell, and remove the end case. You may have to gently tap the case first and also wriggle the gear lever around to free the quadrant etc. Take care not to lose the rollers that support the main shaft in the end case. Remove the gear cylinder, again being careful not to lose the  $\frac{1}{8}$  in ball bearings that lie inside the final drive gear. Remove the circlip that holds the quadrant to the gearchange spindle, and finally, remove the pawls and pawl spring.

So you now have a bench full of bits. Clean everything!

NEXT MONTH - The Re-assembly, with careful checking of parts as we go.

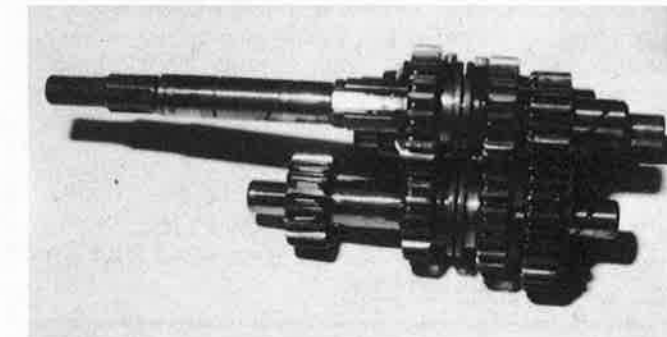


Warming the crankcases to enable splitting - the inner bearing should remain on the crankshaft. Always replace the nut on the crankshaft before 'tapping' it out, to protect the threads.



Gearbox end case with quadrant removed.

The gearbox cluster.



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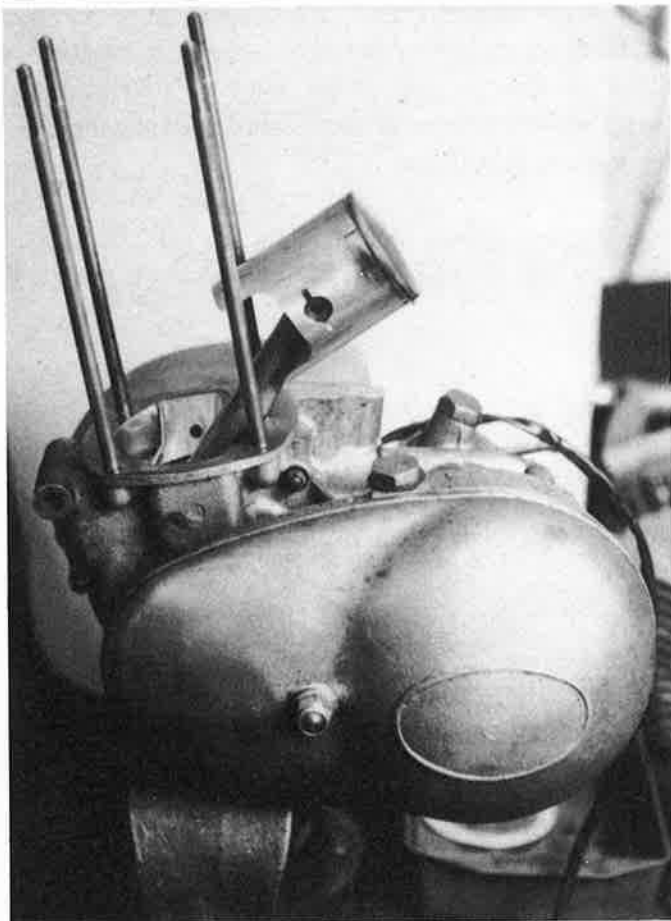
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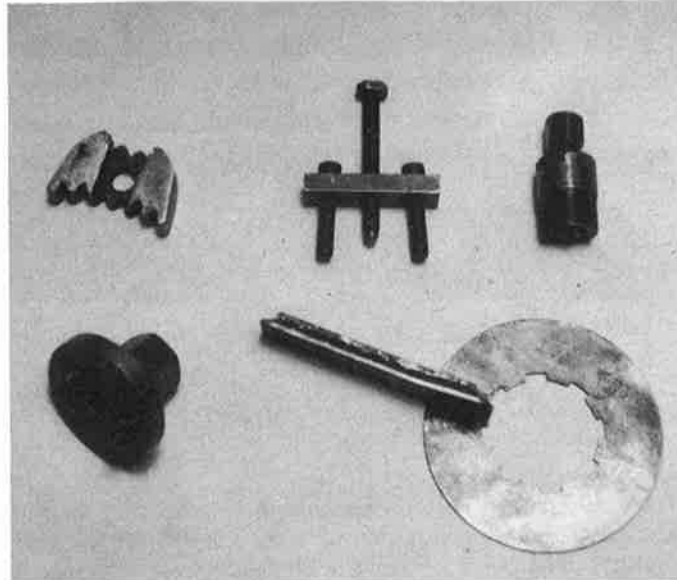
Head, barrel, and carburetor removed.

continued...

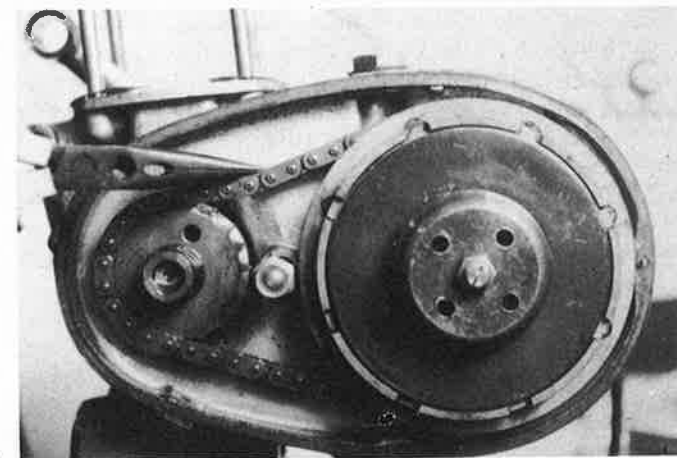
Most people use a special endless racing primary chain, which means that the primary drive sprocket and clutch drum must be removed together. A simple puller, screwed into the primary drive sprocket, removes this item and will at the same time remove the clutch drum, with your third hand (?) trying to catch the clutch rollers as they fall out! The clutch back plate and shim is removed with the drum, and you can then remove the clutch roller track from the mainshaft. Now take off the inner casing, undo the four nuts that retain the gearbox to the crankcase and remove the gearbox assembly. (Make a note of the play in the primary chain before it is removed, and also the thickness of gaskets between the gearbox and crankcase, as this may save you time when you are reassembling the primary drive.)

Now remove the rotor cover, and using a strap wrench or holding tool on the Motoplat rotor, remove the crankshaft nut retaining the rotor and using a puller (same as for Class 1 motors) remove the rotor. Remove the four screws that hold the cover to the crankcase, leaving the Motoplat back-plate in position.

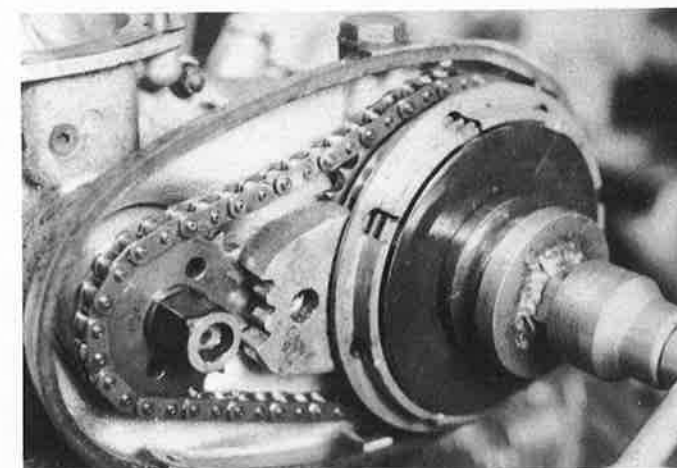
Undo the nuts (½ Whitworth spanner) holding the crank-cases together from one side of the cases only and then remove the bolts from the cases. Gently heat the ignition-side crankcase evenly for approx 2-3 minutes with a gas blow lamp. Replace the nut on the crankshaft, and holding the barrel studs, gently tap the nut with a soft hammer and the case should fall off, leaving the bearing – usually a 4205 – retained on the crankshaft. Repeat the operation for the drive side of the crankcase. Don't forget to put the nut back on the shaft, or the threads may be damaged! The crank will not drop out until you remove the nut again as the outer bearing is retained in the cases by a circlip, although hopefully the inner bearing (6205 or 6304) will remain on the crankshaft. Sometimes this bearing will stay in the cases due to an incorrect fit. This is fair enough if it is not necessary to replace the main bearings, but



The special tools required – Top, l to r: brass clutch locking tool, primary drive sprocket puller, Motoplat puller. Bottom, l to r: clutch end cap peg spanner, clutch centre locking tool.



Before removing anything, check tension – i.e. note 'up and down' movement of chain.



Using peg spanner to remove clutch end cap – note clutch locking tool in position.

something of a nuisance if they have to come out! Where this bearing has been *loctited*, the only way to remove it is by heating the cases in an oven for a few minutes, whereupon a sharp tap on the bench should remove the bearing. The stuffer will be removed on the crank also. Remove the circlip holding the outer bearing (6204) and if the cases are still hot this bearing will also drop out with a little tap on the bench.

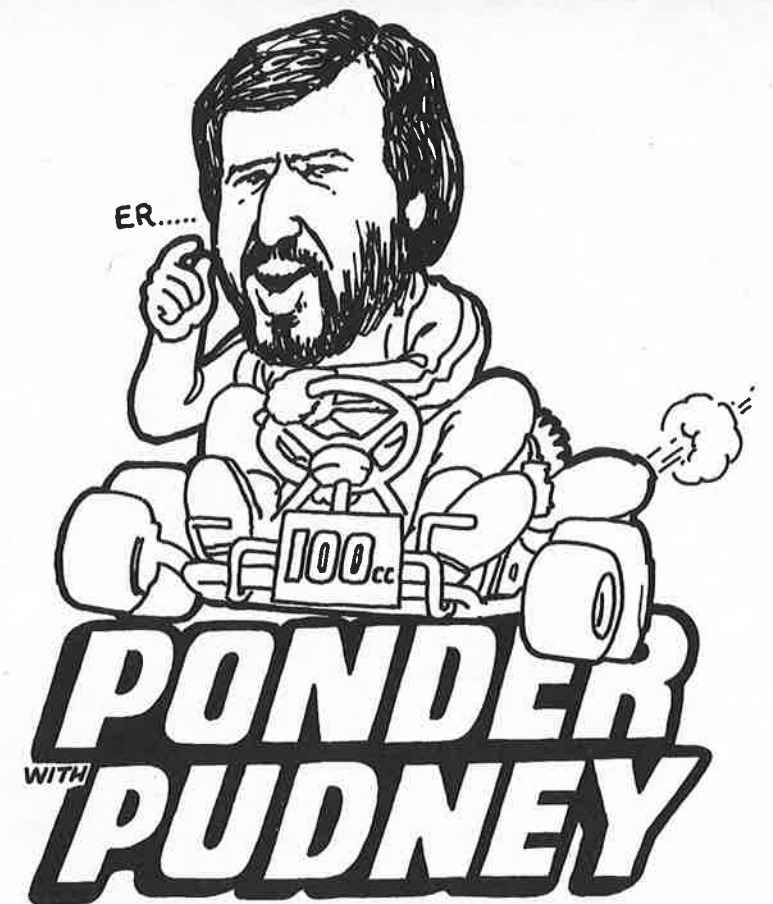
You know, I'm writing this article in the seclusion of my office at work, rather than at home where I might succumb to the temptation of turning on the dreaded box 'just for a minute or two'! I'm eating a grotty 'takeaway' and I'm already missing America. Their *Wamburgers* are fantastic, and so cheap! and so is the rest of America. Fantastic and so very inexpensive. So my message to y'awl (think about it!) is to get out there quick, while the dollar is devalued against the £, and see this amazing country. But you must visit a kart meeting!

Although this was not my first visit to the USA, I had no idea what to expect of the American karting scene except for some preconceived ideas picked up from the odd periodical, and general chat.

Barnsville is a small country town situated near Atlanta, Georgia, and plays host to an annual event known as the 'Winter Olympics' which attracts an entry of around 400. This year was no exception, with an entry of some 450. When I first saw the track I was a little surprised, as it is quite short. For my sins I did not enquire as to its exact length, but would estimate it to be about the same as Morecambe. The track itself is roughly triangular in shape and undulates slightly, giving it character, with a long back straight (or shute!) leading into a very tight double 180 degree hairpin, then flat out round a 180 degree banked left hand bend onto the short start/finish straight which is connected to the back straight by a nasty 110 degree left hander.

If you think we have problems with classes, you want to try to cope with the US classes! This meeting alone was open to entries in 16 classes, some of which were combined. I will not bore you with the list, but suffice it to say they ranged from a 49cc Junior McCulloch class through (or thru!) to the amazing 'twins', running two fully tuned 135cc motors on dope, and known as 'C. Open'. When one realises that this was just a regular sprint meeting and there are almost as many classes in the totally different *enduro* racing, plus 12 classes for 4-cycle or 4-stroke engines (run at separate meetings), a total of about 40 classes, then one realises the amazing variance in US karting! At the moment there are no gearbox karts (they are all, as we would know it, Class 1 or the old Class 2 type of karts) although our 250 Superkarts are filtering through to the US and causing great excitement, on which, more later!!

What I was not prepared for was the fact that all karts that run under World Karting Association or W.K.A. rules *have* to be equipped with a clutch. The clutch is of the centrifugal variety, which most of you will know about, but they have now been developed to such a degree that setting up the clutch properly, to come in at the right revs and with the right bite, is now as important a facet of race preparation to the Americans as the correct gearing is to us. All karts are started on the dummy grid with small hand-held starters, which plug straight onto the end of the crankshaft or loop onto a pulley on the inside (or seat side) of the engine. The starters are powered by car batteries and the whole shamozzle is wheeled around on very neat trolleys made by specialist firms for the specific job. The starters really whizz the motors over, so unless there is something drastically wrong, all the guys on the grid get started. (No oiled plugs in America!!) As it takes a bit of time to get everyone fired up, the pole men take everyone on several forming-up laps, and there is usually an inner loop on American circuits for this purpose – Barnsville was no exception. When everyone's running the field commences a whole rolling lap, at which time the energetic starter and his men endeavour to close the whole grid right up, so they are literally bumper to bumper, and unless they are perfectly formed and doing no more than about 5 mph he will not start them! Bear in mind that the clutches bite at around 8-10,000 revs, so there is no danger of stalling. As everyone is so incredibly bunched, there is invariably a coming-together at



Featuring this month, the first of a two-part article on his visit to the American Winter Olympics.

the first corner, with perhaps one or two spinning off, but all they do is press the loud pedal, point the kart in the right direction and they're off again – no energetic Class One type bump-starting is required! As you can probably gather, I really liked the idea of clutches on Class Ones. Everybody gets started in virtually every race, the starts are much closer and more exciting, and if you spin little time is lost (plus, of course, as the drive is disengaged, it is *easy* to push a kart around the paddock!). It would take a revolution for them to take over in England, but it is one revolution I would like to see.

I have already mentioned the W.K.A. under whose rules this meeting was run, but there is also another organisation known as the I.K.F., or International Kart Federation, who also run meetings throughout the US. To add to the US karters' difficulties, the W.K.A. and I.K.F., whilst running basically similar classes, do not necessarily run the same weights or fuels! This means that if Mr Average Karter wants to run in a W.K.A. event one week and an I.K.F. event the next, he may have to change his kart and/or engine to cope with the different weight and fuel regulations. Although there is obvious rivalry between the two

The electric starters are battery powered, with nifty little trolleys carrying the battery.





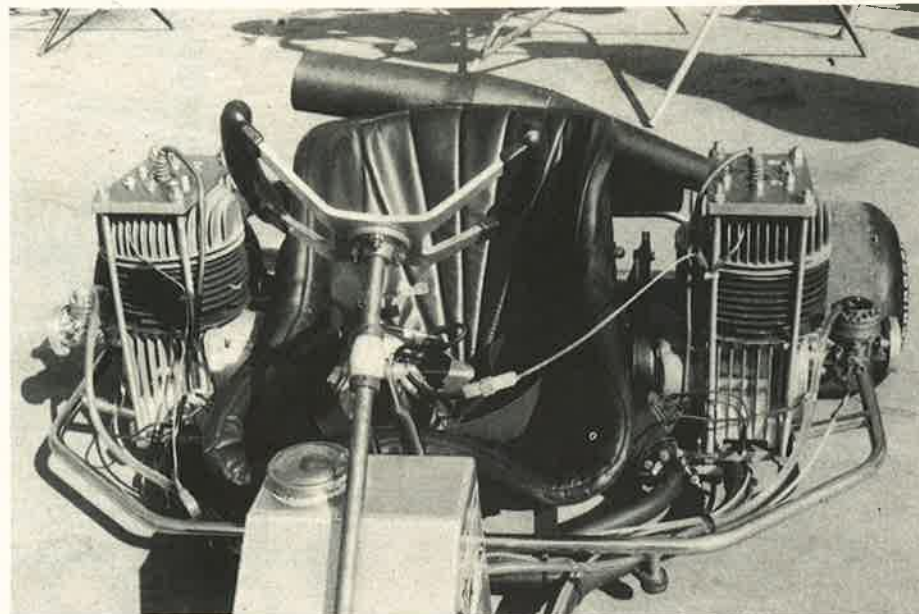
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organisations, they appear, at least on the face of it, to get on pretty well and are, in fact, slowly getting together to sort out some of the differences in regulations which make life difficult for the US karter.

One of the things which I would like them to sort out is what to do when it rains! When it rains at a US kart meeting (which it sure did in Barnsville!) the organisers simply delay the meeting. Nobody, but nobody, drives in it. If it carries on raining, the meeting is simply postponed until the next day, or the next, or the next. . . . The reason for this is ostensibly one of cost, in that nobody wants to have to buy rain tyres! As one who seemed to spend half his karting career racing in the rain, the idea of stopping racing for this reason seems crazy and I argued that it is surely better to invest a few more quid on a couple of sets of rain tyres and carry on racing than to postpone a meeting. Bear in mind here the vast size of the USA (only really fully appreciated when you have been there), and how most US karters travel thousands of miles to each event. If a guy has travelled from California to Georgia (some 4,000 miles) as lots competing at Barnsville did, he doesn't want to incur extra motel fees or take more time off work than he has to. At Barnsville it rained on the Saturday after just a few races, then again on the Sunday, with the result that the meeting was held over until Monday, with racing starting very early to pack everything in. Unfortunately I had to shoot back to Daytona Beach halfway through Monday's proceedings, so could not see the meeting to its conclusion, but I did get the distinct impression that many people will be lobbying for the introduction of rain tyres and the abolition of the 'No Racing in the Rain' rule!

I must admit that the Saturday afternoon the racing was cancelled was one of the better times I have ever spent at a kart meeting. The moment people realised that I was the crazy guy who said he was coming all the way from Great Britain (not England—they think that's in New York) and I had actually arrived, I was treated like a king! When it started raining Gerry O'Brien who runs *World Karting Magazine*, and who acted as my mentor throughout my stay, dragged me into one of the incredible number of Winnebago motor-homes gathered in the campsite area. It was only a 'Mini Winni' but by the end of the afternoon we had been joined by Bob and Mike Burris from California (old hands at karting with their own accessory business); Dan Klutz of *Competition Karting* whose motorhome it was, plus Chuck West of *High Speed Parts* and Gary Hartman, the 'pipe' man, two famous names in US karting. Also in on the scene were: Earl Larson of *GEM Products* (who was very generous to me, thanks Earl); Charlie Pistorio, the importer of *Corsair* engines and *Continental* tyres; Arnold Van Ritenback, the Dutch Vice-President of *Continental Tyres*; Gill Horstman, a name to conjure with (now the sole distributor of McCulloch engines throughout the World!!), and the irrepressible Stu Syverson and Don Freeborough of *Margay* karts and engines. Field Densen (alias *Runt*), Lloyd Milligan and Doug Meyer, all with their own kart equipment shops, not to forget Mr Dismore senior, Richie Ludwig, the Franklins; Dan Lumello, Larry Hendrichs, who runs the magazine *Karting Digest*, and, of course, Joe Grubbs (see separate story).

Yes you've guessed it – it was a pretty tight party (14 in the motorhome at any one time), *right* being the operative word, cos that's how they got me by the end of the afternoon, on a seemingly inexhaustible supply of beer! The jokes came thick and fast, and I dread to think what the Continental tyre man made us all sing. It was a great afternoon everyone, you made me very welcome – thanks a lot!



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Kart & Superkart created a lot of interest (or was it John's wife Celia!)



## TECHNICAL

The number of active competitors in the 210 Villiers-based class is second only to that of 100 National. By its very nature, the class attracts probably the greatest number of self-prepared engine users, so an in-depth look at the preparation of the Villiers has become a 'must'. Who better to approach than Peter Haywood – acknowledged 210 expert, and preparer of many Championship-winning engines.

# 210 Preparation Part 1

By Peter Haywood

Photos – Austen White

There has recently been a resurgence in popularity of 210 National for two main reasons. Firstly it is still the cheapest gearbox class, even if racing at top level, and secondly it provides close and exiting racing, on long or short circuits, because the class is based on one type of motor. This is in itself a great advantage, as last year's motor doesn't need to be thrown away or sold for a fraction of its cost!

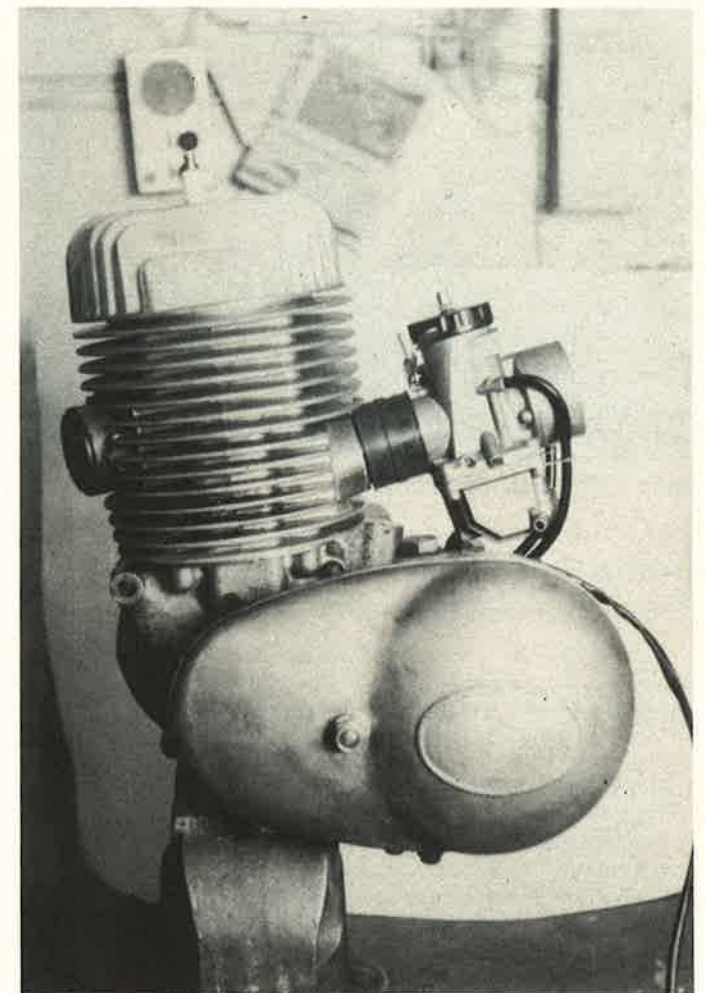
However, little seems to be written about 210 – it appears to have become the 'forgotten class', probably as it is taken for granted, but it has produced many of our top line 250 drivers over the years. The most recent and spectacular rise being that of Steve Stylin, proving that 210 drivers, or the class for that matter, just aren't second rate. In fact many of the lap times for long circuit meetings last year will reveal in most cases that the 210 Class was second to the 250 Internationals in speed. So here goes – this is an article for at least 20% of drivers in this country.

I shall just deal with motor preparation, so we shall start with a clean and tidy workbench (just like mine always is!) and a 210 alloy barrel motor, with Motoplat ignition, as used by 99% of 210 drivers.

## The Strip

Remove the carburettor and exhaust systems, drain the oil from clutch and gearbox, and then remove the cylinder head. Check for any leaks here as most heads *will* tend to warp after a time and may need refacing. Carefully remove the barrel and examine the piston and bore for any irregularities – i.e. you may have just 'nipped' without noticing, or a crack may have appeared. If there is a lot of blow-by on the piston walls you will possibly be in need of a rebore, or certainly a new ring or rings. I always fit Omega pistons, for several reasons – they are lighter, stronger, give a higher compression and are also an up-to-date design when compared to the Hepolite Dykes-type piston. (However, a little bird tells me that Omega will shortly be having competition from two or three other sources, which could make life interesting!) Next remove the piston and *please* throw away the circlips. There are two types of little end – so watch out for 22 needle rollers, retained by two steel spacers, if you have that variety, when you remove the gudgeon pin. With the bushed little end you have nothing to lose!

Remove the clutch cover, and then the stud which holds it on, preferably using two nuts locked together. You will require four special tools to strip down the clutch. The first is a brass locking tool that fits between the primary sprocket and the clutch drum sprocket. Put this tool in place and remove the clutch adjusting screw locknut and the screw itself. Now you require the second special tool to remove the clutch end cap. Keeping the brass locking tool between the sprockets, undo the clutch end cap with the peg spanner. But a word of warning – check that the peg spanner has



The starting point – 210 Upton, alloy barrel, with Mk 2 Amal carb.

good edges to it and that the end cap holes haven't become badly chamfered, or you may do yourself an injury if the tool slips! Very often one has to resort to a cold steel chisel to remove the end cap, to overcome the initial friction, as all one may end up doing is turning the clutch round, but not the end cap. Next remove the clutch plates – usually four cork and four steel – and insert the third special tool, which is basically a steel clutch plate with a bar welded to it that fits inside the clutch drum. There are two types of nut that retain the clutch centre onto the gearbox main shaft. One requires the use of the same peg spanner as for the end cap, for removal. The other is a special hexagon nut, with a washer to retain the clutch springs. Remove the nut and the clutch centre, the sliding sleeve and the clutch springs.





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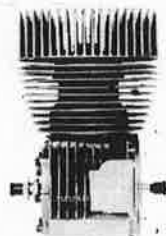
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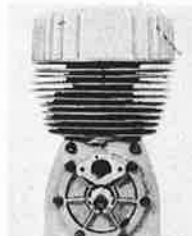
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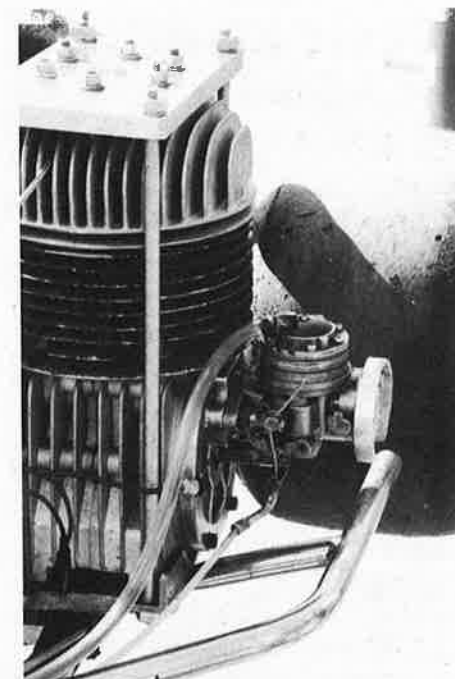


Starts are slow, and bunched tight!

Typical first corner fracas - almost lost in a haze of nitro methane 'fuel'!



A typical 'hot' 135cc engine - the external aluminium plate and extra studs help keep the engines 'together'. The ultra high power motors are inclined to stretch the standard barrel/crankcase studs!!



Boozing and joking apart, it was simply amazing how the new magazine was received by one and all. I had hundreds of dollars worth of subscriptions literally thrust at me. Believe you me, I wasn't punting the magazine around - they were all genuinely delighted to read a high quality European karting magazine. At one stage there

was a queue outside the motorhome waiting to read it!!

Before I close on the boozy Saturday afternoon story, just think on this - imagine Jack Barlow, Reg Deavin, Bert Hesketh, Dartford and Sisley Karting, The Lanes, Martin Hines, Redhill Racing, Alan Burgess, Bernie Turney, Paul Fletcher, the Mills Brothers, in fact everyone who's someone in British karting, gathered together at a meeting having a great time, drinking beer, telling jokes, singing rude songs, in fact so happy in each others' company they don't want the party to finish... Cloud Cuckoo Land?... Impossible?... No!... Because it happens... in America!! That list of people who made me so welcome in America represents exactly the same cross section of the karting scene as the British list. They can all be happy together... why can't we???

Of course, what sparked off the whole idea of the American trip was Lake Speed's victory in the World Championships. I was looking forward to seeing Lake compete, but unfortunately he had to return home on the Sunday night and I never got a chance to see him race against home opposition. We will, however (with a bit of luck), be getting our first chance of seeing him on British soil on May 5 and 6, as Lake has accepted an invitation by Alan Kilbey, on behalf of Rye House, to come over to race at an international event scheduled for that weekend. The hard-working and enthusiastic Alan Kilbey having received confirmation of Lake's acceptance, has invited the other top ten finishers at the '78 World Champs to this exciting meeting, which will also be open to other selected foreign and British drivers. Alan is hoping to get Toshiba to provide the necessary sponsorship and is also trying for TV coverage. Although the meeting cannot be classified as 'definitely on' as I write this article, the indications are that the sponsorship should be forthcoming, and as the event does not clash with anything on the European scene and the rewards are good, it should attract the likes of Zöserl and Co. So remember to keep May 5 and 6 free. It should be good! The only problem about Lake coming to England is that my wife seems to have got a crush on him - those piercing blue eyes, pleasant manners, and the Southern drawl having evidently got to her heart! So be warned - lock up your wives and daughters!!

More insight into the American scene, and other gossip, next month.

'Y'awl make sure to read it, won't you!'

J.P.



Ricky Grice is now receiving sponsorship from Road & Racing Accessories in the form of all his racewear requirements. The Road & Racing racing suit is an attractive blue and yellow combination - replicas are apparently available.



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37	23,952	44,482	65,012
38	21,621	40,154	58,687
39	19,323	35,886	52,449
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41	15,686	29,131	42,577
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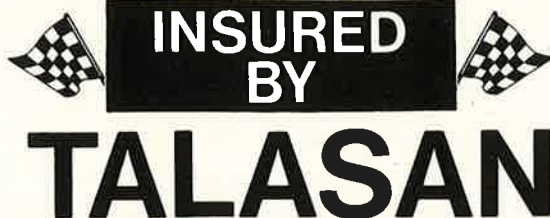
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If possible proof of age should accompany this proposal.
5. Occupation \_\_\_\_\_
6. What is your height? \_\_\_\_\_ 7. What is your weight? \_\_\_\_\_
- 8 (a) Name of your doctor \_\_\_\_\_  
Address \_\_\_\_\_  
(b) (if known less than three months give details of previous doctor) \_\_\_\_\_
- 9(a) Have you consulted any doctor in the last three years? \_\_\_\_\_  
(b) For what reason? \_\_\_\_\_

PLEASE TICK APPROPRIATE BOX

- |   | Yes                      | No                       |
|---|--------------------------|--------------------------|
| 10. Have you received any medical or surgical attention or advice other than for minor ailments?  | <input type="checkbox"/> | <input type="checkbox"/> |
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| 12. Has any company ever declined a proposal on your life, or offered to accept it with an extra premium or on special terms?                   | <input type="checkbox"/> | <input type="checkbox"/> |
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| 14. Are you a policyholder or have you previously made a proposal on your life to City of Westminster Assurance?                                | <input type="checkbox"/> | <input type="checkbox"/> |

IF ANY OF THE ANSWERS TO QUESTIONS 10-14 ARE YES GIVE DETAILS BELOW

QUESTION	DETAILS

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## PROFILE

# Jackie Brown

After two years' virtual domination of Junior racing in Britain, Jackie Brown is now up against the experience and ability of the World's top 100 International drivers. As with those who have gone before, he is finding the transition hard! We take a look at his successful junior career and the problems encountered by a Junior 'coming of age'.



Virtually right from the start of his involvement with karting, Jackie Brown has been ultra competitive. As in most cases, a drive in a friend's kart aroused his interest and it was not long before J. Brown, Jr was sliding a JLO powered machine around Rye House on practice days. It was over a year before he was old enough to race, but at that stage he'd already done many many hours of driving and was immediately at home.

It showed in the British Championships that year (1975) at Rowrah. After breaking down in a heat, Jackie had to win the 'B' final to get into the main final, which he did. He therefore started at the back of the 'A' final, but after 24 hard-driven laps had moved up to 4th – not a bad effort for a 12 year old 'first-timer'.

However it wasn't all roses – at an early meeting at Camberley, Jackie recalls an amusing incident. The day hadn't been going too well, and he was starting well down the grid. After a 'pep-talk' from Father Jack, he was determined to make a flying start. He actually broke formation early, but made one small mistake – he went down the *middle*! The starter was forced to leap skywards as young Brown whistled underneath. Needless to say, he earned a disqualification!

The following year at Clay Pigeon saw Doug Spencer take the Junior title. Jackie had had a good season leading up to the Championship, but

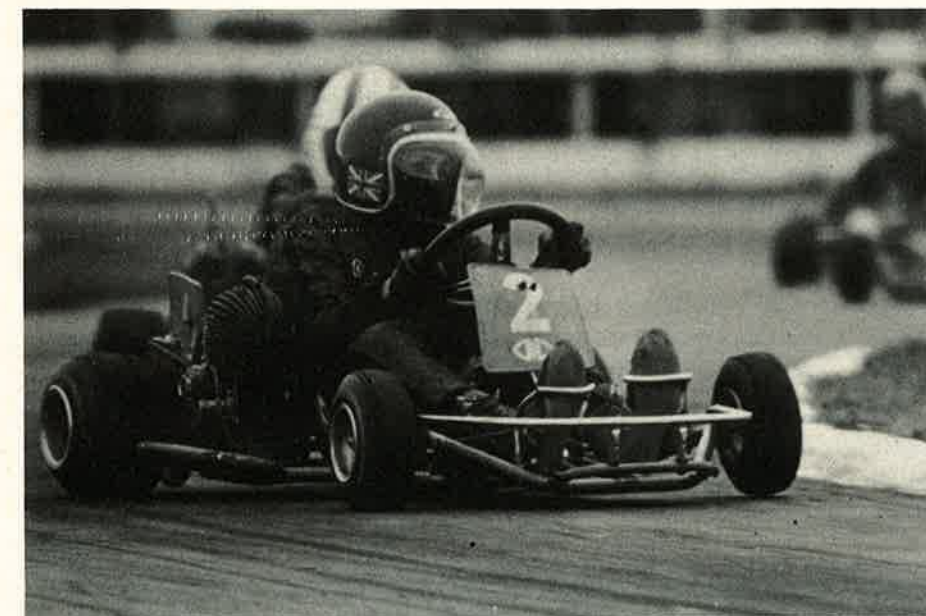
again, slight problems in a heat meant a mid-field grid for the final. As Spencer walked away with the title, Jackie put in another storming drive, passing everyone else to get into second place at the flag.

That year saw his first taste of international competition, at the World Junior Championship in Wohlen, Switzerland, but it was one of those meetings to forget! After various problems, the only route left to the finals was via the repechage race. On the advice of a well-meaning helper, they went for a comparatively enormous rear axle sprocket. However, the engine wasn't quite up to it and promptly blew to bits! So that, as they say, was that.

If 1976 was a year of 'almost' getting there, then '77 was certainly the year that Jackie Brown got there. Apart from the decisive British Championship win at Rye, there was a string of other major wins – the South Western Championships, the Southern Area Championships, the Midland Championships, and the Champion of Champions. The 1977 Green Man series was over five rounds, four counting, and after the final round at Rissington Jackie was able to show four perfect 100 scores.

That year, the World Junior Event was at Le Creusot in France, and on reflection Jackie feels sure that it was his best chance ever of doing well. They approached the meeting with confidence –

1977 was a superb year, with wins at most major meetings, including the British Championships at Rye House. (Photo: Fred Scatley)



which was knocked a little when it was announced that Bridgestone tyres would not be allowed. It rained in the heats – always good news for English drivers – and Jackie qualified 5th for the finals. The best engine had been carefully saved and was now fitted, but on the first lap of the first final, it blew!

After such a devastatingly successful year on the home front, there was a lot to live up to in 1978. However, the record speaks – see *Junior Scene* – and it shows success! Jackie retained his British title with ease, in the pouring rain at Fulbeck. The one 'grey area' was the Junior Green Man, where after winning the opening round at Rye, there was a disagreement with the organisers of the series regarding tyres and Jackie virtually dropped out of the series. He did compete in one or two of the later rounds, but mechanical problems intervened.

Luxembourg was the scene of the World event last year, but again problems made it a non-event. With British Junior racing now under the RAC tyre list, the adaption of kart and driver to sticky tyres posed a headache, as did 'factory' motors which had been arranged and were disappointing, to say the least.

So to this year and the move up to the 'big time'. 'What have been the problems in adapting from being No. 1 Junior to being a 'rookie' 100 International? 'In Juniors our equipment was set up just right, but now we have to sort it out all over again – with the extra weight, and the open tyres. On the driving side, everyone is so much more aggressive, and passing is very difficult – whereas in Juniors I definitely had a slight equipment advantage, that's now gone. Most of the Internationals have so much experience – it's going to take a little while to match them.' In fact Jackie estimates it will take six months to start to feel at home amongst it all.

However, he appreciates that the only way to progress quickly is to get stuck into as much International competition as possible. Apart from the Green Man etc, Jackie is hoping to secure entries in the forthcoming Global Cup meeting and the Champions Cup at Jesolo, with a possibility also of trying to get to Hong Kong in November.



## PROFILE

continued...

Of course Jackie is still eligible for the World Junior event until he is 18, and he is looking upon this year's event at Fano in Italy as his main target for the year, hoping that the experience gained through Senior racing will make the vital difference.

After a highly successful Junior career, Jackie is finding 100 International a whole new proposition. (Photo: D. Callingham)



A lot of fathers become very involved in their Junior son's karting – preparation, setting up and occasionally heated discussion! Jackie does a great deal of his preparation, and runs the kart at meetings with the help of a friend as mechanic. Between them they decide on the way things are set up. Jack Brown Snr. is always on hand for advice, but apart from that 'he's the cook' – the Browns have a Merc. van that apart from acting as transporter for the equipment also serves as a mobile cook-house cum lounge! Jackie is still at

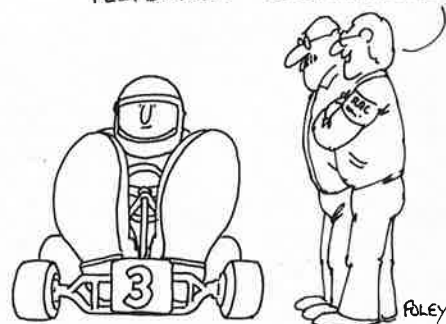
Canons High School in Edgware (though he describes himself as a 'part-timer') so time is not a great problem in preparing for meetings.

Over the last three years Jackie has run chassis loaned by Zips. His performance over the two seasons has certainly justified the arrangement which is to continue as he starts his Senior career. He has used engines prepared by various tuners over the years, but at present, the Browns are preparing their own Parillas.

Jackie expects to be involved in karting for a long while and his immediate ambition is to earn a place in the British team and compete in the World Championships. A lot of people would agree that it should be within his grasp.

C.L.

THERE'S BEEN SOME TALK AMONGST THE SCRUTINEERS ABOUT HAVING HIS FEET BANNED AS AERODYNAMIC AIDS



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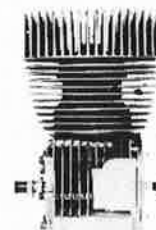
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continued...

these creations offer a distinct advantage I feel they will only be all-round beneficial on super fast circuits.

First time out was also Mike Doble. Having given best to 250, he is now enjoying his karting in 125, with a two-year-old Honda, not as yet fully modified. What work has been done is the work of a past 250 Champion, brother Chris Doble, and friend, the ingenious Bruce Simpson, who hasn't done a lot of racing except for a few Villiers outings after his diabolical, and unfortunately permanently damaging, Brands Hatch accident a few years back. Whenever in Merlin Developments days I had impossible jobs to do or written-off crankcases to repair, Bruce would rapidly perform the impossible and return to us in as-new condition. A belated thank you, you big twit!

Two competitors deserve special mention at Cadwell if nothing else for the long journeys they made. Joseph McBride came all the way from Lisburn, Northern Ireland, via Stranraer. He was No 16 in 250 National and drove a Barlotti with the latest VE Montessa. His mechanic was a fellow karter and Belfast 'copper' - as if that doesn't provide enough excitement! From Scotland was the National Champion Andy Dalgarno, driving one of John Gillett's new long wheelbase Lynx karts, powered by a Kerkhoven Yamaha.

It is always a pleasure for me when Tony Dowe, who used to work at Merlin Developments, comes to stay for a few days between Grands Prix. A lot of you will remember him more recently when he ran E.P.M. next to Reg Gange's garage at Surbiton - yes that's right, the Spastics Work Centre! - but he did, however, get into financial difficulties. You may or may not know that he then became a Formula 1 racing mechanic, initially with Ensign Cars, then Brabhams, and this year he is working at Wolf Racing as James Hunt's No 1 mechanic. It is very interesting to get a close insight into the inner world of the Grand Prix circus - in some ways a peculiar, somewhat isolated existence, where all the money-talk seems to be in telephone numbers! Any new 'demon tweak' is instantly copied, sometimes I suspect before full examination to see if the same principle applies to a different design of car. One very real thing does emerge and that is the extremes of practical joking, good sense of humour and wit, which must be an uplift to morale in the midst of hard graft. There is a competition going on at the moment to see who dares detonate the largest, most destructive oxy-acetylene bomb! Some of the pit lane graffiti bears repeating. In the Lotus pit in Brazil was seen the following - 'Racing Mechanics are like mushrooms, kept in the dark and fed a lot of sh---!' In the Wolf Pit - 'Olivia Newton-John was here for "cocktails" last night' - one assumes some reference to a liaison with James Hunt! Tony seems to be well accepted in the fraternity in as much as his well upholstered chin has earned him the nickname of CINQUO - Italian for five chins!

Whilst in Brazil, Tony came across a kart shop called 'KARL KARTS' on the road out of Sao Paulo to Interlagos. An immaculate early Voodoo of the Bobbie Day era (probably 1964 vintage) was in the shop and also a few secondhand Zips of various types (so that's where they all go!). They have Goodyear tyres there of American origin, probably through the large Goodyear plant out there. Bridgestones and the like would be prohibitively expensive because of import taxes, apparently. They also have a locally made tyre that looks not dissimilar to the old Carlisles. They make their own 100cc motor, though Tony cannot remember under what name it is manufactured. The barrel and head appeared to be a copy of the B.M. but the crankcases were their own concoction - well finned and with Yamaha reed valve



The stylish Elmore, before the Mountain at Cadwell.

induction. They have to run fairly low compression ratio due to only low octane petrol being available. Accessories such as wheel spiders and sprocket hubs are of local manufacture, and looked fairly grotty castings, but at least they are having a go!

Possibly as a consequence of my remarks in this column, concerning Alan Burgess of 'Karting'. I am no longer on the R.A.C. Committee - they've lost a good man - their loss, not mine! Moral: keep your mouth shut, don't disagree with anyone or question their motives and you can see out your old age in Belgrave Square! Anyway 'he's' the new Chairman and Bert Hesketh the Vice-Chairman - business as usual in other words. We shall see if the new intakes become 'yes men' and buckle under, or have their say and make their presence felt. Good to see Mickey Allen on - he should be able to knock a few off!

Footnote: The Zip Hermetite Mercedes Van was definitely outshone by the Frost Asbestos Portakabin. I nearly said 'hospitality' caravan, but it said 'KEEP OUT, TEAM ONLY' above the entrance! Anyway, you had better go shopping Martin!

C.M.

#### Answers to last month's 'Scrapbook'

Here's what we know about last month's gems:

1. British team members (l to r) Paul Fletcher, the late Roy Mortara and Dave Ferris.
2. Roger Mills, Ferris, Martin Hines and giving him a gentle nudge, Glen Beer.
3. Quite a difficult one! the clue is the tall, skeleton-like figure and cherubic face!! - Mick Fullerton; back in his competition days.
4. Former British 100 International Champion, Stephen South, now a successful Formula 3/Formula 2 campaigner.
5. The leader is obvious - the incomparable Francois Goldstein, five times World Champion. Here leading Dave Ferris and the Swiss Hagenbuch.
6. Montessa powered, a young Junior in his first season. Went on to win the World Championship

for England. - Terry Fullerton.

7. Road racing on the Isle of Man. One A. T. Burgess, currently Kart Committee Chairman, and C.I.K. delegate.
8. John Morrell leans into a corner at Blackbushe in his early Villiers days.
9. British team member Buzz Ware leading at Rye House. Can't pick No. 184 though...
10. Bruno Ferrari leads Glen Beer at Rye. Bruno is driving an experimental Tecno Kart with no side supports for the seat - all the weight was taken on the back axle. Apparently it was superb in the wet...
11. The relaxed style of Dave Ferris, ahead of none other than Mickey Allen. European Team Championship, Villacoublay.
12. Trick one this. No it's not Martin Hines (another number 42 fan!). It is actually Derek Brunt, an early 250 name, driving a very early model Zip/Montessa.

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Cadwell Park, first round of the Superkart Championship and the first fast circuit meeting there has been for some months or so, made me realise very profoundly that you cannot get the love of racing out of your blood once it is there. Even when you choose to no longer compete, the love of 'sniffing' around karts, bikes or racing cars never leaves one. I've been out in my boat mackerel fishing on a gorgeous summer evening, the Irish Sea's oily calm only broken by a diving gannet or river bound salmon, leaping to add life to the all-enveloping orange light of the evening sun setting over Snaefell, the Maix summit. I've stood on the snow clad Sca Fell Pike — England's pinnacle — marvelling at the breathtaking view as far north as Scotland, the Pennines to the East, Morecambe Bay and Wales to the South, and reflected on how I've shed the love of my previous life around racing and racing engines — the anxiety, the heights of shortly lived joy after a success and the anticipation of the next test of man and machine. Cadwell's unique atmosphere brought all this flooding back and I wouldn't have missed it for the world — racing may sometimes seem a world of unreality and even at times give one false illusions. Amongst other inadequate explanations for the 'bug' is that racing is a great test of character. 'When the flag drops the bullshit stops' — an old adage I know, but so true. Before you start thinking, 'why is this old "Has-been" rambling on in a somewhat melancholic manner?' the point is this — Superkart racing has now arrived and it's good, very good. He-man sport at its best, twice as good as when I was at it in 250. These are real racers out front, really having a go, and very exhilarating it is to watch. When you see them leaping up the Cadwell Mountain, wheels spinning as they touch down after the hump, steam momentarily encircling the rear tyres, twitching down past the barn, loud pedal down to the floor and a blur of colour disappearing up the straight, it has at last become a spectator sport, and not only for the initiated. All this would not have come about had it not been for the advent of the twins, which I must confess I was dead against at the time.

As everyone is well aware, we now have serious sponsorship from nationally known companies, assisting leading drivers with their running expenses as a sales promotion exercise. We also have the encouraging emergence of a handful of ex-karters assisting other drivers with their racing, and 250 twins as a spectacle do give sufficient reward to the benevolent backers. Ray Mullins is one such sponsor, who after a brief association with Reg Gange at the end of last season, has now tempted Gary Deal out of a short retirement and is placing a kart and Tony Smith prepared Yamaha at his disposal. Tony is delighted with the set up as he lacked a front runner last year, except possibly Mick Goy, and this new combination should provide him with a promising showpiece for his expertise, which was so dominant in 1976 & '77. Tony Smith Racing Developments have also opened a Yamaha motorcycle agency at 80 Bridge Street, Peterborough. Good luck to all concerned. Gary Deal has for some time, whilst in Villiers, appealed to Tony Smith as a driver with 'fire in his belly' — he is particularly good at Morecambe, though he will need more fast circuit experience before he shines in the senior class. He did drive a twin at Cadwell (in Graham Liddle's kart) once last year for Merlin Developments. Provided he takes things a little more seriously and doesn't play to the audience too much, he will do well!

Derek Rodgers has come back to karting with the assistance of *Potteries Diesel Service*, the Horton set up. He celebrated his comeback by a heat win at Cadwell, after two years of finding motor racing prohibitively expensive, and won at Morecambe the following weekend.

Harry Rolf is having a few drives in Barry Loakes' Aero, and was going well, but was slowed in the final by suspected electrical problems.

All this amounts to a lot more parties involved in some way in 250 racing, and considerably more publicity and national coverage of the sport as Martin Hines has already enlarged upon in the March issue of *Kart and Superkart*. What we lack is a real champion — all we have now is one-day wonders (well, not really). But titles won at a one- or two-day meeting are, to my mind, not indisputable champions of the year. Damn good though they are the point is illustrated by the fact that the 'GP' plate is held by Paul Elmore, the 'I' (British Champion) plate by Martin Hines, the 'E' (European), somewhat controversially, by Dave Buttigieg and, of course, there's the 'O', the other International title, which has now taken up residence abroad, thanks to my hero Lennart Bohlin — all different drivers! The Cadwell Superkart Championship, of course, is contested over three rounds. We must have the British Championship fought over six or eight rounds and end up with an undisputed Champion of British 250 International — sponsored by a concern preferably not in the karting trade, possibly the *Daily Express*. This would increase public interest still further and give the season's racing some continuity — the six or eight rounds to be split in half, three out of the four best results in each half of the season to then be added up together, to ensure all rounds are fully attended. Points awarded to be something like 25-20-16-12-10-8-6-4-2-1, with a point or two for pole position in the final.

On the last occasion I won a British Championship title, 250 International in 1971, I was by no means the best that year, and whilst I didn't object to wearing the No 1 plate I always felt it was something of a hollow victory. Don't think for one moment I am being self-effacing — in the mid-'60s, in Villiers, I was the best for two or three years and I knew it! The Monday morning after winning the 1971 title at Cadwell I was feeling pretty smug and pleased with myself, when a customer 'phoned up and in the course of conversation offered his congratulations. Before I had time to preen my feathers though, he did inform me that he thought Graham Liddle was the best, and a lot better than me, which I wouldn't have minded, as one becomes pretty thick-skinned against comments such as that — the trouble was I knew it was only too true! Point made I think. Anyway what have you the readers to say about a new style championship? Nothing will change unless the people who can influence such matters are made aware of a desire for an alteration in the system.

To return to the Cadwell meeting — we were treated to the first outing of Malcolm Turner's full-bodied Aero Karts. By far the most attractive fibre glass dressing to a kart chassis I have seen. Did they work? — well, Malcolm didn't seem to be

'Wheels spinning after the bump, steam momentarily encircling the rear tyres' — Dave Buttigieg (*Sprint*/WK Yamaha)



## The Chris Merlin column

driving with the same aggression I have come to expect from him. I have always felt that when it comes to wheel-to-wheel racing, one tends to back off when there's a lot more around one to damage. In the same vein, in the days of lay down karts, you could drive them round corners quite quickly, but thought twice about disputing a line into a corner, as in that instance you felt more vulnerable in the possible event of an incident. Peter Burgess, who persisted with the lay down idea for the longest, was fine when he was in a position to blow everyone into the weeds and leave the opposition far behind in his wake, but would very rarely dice it out. For the same reason, if the aerodynamics on



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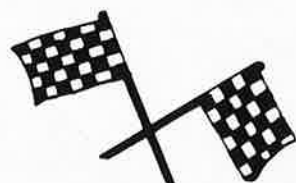
All you have to do is simply snap a pic of Team Frost in action on the track or in the pits at one of the SuperKart meeting planned for 1979. Every month the best photograph will be published in this magazine and the photographer will receive £10 from Team Frost and £20 worth of film from Fuji Films.

This months winning Pic captures Team Frost driver Rob Kerkhoven making those last minute adjustments before the big race. Photographer A. W. Davison of Hubberts Bridge, near Boston, snatched the action with his Olympus O.M.2, fitted with a Hannimex 28 m.m. lens. You've just got time to polish your lens and check your apertures before the next round of SuperKart action on March 25th at Thruxton, and then April 1st at Donnington and April 15th at Cadwell Park.

Entries, in colour or black and white, should be sent to Team Frost, Cottis House, Rochford, Essex, to arrive no later than May 1st, to ensure consideration for the June issue.



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# Karting-Where do I start?

**How can I begin? What should I buy? How much will it cost? What Class of racing should I start in?**

At this time of the year, these questions are common, as the Spring brings a resurgence of new, interested people into Karting. In this article we give you some of the answers and information to help you make the various decisions.

Karting in Britain splits itself into two main categories – (a) the 100cc classes in which all competition takes place on specialist 'sprint' circuits, and (b) the gearbox classes, which, in addition to sprint racing, also race on 'long' circuits, i.e. Cadwell Park, Donington, Silverstone; etc. Let's first take a basic look at the various classes within these two categories, along with the cost of new and secondhand equipment, on a kart, 1 engine basis.

We begin with the two Junior classes, both of which fall in the 100cc category. You may start racing a kart at age 11, and until your 14th birthday you must compete in:

**100 Junior Britain.** This is a superb class for any youngster to commence racing in. All aspects of the Class are controlled by maximum price rules. Tyres are also restricted, at present to one make and size of front and rear.

The chassis must be commercially produced in the UK and be sold complete (with wheels, tyres, etc.) for no more than £250 (+VAT). Only a mechanical-type (not hydraulic) brake is allowed. Engines, of which there is a list of allowed models, must retail for £165 or less, including ignition, carburettor, restrictor, exhaust system and engine sprocket. So in theory, you can start with brand new equipment for £415 (+VAT, of course...).

However, you will soon discover that there are one or two 'optional extras' that virtually everyone uses, for either reliability or performance increase and one or two are a definite must. Your chassis will probably come fitted with slick 'dry' tyres. With the occasional drop of rain that has been known to fall in England, a set of (4) rain treaded tyres, ready on wheels, is really advisable. This will set you back about £55, if new.

On the engine side, this Class is now allowed to fit electronic-type ignitions, of which the *Motoplat*, at about £35-£40, is the only one used. If being fitted to a new engine, the dealer should allow you something on the unused points-style ignition. If you can afford it, this is certainly a worthwhile investment, as the old points ignition can give a range of problems, whereas the *Motoplat* is virtually foolproof.

A certain amount of engine tuning and modification is allowed. When it comes to Championships and other big meetings, the front runners will usually be found to be using engines that have been 'set up' by a recognised tuner, to some degree. Prices here vary. Not necessary early on, but something to be looked into later on.

Secondhand equipment can be obtained from around £200 up.

After your 14th birthday you may, if you wish, move into:

**100 Junior National.** This Class does not carry the strict price limit on kart chassis, so a more sophisticated type, with hydraulic brakes, may be used. A wider range of makes and sizes of tyres are

also allowed. £350 seems to be an average price for a complete new 'rolling' chassis in this Class. You may, of course, use a 'Britain' Class chassis in this Class, but without changing the tyres, and most probably the brake, don't expect to be competitive.

Engines are also more expensive, with a maximum price – less carburettor and ignition – of £185. With the two missing items, this makes about £240. The standard in this Class is much higher, and some form of engine tuning and preparation would seem a necessity. Cost of this can range from £50 for some basic work, up to about £150 for the full treatment from a 'big name' tuner. There is again a list of allowable makes and models of engine to choose from.

Secondhand equipment can again go from about £250 complete, but for something of relatively recent vintage, you must expect to pay £500 or so.

Both the Junior Classes race under a minimum weight rule (kart + driver) of 110kg.

Once you reach your 16th birthday, you graduate into the Senior Classes of which the first two, 100 Britain and 100 National, are virtual equivalents of their Junior counterparts:

**100 Britain:** All rules identical to Junior Britain, except weight minimum raised to 132kg.

**100 National:** As for Junior National, except with minimum weight of 132kg. This is by far the biggest Class numerically in British karting, with full grids and fierce competition at all but the remotest circuits. A great Class to develop your talents in. Or you may wish (if your bank balance allows it) to move into:

**100 International.** As its name implies, the pinnacle of 100cc kart racing. The class is governed basi-

*Junior Britain – ideal class for the young karter. Same basic equipment as the big fellas but restricted in price.*



cally by international C.I.K. rules and is the Class in which the majority of international competition takes place, including the annual World Championships.

Again there is a list of allowable engines as defined by the C.I.K. – including all the latest models – with a basic maximum price. For a fully prepared engine you can expect to pay between £400 and £550, depending on the make and tuner.

The karts can come with precision magnesium accessories, and any of a range of the new breed 'sticky' tyres. A new 'rolling' chassis is generally between £400 and £450.

Secondhand prices vary considerably. Again, National Class Equipment can be used in this Class, with a change of tyres, but note that a lighter weight minimum of 120kg is used.

We can now look at the gearbox categories – which utilise various sizes of motorcycle engines. All 'National' gearbox Classes use the same restricted list of tyres as for 100 National.

**125 National** – for 125cc engines with up to seven gears. Again a list of accepted engines, but no price maximum.

As with all the gearbox classes, the chassis utilise 4-wheel brakes, which accounts for the generally higher prices of between £350 and £500 for a rolling frame.

125 racing takes place on both kart tracks and long circuits, though the emphasis is more on the long circuit type, as with all the gearbox Classes.

**210 National.** The oldest Class in the sport, utilising the old Villiers engine – though most parts are replaced by updated versions, or even complete modern replicas of it. A complete 'new' engine can be bought for about £300. Chassis are about the same as for 125 National.

A popular Class, second to 100 National in number, with a great deal of relatively cheap secondhand equipment available.

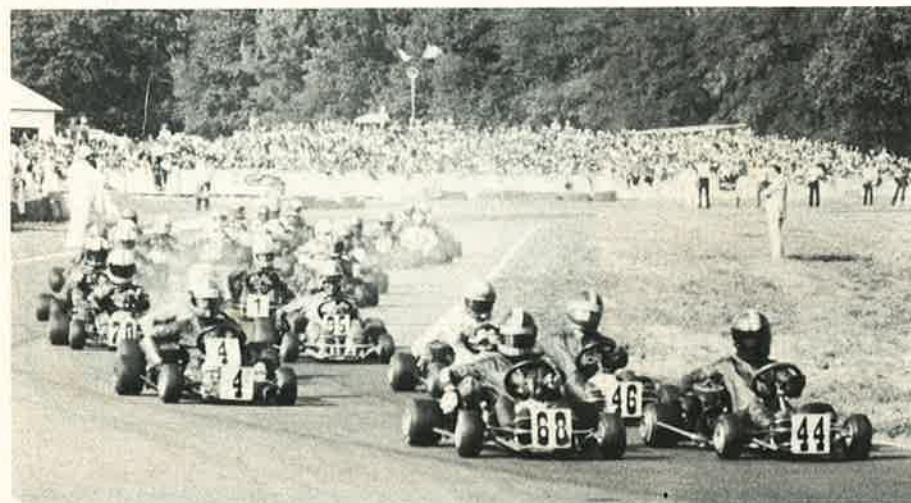
**250 National** utilises the single cylinder engines that once dominated 250 racing. A multitude of secondhand engines available from around £100, as well as new ones.

**250 International.** The spectacular, promotable, high speed class. Has come to be known as the *Superkart* category, with wings, fairings and now 'ground effect' bodywork adding colour to long circuit events. Last year saw a 108-mph average



*The most popular class in karting. A 100 National rolling start at Tilbury.*

*100 International – pinnacle of 100cc racing. The World's best drivers and most expensive machinery roll around a warm up lap – Le Mans 1978.*



*Oldest and most popular gearbox class – the inexpensive Villiers*

lap speed at Silverstone's British Grand Prix. Once more, a list of eligible engines, but everyone uses the Yamaha 250 twins. As with 100 International, virtually everything else is 'open'.

A basic chassis is in the £400-£550 range, and 'standard' wings/fairings/side-tanks may add another £100 or so. A fully prepared Yamaha twin can be anything up to £1,000 complete.

Of course, various combinations of secondhand equipment can reduce the initial cost to as little as £400, but this sort of equipment can hardly be expected to be competitive!

## New v. Secondhand?

Obviously if you can afford it, new equipment is ideal. You know it is good, and it can be expected to have some sort of life before any extra expense is needed. It is up-to-date and should be competitive.

If finances mean secondhand equipment, look carefully at what you are buying. With chassis, check carefully for cracks, both in the welds and the tubes themselves. If it is a complete rolling chassis, do all four wheels sit evenly on the

ground? Push it along a flat surface – does it run straight? It should!

Secondhand engines need careful checking. Firstly, is it eligible for the class you intend to compete in? What is the bore size? How many rebore sizes are left? When was it last completely overhauled? If it was not recently, you should be prepared to spend something on it immediately.

In a lot of the restricted Classes, documentary proof is needed of purchase price of an engine. Make sure you get it.

All kart equipment is racing equipment, and as such no guarantee is given, with it, so make sure you buy well!

Hire of karting equipment has not been general practice, but one or two firms are now starting to look into this side of things (see *Trade Page*).

## What Next?

So you have decided which sort of karting appeals to you – you may even have bought something! What else do you need to do?

First thing is to join a club in your local area. Easiest thing is to contact one of the kart dealers in your area, who should be able to provide the necessary information.

You don't need a car licence to drive a kart, but to race you must get an RAC Kart Competition Licence. An application form for a licence can be obtained often from your club, or direct from:

RAC Motor Sport Division,  
31 Belgrave Square,  
London SW1X 8QH.

As a beginner, you will have to take out a Novice licence – cost £3 – which is valid for 'kart' circuit meetings only. Your first few meetings will be 'observed' by track stewards (to aid them, you will have to use black number plates with white or yellow numbers).

After you've got four stewards' signatures (showing competent completion of four meetings), you will be eligible for an International (Kart Circuit) and Novice (Long Circuit) combined licence (upgrading fee £5.50). Long circuit competitors go through the same Novice procedure, before being eligible for an International Long Circuit licence.

When you receive your licence back from the RAC, you will also get a copy of the full Kart Regulations, which also includes a list of clubs, circuits, and an RAC fixture list for the year.

The last thing you will need is the appropriate racing clothing. Crash helmets are obviously compulsory, and must bear one of the following safety standard marks: BS 2495, BS 2495 (1977), Snell 1970, or Snell 1975.

In addition, a visor or goggles, complete gloves, and a leather or heavy PVC suit must be worn. A lot of people find the PVC suits quite adequate for 'kart' circuits, but leathers are seriously recommended for long circuits. This area is often overlooked – but is really the last thing anyone should skimp on, especially the choice of a good crash helmet.

All this should be enough to start your karting career! Maintenance costs, etc. can vary enormously, depending on all sorts of factors. 'Britain' Classes can be run on a few pounds a meeting, whereas a top Superkart driver can spend about £200 a meeting. One thing is definite – it is ten times better to spend a few pounds on regular preventative maintenance, than wait for something to go wrong!

Best of luck!

C.L.

**NOTE:** All the above information is our basic interpretation of the current situation in karting. Complete details of Class price regulations, etc. can only be obtained from the official RAC regulations.