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# KART AND SUPERKART

50p  
May '79



● *Bohlin - World Cup Champion*

● *Homewood's Green Man*

● *K & S Round 1*

● *Thruxton and Donington Superkart Action*





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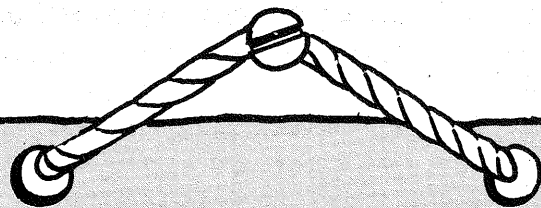
★ ★ ★ ★ ★

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**ZIP "48"** orders are now being taken for special factory prepared versions of this new 100cc national and international engine. Congratulations to Steve Davis finishing 2nd overall in the first round of the Kart and Superkart Championship out of 110+ entries.





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

## May

- 5** SURBITON TOWN (Worcester Park Road, Surrey)
- RYE HOUSE (Rye Road, Hoddesdon) International Event – **Toshiba Global Cup**, featuring from America, World Champion, Lake Speed
- 6** RYE HOUSE – Day 2, **Toshiba Global Cup**
- FELTON (7 miles south of Morpeth on A1)
- LITTLE RISSINGTON (L.R. Air Base nr Stow on the Wold)
- TIBBENHAM (2 miles from Long Stratton, south of Norwich)
- LYDDEN (6 miles south of Canterbury, near A2) 210, 250 long circuit (and 7 May)
- 7** DONNINGTON PARK (On A453 Nottingham-Birmingham road) Round 2 – **Zip Kartspeed Championship**
- 13** WOMBWELL (6 miles from Barnsley) Round 3 **Green Man 100 International Championship**, Round 2 **Road and Racing Junior Championships**
- CHASEWATER (Pleasure Park, Brownhills, off A5)
- KIMBOLTON (15 miles north of Bedford)
- TILBURY (nr Tilbury docks)
- CLAY PIGEON (On A37 between Dorchester and Yeovil), Round 2 **Kart & Superkart 100 National Championship**

- 20** ELLOUGH (2 miles from Beccles, Suffolk)
- NUTHAMPSTEAD (1½ miles east of Barkway)
- THREE SISTERS (nr Ashton-on-Makerfield) GB v South African team event.
- SHENINGTON (8 miles from Banbury off A422)
- 27** MORECAMBE – **B.I.A. World Cup** (and 28 May)
- FULBECK (8 miles from Newark)
- LYDDEN 210, 250 long circuit
- TIBBENHAM 100cc 4 hour enduro

## June

- 2/3** MONDELLO PARK (Ireland) **European 250 Superkart Championship**
- JESOLO (Italy) **Champions Cup – 100 International**
- 3** CADWELL PARK (8 miles NE of Horncastle). Full circuit. Round 3 **Superkart Championship**, Round 3 **NW 210 Championship**, GB v South Africa team event

RYE HOUSE – Champion of Champions

TIBBENHAM

FELTON

LITTLE RISSINGTON

- 10** ROWRAH (4 miles from Frizington, Cumbria) Round 4 **Green Man 100 International Championship**, Round 3 **R & R Junior Championships**

RYE HOUSE – Hayes and Harlington **International 6 Hour Endurance Race**

BLACKBUSHE (nr Yateley) Roy Mortara Memorial Meeting

CHASEWATER

KIMBOLTON

TILBURY

- 17** SHENINGTON – Round 3 **Kart & Superkart 100 National Championship**

ELLOUGH

NUTHAMPSTEAD

- 23** SURBITON TOWN

- 24** FULBECK

BIESHEIM (France) **European Individual Championship** (formula Europe 100cc)

- 30** DONINGTON PARK **British Long Circuit Championships**, Superkart, 125, 210, 250 National (and 1 July)

Kalendar



May is the traditional start of the tourist season in Britain, with a steady flow of picture-taking, souvenir-buying visitors. British karting is about to undergo the same treatment, with several groups of competitors due to arrive for various events around the country.

Current World Champion, American Lake Speed, should be arriving about now, along with four confirmed European drivers, including top Swede Lars Forsmann, to take on most of Britain's top 100cc Internationals in the Global Cup meeting. Notwithstanding the few problems concerning the event, it provides one of very few opportunities for British enthusiasts to see a current World Champion in action.

Later in May, a 10-man South African Superkart team arrives to test its strength against the Britons in two team meetings. In between these two meetings, they will be joined by a European contingent at the annual World Cup event in Morecambe.

Clashing with the second team-event is the 250 European Championship at Mondello Park, Ireland, leaving the likely British team members with an awkward dilemma!

Anyway, we welcome all the visitors to Britain – the weather is perking up a bit, and we hope that all the other necessary factors combine to make their stay enjoyable and successful. British karting is suffering from its fair share of politics at the moment, but there's nothing like some good International competition to act as a tonic and push the domestic problems into the background.

CHRIS LAMBDEN

### FRONT COVER

Northern driver Paul Jackson has been scoring heavily in recent 100 International events, but the pace at the Green Man Championship, Round One, was hot. Here fighting off ex Junior Champion Ricky Grice in an early heat, Jackson finished the big final in fourth position, while Grice pushed through spectacularly to challenge eventual winner Martin Homewood. (Photo: C. Lambden).

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# KART AND SUPERKART

Monthly No. 005

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### NEXT MONTH:

- **Toshiba Global Cup**
- **Full coverage – K & S round 2, Green Man round 2, R & R Junior Championships, Cadwell and Donington Superkarts**

ON SALE 7 JUNE





## Speed Arrives for Global Cup

About now, World Champion Lake Speed should be flying in to Britain for the *Toshiba* Global Cup meeting. Although no details are available, it is presumed that Lake will be bringing over his own Birel/Parilla equipment.

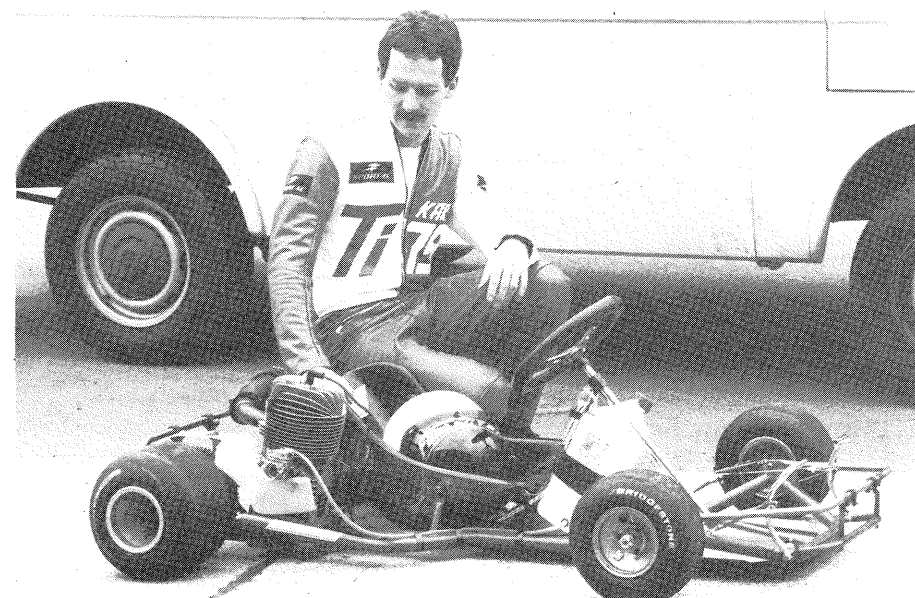
As at the official closing date, only four other overseas entries were confirmed, of which Sweden's Lars Forsmann, third at Le Mans, is the only recognised International 'star' driver. Also from Sweden, entries are confirmed from Holmstroem and Ekberg. The fourth overseas entry is Bisquet, from Spain.

An unconfirmed entry has been made by Husted from Denmark, and Britain's own Mike Wilson was reported to be trying to organise himself an entry from his base at the IAME factory.

The Hoddesdon Club must be disappointed at the number of entries – around 45, when 70 were expected – and this lack of entries makes even less sense of the refusal of entries from two of England's top International drivers – Alan Lane and Terry Fullerton. As at last month's Green Man event, this threatens to throw a shadow over the whole event.

The promoting club is looking bad in the eyes of the karting fraternity. If nothing else, the club owes it to itself to give a very good reason for the refusal of these entries – because let's face it, people *are* pointing to the fact that both drivers concerned provide *major* competition to drivers using equipment built by the very influential Chairman of the Club....

Rumours are that a last ditch attempt is to be made to secure entries for Lane and Fullerton. We can only hope that the interests of sport and competition will win out over pettiness.



Debut of new Fullerton Kart (exclusive first pictures above) - featuring 30mm chassis main rails, 30mm axle. Full details next month.

## Cronus Award

Karting returned to the high-speed Thruxton circuit last month, for the first time in seven years. Despite the weather, the event was an undoubted success, with the predominantly motor bike orientated crowd loving the sight of 50 Superkarts slithering through the chicane.

One person has worked away tirelessly over the last couple of years to bring karting back to Thruxton, using his motor cycle contacts and friends to get together an event that we very much hope can be repeated. He headed the organisation on the day, and even donated a prized personal trophy to the winner.

This month's *Cronus Kart and Superkart Award*, in the form of a Cronus 2D stopwatch and case, valued at £79.50, goes to Peter Inchley.

### In a word...

● We were well and truly caught in last month's postal strike! Many of our subscription holders had to wait an extraordinary length of time before the postal service would deliver their April *Kart and Superkart*. Our apologies for the delay, but of course it was entirely out of our hands. Maybe a change of Government might help....

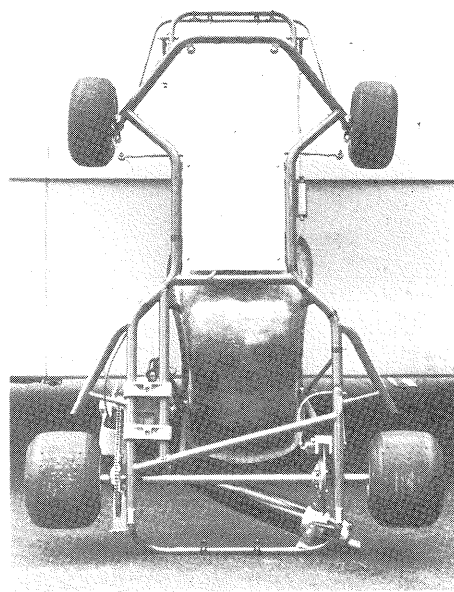
● Due to a clash of dates with the Hayes and Harlington six-hour event, the Green Man, and R & R Junior Championship, events scheduled for Clay Pigeon and Rowrah, have swapped dates. The programme now reads:

Rowrah	10 June
Clay Pigeon	8 July

● With the move of Corrado Fabi into Formula 3, the vacant works Birel seat has been taken over by last year's Junior World Champion, Modena of Italy. Our Italian sources tell us that he has a reputation as a more aggressive driver than Fabi, and much is expected of him in this year's major events.

### STOP PRESS

Fulbeck Green Man April 22nd  
1st Mickey Allen (Sprint/Sirio)  
2nd Doug Spencer (Sprint/Sirio)  
3rd Paul Jackson (Sprint/Parilla)



## Mini Ads

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

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## Kerkhoven's Cadwell



Winner, Rob Kerkhoven.

As we go to press, round two of the Superkart Championship has just been convincingly won by Rob Kerkhoven. After a superb heat performance, Kerkhoven swept past the extrovert Rae Davis on lap two, to run away from the field. Martin Hines carved through to second from a bad fourth row start, edging Hermetite Zip team mate Paul Elmore back to third. PDS pilot Derek Rodgers slipped past a tiring Davis in the closing laps for fourth.

Pit interest centred on sponsorship, with the dramatic non-appearance of the *Team Frost* backers of Kerkhoven and Steve Styrin. Frost Asbestos have apparently suffered a financial disaster, and the receiver doesn't share the directors' enthusiasm for motor sport. With their backing evaporated, both drivers are now competing with assistance from Zip and GBRD.

Dave Buttigieg created a stir by turning out in white *Mulcar Datsun* leathers. Rumours were flying, but it appears as though this new arrangement does not affect Buttigieg's sponsorship deal with *Wales Karting* or *Sprints*. He is apparently to be paid a small retainer for racing in the *Mulcar* leathers.

With one driver receiving a serious reprimand in an early heat, the bulk of the remaining heats and finals were noticeably free from the grid jumping of previous meetings.

Class wins were taken by: John Newton - Zip/Upton (210), Steve Elmore - TVM Zip/Yamaha (125), and George Smith - Barlotti/Smith Bultaco (250 National).

Full details next month.

## Red Faces at the RAC?

After various delays the RAC tribunal was convened on 5 April to hear the charges brought against Martin Hines arising out of the 1978 European Championships in Hamburg. Hines was charged with 'a breach of General Competition Regulation 160 (iv) in that prior to and at the International Kart Race meeting in Hamburg-Uetersen on 11-13 August 1978, his behaviour was prejudicial to the interests of the RAC or of automobile competitions generally. This charge relates to an allegation that Mr Hines endeavoured to persuade competitors not to participate in the event, and that his behaviour on the day was in breach of the above regulations. He is also charged with a breach of GCR 160 (vii) in that such conduct, at the above meeting, amounted to misbehaviour.'

The tribunal was made up of three independent stewards from other parts of the RAC motor sport body - Messrs D. Cardell, A. Hawkins and C. Mitchell. They listened to evidence presented by Messrs A. T. Burgess, M. Minns, A. Hesketh, D. Buttigieg and R. Mullins against Mr Hines, and Messrs S. Styrin, J. Morrell, P. Elmore, M. Turner and C. Olden for the defence. Martin Hines was represented by his solicitors Paul Devoy and Co, who also instructed Queen's Council, whilst the prosecution was in the hands of RAC legal advisor, Mr J. McQuirk.

In the end, one of the longest RAC tribunals in RAC history came to an end after 11 hours, with a short statement from the Stewards, stating that they could find no substance in any of the charges levelled at Martin Hines. No costs were awarded.

The outcome of such a controversial case poses several interesting questions and ideas to which our readers may well form their own answers or opinions. On information presumably supplied by the RAC Kart Committee, the RAC decides to take proceedings, the RAC solicitor handles the case, and the majority of the witnesses for the prosecution are prominent Kart Committee members. The prosecution evidence is rejected, the defendant is innocent. What does this then suggest about the prosecution case? What must the RAC main body be currently thinking about its karting branch?

Having lost the case, will there, or should there, be an inquiry within the RAC as to why the Kart Committee initiated such flimsy charges? Did personal grievances enter the picture?

Will the Kart Committee now make efforts to publicise the fact that Martin Hines' name has been cleared? To finish, an interesting quote from the Editorial in the latest issue of *Karting* magazine, coincidentally edited by the Kart Committee Chairman, and prosecution witness - '... although, in truth, there is much that is being kept from you. ...'

## Middle East Championships

While Britain suffered under strikes and cancelled meetings due to snow and ice, the Ahmadi Kart Club promoted the first Middle East Kart Championship, in Kuwait, on 9-10 February. With sponsorship from Rothmans, and Bader Al Mulla, the main event, as usual in the Middle East, was run under British 100 National regulations.

The Tippings of *Monteagle Motors* have a good market for their Eagle chassis and Hewland Arrow engines in Kuwait, and Guy Tipping provided the sole overseas entry, accompanied by father Geoff.

After the six heats, local star Phil Sharp (Zip/Arrow) had annexed pole position with three straight wins. Suffering slightly from the heat, Guy Tipping earned second spot for the 15-lap final around the 1,000 metre circuit. Ed Lacon (Rapid/Arrow) and John Rigby (Zip/Arrow) took the next grids.

Sharp got the jump and Tipping was only able to watch the gradually diminishing view of an Arrow engine he had tuned himself! The pair pulled well clear of the rest, with Sharp finally taking a jubilant victory from the visiting Englishman.

## The Springboks Are Coming

The 10-man South African Superkart Team has been announced for the 1979 tour to Britain for the fifth British Airways International Trophy competition. Three races will decide who takes away the silver 747 trophy. Two will be run at the new Three Sisters circuit on 20 May, and the third at Cadwell Park on 3 June.

The British team is usually virtually unbeatable on home territory, but with the Cadwell date still clashing with the European Championship in Ireland, the South Africans can expect to face a much weakened team, at least on that day, and may well pull off a surprise.

A mixture of experience and youth make up the Springbok team, including two former 100cc World Championship representatives.

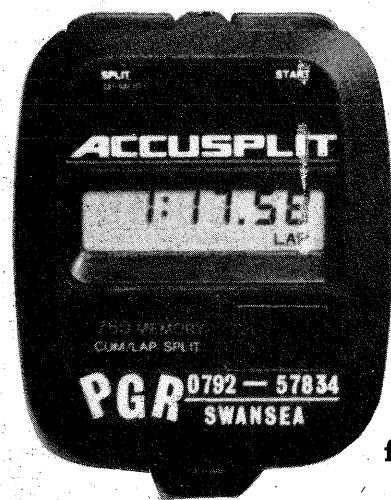
All karting in South Africa is run using methanol based fuels and the change to petrol often provides a headache for the visitors. However, they have been here a couple of times before, so should have hopefully sorted out any great problems on the change.

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*In a word...*

● In line with current opinion, Donington Park meetings are now to be run on a two heat, one final basis, rather than the three heat, one final system!

● The Beccles Club would like to point out an error in the entry forms for the British Championships at Donington. That is, that of course cheques should be made payable to *Beccles Kart Club*, and not *British Kart Grand Prix*, as printed!

● The demonstration at the new Folembay circuit, north of Paris, was due to take place on 22 April. Martin Hines and Malcolm Turner were expected to go down and show French television, radio, and press, what Superkarts are all about. As mentioned last month, it is hoped that a couple of major Superkart events will grow from this publicity programme.

● Melinda Cook was recently presented with the 'Kart Sport' Championship trophy at the British Women Racing Drivers Club Annual Dinner-Dance. A 100 National competitor, Melinda will be defending her 'Kart Sport' Championship this year. Likely challengers for her crown are Junior Britain contender Joanne Fabby, Superkart pilot (or pilote?!!) Carolyn Grant-Sale, and 210 driver Maggie Dell.

● More on the female front (?) - it appears that *P & O Normandy Ferries*, along with *Talasan*, are to sponsor Judy Sharrock in a Superkart next year. Before starting on this project in September, Judy will compete in various 100cc events, notably the Women's World Championships, in which she finished ninth last year.

# The Kart and Superkart Magazine 100 National Championship

## Round Three

### Shenington - 17 June

● We regret to have to report the death of Peter Haywood's father Roy. A past President of the Cambridge Club, and a long time RAC Steward, 70-year-old Roy must have been one of the original kart traders - having been in the business 20 years.

Our sympathy to Peter and the rest of the Haywood family and friends.

● The loss of his father has understandably prevented Peter from completing Part two of his 210 tuning article. However, we hope to be able to feature that next month, so keep tuned in...

● The Northumbrian Kart Club are to have a stand at the Post Office Motor Show (20-22 July), the same weekend as they promote the 100 International, and Junior British Championships at Felton. Further information from Stephen Strong: Tel: Newcastle upon Tyne 745110 (day).

● Entries open NOW! (Forms available at Clay Pigeon). Closing date, Monday 11 June.

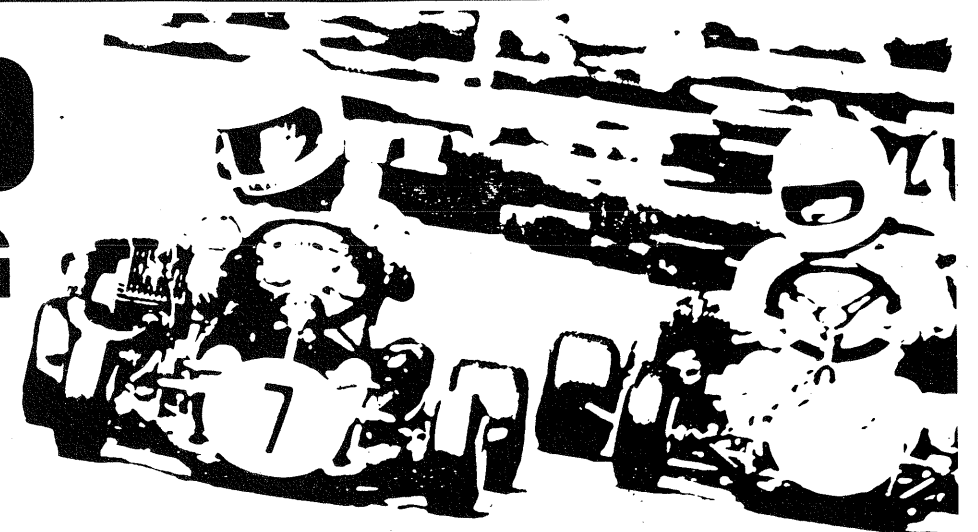
● Entry fee, £5, to:  
Competition Secretary,  
Solihull and Shenington KRC,  
Sue Wilkins,  
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● Practice is available on Saturday 9 June, or Saturday 16 June, 2pm-5pm only. Details from Competition Secretary.

● Camping is permitted in the grassy spectator areas on Saturday 16 June.

● The Shenington circuit is eight miles from Banbury, off the A422 Banbury-Stratford road.

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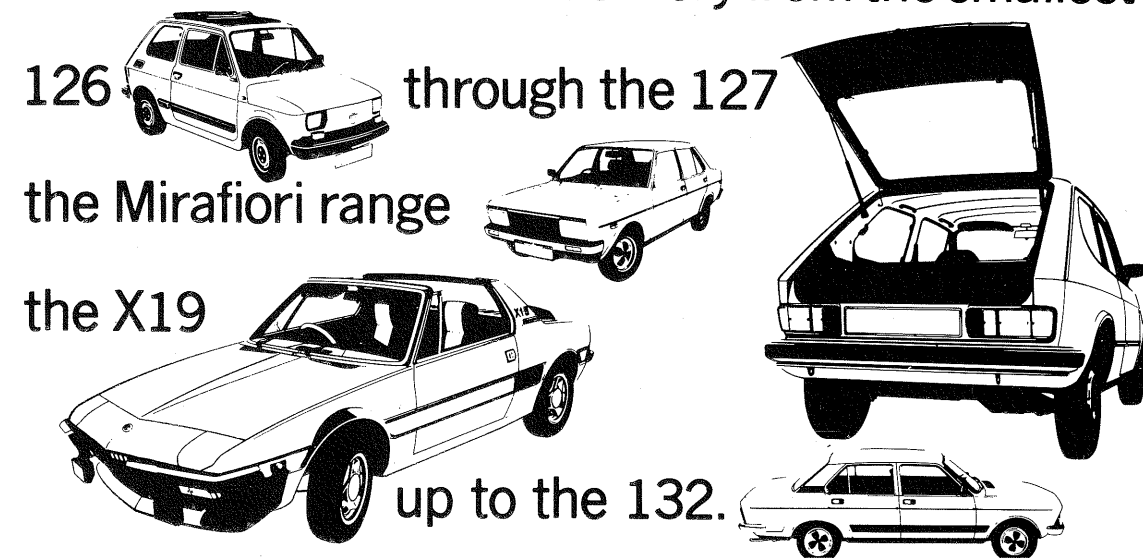


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continued...

100 National 'A'  
Heat winners: Keith Fine and Steve Davis.  
Final: Mark Tredwell, with a fourth and a fifth in the heats (in the second he came off with Wayne Homer), had a 'flyer' at the start in the wet and by the second lap was leading. Mark is accustomed to having no one in front of him and intended to keep it that way, running away with an easy victory on a not very easy surface. The minor places were not hotly contested owing to the conditions Wayne slotted into second followed by Ian Ross-Johnson, Steve Davis, Keith Fine, Steve Chittenden and John Aitkenhead in that order.

1st	Mark Tredwell	Zip/SS20
2nd	Wayne Homer	Cobra/SS20
3rd	Ian Ross-Johnson	Deavinson/SS20
4th	Steve Davis	Zip/Z48

Our usual thanks must go to the hard-working officials - many new faces this time owing to sickness and other reasons for absence.

Alan Kilbey

## Chasewater

Chasewater Kart Racing Club's meeting, on our usual second Sunday of the month, 8 April, was the first time this year that the weather was dry and bright. The sun actually shone during one or two races but failed to illuminate the circuit for any length of time. Racing was exciting and fast giving spectators a good afternoon's entertainment.

### JUNIORS

The Junior National and Junior Britain classes once again raced together for separate awards. Jonathan 'Jonty' Millward, racing Junior National appeared to have grown wings, for he raced 'Concorde Style'. No one could catch him and after finishing first in all his heats had pole position for the finals; which he won after lapping five out of the seven other competitors! The Junior Britain contenders of the day, Jeremy Cotterill and Mark Beddall fought valiantly, keeping all the other competitors well at bay. Due to typical over-excitement, Mark changed his engine for the final, forgetting to re-place vital weight, alas losing him second position, but Jeremy Cotterill won the trophy of the day with flying colours.

<b>Junior National</b>	
1st	2nd
Jonty Millward	Richard Bamford
(B'ham)	(Utttoxeter)

<b>Junior Britain</b>	
1st	2nd
Jeremy Cotterill	Carl Atkinson
(Four Oaks)	(Burton-on-Trent)

### 100 NATIONAL

In all the heats battles for the first five places were very strong. Martyn Anker had a second, first and a fourth in his heats and lead the field to the flag in the final. The battle for second, third and fourth places continued to change throughout the race. Finally, on the last lap Roy Cotterill came over the line in second position, closely followed by Andy Crockett and Martin Styles.

1st	3rd
Martyn Anker	Andy Crockett
(Brownhills)	(Droitwich)
2nd	4th
Roy Cotterill	Martin Styles
(Four Oaks)	(Walsall)

## Junior Scene

At long last we all seem to be back racing again - I think this has been the worst winter karting has had for years. Anyway, let's get on with it! At the Tilbury meeting in March we had Gary Foster-Jones notching up another first in the National grid, with Young Lee Cranmer sewing up the Britain Final at Rye House and Fulbeck. Simon Sutton was giving all the National's 'whoopsie' with two excellent wins - he has really got it together, has Simon! David Goldsborough won the National at Felton, with Ken Reader getting a well deserved second. Mike Little won the Britain grid with young Tony Stamper in second place with a first-class drive.

I was at the first round of the Green Man at Rye - was delighted to see you horrible Northern lot down here and was very impressed with what I saw! Mark Shaw won the National - not bad for the first time at Rye - with a little bit of luck, but having a lot of ability, good equipment and quite a bit of nitty-gritty to win! He should really show his face a lot more in the South. Shaun Egan, having his second drive at Rye, came second - another good driver, keep it up son! Simon Sutton won the Styfoam series with a 'storming' drive after being nearly a lap behind. Young Herbert went well but David Goldsborough, Gary Ward and Andrew Stapley all had first-class drives. It's nice to see lads like Shaw, Egan and Goldsborough coming down here - it's just possible that we might see another Mike Wilson out of that lot! I hope so. As usual the Britains had some good racing and I was delighted to see Lee Cranmer win the Britain final. So that ends the 'myth' that Mark Bailey is unbeatable, though make no mistake about it, Bailey is still the one to catch! Paul Dryden had a great race to secure third place. Cranmer and Dryden are the two little chaps that may cause Mark a few problems this year. Super drivers, the three of them, with first-class equipment.

I told you that we have started a Junior team at Tilbury - well, we sent them down to Beccles for a bit of fun in March. I decided, along with Ian Rushworth of Beccles, as an experiment, to have our Britain's race with his National's which has never been done before, and I am sure that everyone must have thought we were mad! But I

knew what would happen - and it did - we won! The idea of team racing is reliability and finishing your races, and if you sit down and think about it, it's not very often that you'll see the Britains 'blow up'. Don't let anyone run away with the idea that a quick Junior Britain could beat a quick National - that just couldn't happen - but a quick Britain *could* beat an average National. The preparation of their equipment is of a very high standard, plus their thirst for knowledge. Anyway it's food for thought! I do lots of silly things like that from time to time - just ignore me and I might even go away! By the way, Tim Sugden, John Mills, driver in Junior Britain, is having a good start to the year - three firsts and a third so far!

'Late News' - have just heard that John Herbert won the Junior National at the April meeting at Tilbury, Steve Brogan won the Britain Class, and from what I've been told, there was a lot of Junior Nationals struggling to keep up with Brogan, Cranmer and Dryden (all Junior Britains)!!!

Well, you have now got your own 'prestige' series, to be run along with the Green Man meetings. I think that the Tilbury date in August may well be the 26th and not the 12th. On that day, we have an International race against France, so that will give you a chance to look at some French equipment. The sponsor of your series is *Road and Racing Racewear*, and they have stuck up some super prizes and trophies. Peter Wardle has got this off the ground and he is putting a lot of hard work into keeping you horrible lot happy! You'd be a fool not to do it as it's the prestige Junior series of the year!

Well, that's about my lot for this month, I will see you all sometime this year. Just keep doing it the way you are, you're making a hell of a good job of it so far. I have a feeling that 1979 will be the year that will produce a lot of very good Juniors.

See you soon.

Good racing,  
JOCK MAILER.

### 100 INTERNATIONAL

Peter Whalley finished first in all his heats and had pole position for the final, which he won comfortably. All eyes, however, were on the back of the pack where Robert Smith and Simon Grove battled it out in a 'will he' - 'won't he' situation, and he didn't! That's how it finished. Peter Whalley being a clear winner in his own inimitable style.

1st	2nd
Peter Whalley	Peter Saunders
(Sutton C'field)	(RAF Brize Norton)

### 210 NATIONAL

The 210 Nationals went smoothly all day until the final when BANG, all discipline appeared to fall apart at the seams! With Ian Hunter in his well-earned pole position, the Union Jack was dropped! Before the first bend competitors half way down the grid began overtaking by climbing over other competitors, causing very near HAVOC in an obviously tense grid. The race was re-started to end with Ian Hunter winning the deserved trophy.

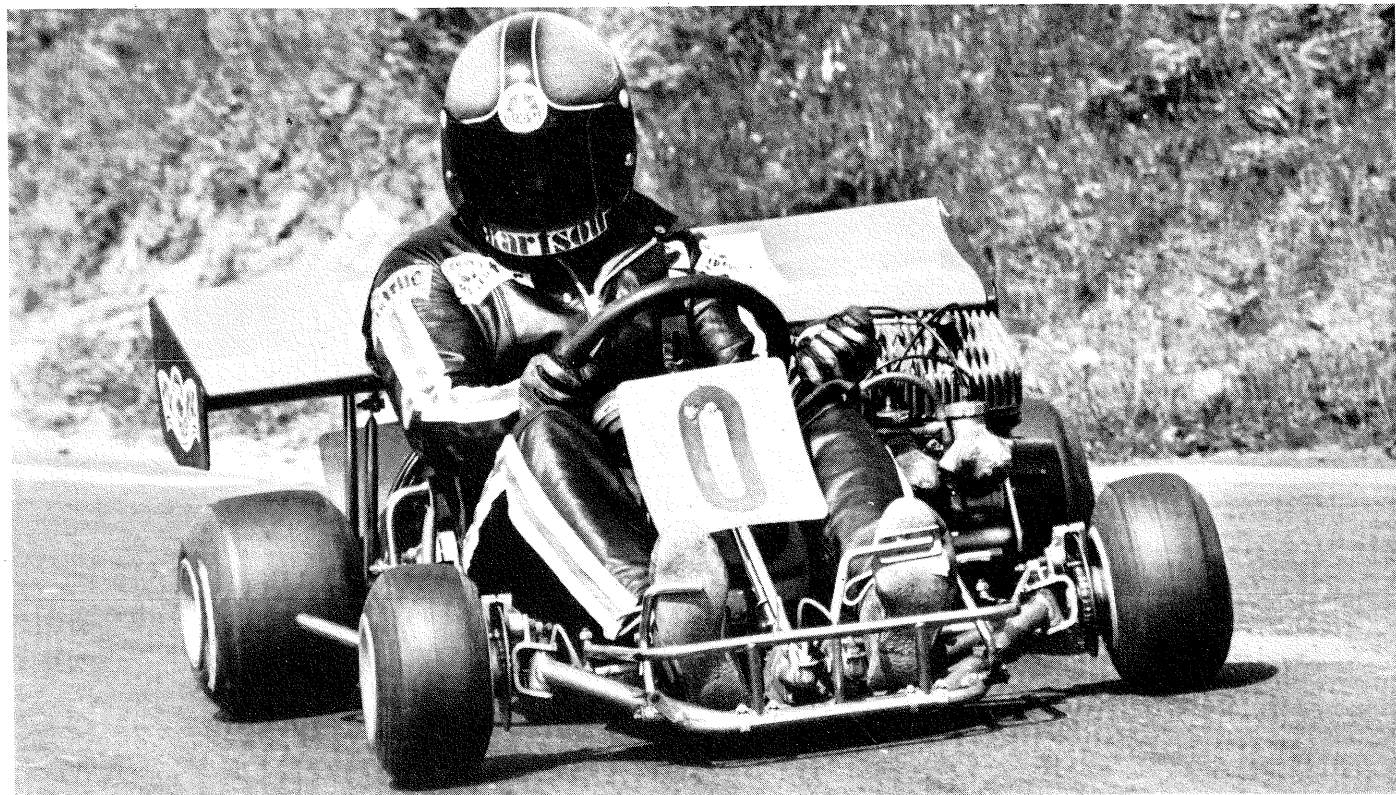
1st	4th
Ian Hunter	Mike Bowen
(Rugeley)	(Rulihull)
2nd	5th
Ed Duckett	Adrian Wilcox
(Coventry)	(Bloxwich)
3rd	6th
Geo Bradbury	Martin James
(Walsall)	(Birmingham)

### 250 INTERNATIONAL

It is a recognised fact that our circuit is predominately a Class 1 circuit, but credit where it's due, Bob Kennings seems to enjoy demonstrating with casual ease, what the expensive machines can do with good preparation, lapping all other competitors except John Cassidy, who, working as hard as he was, still couldn't keep the leader in sight.

Perhaps our following meetings will attract some good competition for them when our track is completely re-surfaced during April. This should interest even the Class 1 competitors, who have found our circuit a little bit bumpy!

1st	2nd	
Bob Kennings	John Cassidy	VAL LEE
(Warley)	(Burntwood)	



Bohlin walks away with the 1978 World Cup. Note the left foot braking, and 'reversed' barrels on the Yamaha. (Photo: Tony North)

# Lennart Bohlin

Lennart Wilhelm Bohlin has become a karting legend in this country simply from his devastating success at Morecambe in the three wins he has achieved in the World Cup, his record in this event only being bettered by one other great-Graham Liddle. Born on 19 September 1943, 5ft 9in, 11 stone, blue eyes turning to red after sufficient Bacardi & Coke, good looking, lean and hungry, Swedish to the core and undoubtedly very popular in this country, he gave the World Cup added stature the first time it was won by a foreigner. Popular though he is, I thought it was high time more was known about him in this country, with the 1979 World Cup upon us at the end of this month.

The World Cup - you either love it or you hate it! Whilst I am a confirmed 'anti blood sports' supporter, I confess that I love it - no gearbox class meeting has a more electrifying atmosphere than the Monday finals at Morecambe. Nothing is more hairy to watch than the practice sessions on Sunday and the first lap of the final, as the entire field make their individual bids to be the first into the hairpin. Of the 10 John Player Sponsored World Cups, and the one British Island Airways sponsored event, 11 in all, it has only been won by six drivers - a very special type of pilot. All, with the possible exception of Dave Cullimore, with long careers in karting, particularly on tight, twisting kart circuits, an uncanny knack of keeping out of trouble on crowded grid starts, and in heavy traffic on corners, with an instinct for identifying 'up the inside and damn the consequences merchants' and staying clear of them. The ability of making the most of the grid start and at the same time not getting involved is a gift all of its own. I once saw a film of Graham Liddle starting a heat at Morecambe from the seventh or eighth row and I swear he piloted his kart first to the left and then to the right and back again, covering more yards this way than the distance he went forward, assessing who was making forward progress the most and

where the gaps were - quite fantastic. Bohlin is another such genius. Supreme confidence in his own ability and the coolness under pressure that goes with this superiority.

Lennart is married to the lovely Inger. I can only describe her as being every red-blooded Englishman's idea of his dream Swedish 'au pair'! They have two children, Jimmy and Penilla. Lennart's job is a telephone engineer, which I assume has an advantage in enabling him to make fairly lengthy phone calls to England! When we talked at Morecambe in connection with this profile I enquired how he managed the time off for karting when a trip abroad usually involved at least a week off. He reminded me that Egon Elf, his very likeable mechanic, was also his boss at work. No problem! Egon, incidentally, who has been helping Bohlin for the past three years, is the brother-in-law of one of Sweden's top speedway riders, Lars Johansson, for whom he used to mechanic. However, after Johansson suffered a nasty accident he transferred his attentions to our current champion.



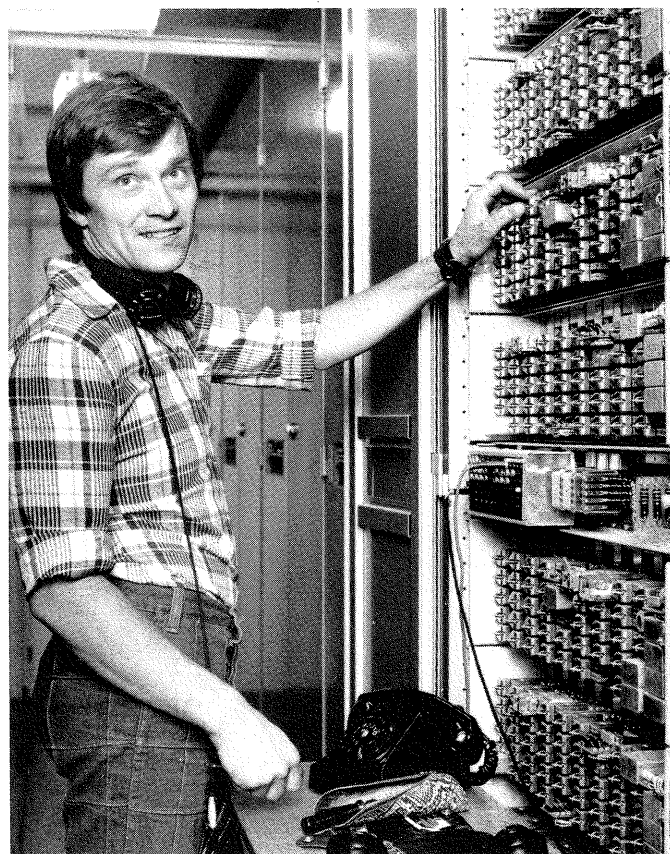
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Lennart started his kart racing way back in 1961 with a locally built ARDI powered by a 200cc Husqvarna. After this he raced an IWA Poker and the main competition at this time came from the late Ronnie Peterson, who in 1963 won the Swedish Championship, Bohlin coming third. In 1965 he won the Swedish Championship himself for the first time.

By 1968 Lennart had a 200cc Bultaco and made his first visit to this country with his home-built H.J. kart. This visit ended up with a plastered-up broken right collar bone, after the engine seized coming down the infamous Morecambe hill. When the engine cried 'enough' he was hit by following karts and that was it. Undeterred he hasn't missed a World Cup since. 1968 was in fact the very first World Cup, held on the then brand new Heysham Head circuit. After recalling this accident I asked Lennart if he thought Morecambe to be dangerous, explaining that 10 years later the strong feeling was that now we had 250 twins, this type of circuit was not suitable for an International meeting of this status, and that the 250 International karts had outgrown this type of circuit. His only reservations about the circuit were the close proximity of the two straights, only separated by a relatively low earth bank, there being a possible combined speed in the event of a head-on crash approaching 130-140 mph!

In 1969, with a 250 Bultaco, he came fourth in the World Cup. In 1970, now with a Montesa K5, he came fourth and in 1973, still with Montesa, third. In 1975 with a Poker kart, powered by a Bombardier disc valve 250cc, he set the track on fire and won for the first time. All these efforts were with home-tuned engines. In 1976 he returned with a factory supplied and tuned Husqvarna, and looked like the favourite in the final only to have the con-rod break after a couple of laps. This was the year that first Reg Gange and then Rob Kerkhoven whilst in first and second places, ignored the black flag when their silencers fell off and were subsequently disqualified and reprimanded, leaving Dave Buttigieg to take the flag.

Bohlin's preparation is always immaculate. Here the kart is set up for a European long circuit event - the 'bubble shield' is illegal in British events.



'My brain hurts' - Lennart at work!

In 1977 he arrived at Morecambe a week in advance with a 250 Yamaha on his own kart. By now Bert and Kelvin Hesketh had bought up the Blow Kart set up and after much modification had built their own Star Kart. Obviously he had to have a go in the Hesketh creation. So impressed was he, that all other work stopped at Star Karts to build a chassis for Bohlin. Such devoted attention, from Ray Woodhouse and Kelvin on the kart and Bert 'tiddling' up some barrels and heads (as he thought Kelvin's engine better than his), was rewarded by an undisputed win and his second World Cup. 1978 came round, and this time the same basic set up, but with the barrels reversed and 38mm carbs and various chassis refinements. From the first heat he looked, and was, a sure winner. I am assured that the Star Kart is not a 'free' chassis, and I believe this to be the case, such is Bohlin's dedication and determination, that only the best in his opinion will he trifle with. The traction this combination displays out of the top corner leaves all the others scrambling for grip whilst he's long gone! Some of this I feel is because the front runners in this country do the majority of their racing on fast circuits, gradually setting up their chassis to suit, and come unstuck on this demanding circuit. However, don't go away with the impression that Bohlin and the Star Kart can't show their paces on fast circuits. A little to my surprise (and I think Hesketh's relief) in the appalling wet conditions at Silverstone, whilst he was beset with engine troubles, he put up the best race time in the wet, in the heat he won. Later on that year he also set a new lap record at the Mondello Park International.

In connection with sponsorship at home I asked Lennart how much support he had. ATM supply the super fully enclosed trailer, Bosch supply plugs, Castrol supply oil and he gets his clothing and helmet for nothing. Karting in Sweden is not a major sport, there being only about forty 250 competitors, about forty 100cc karts and a growing number of 125cc karts. It never fails to surprise me how the Swedes with relatively few tracks and meetings are therefore so competitive when they come to this country. When Bohlin wins an International or major meeting he has fairly wide exposure in the national newspapers and on the Swedish TV network, but he says in no way is he in the Bjorn Borg category as a national hero!

## Green Man Supporting Events

Good pre-meeting coverage by our friends on LBC & Radio London resulted in a 'gate' of almost 2,000 eager spectators to watch a 'split permit' meeting for the First Round of the Little Green Man Championship for 100cc International competitors (see elsewhere). The meeting also incorporated the Second Round of the STY-FOAM Winter Series. The prizes for the STY-FOAM part of the proceedings consisted of a lovely silver salver and £15 cash for first; a champagne gift set and £10 for second; third prize was a trophy and £5. All these to be presented for four Classes. Points earned at the March meeting were carried forward to be added to those awarded at this meeting. The club wish to record their hearty thanks to Messrs A. E. Sutton & Co for their generosity in sponsoring this event, and for a donation of £50 for club funds.

One hundred and forty-nine 100cc karts signed on including 59 Internationals and once again over 40 were disappointed as they entered late or only used a 7p stamp on their application. (Pity

no-one made an allowance for the postage strike, being such an important meeting... Ed.) A special vote of thanks to Jack Harman, the starter, one of our friends at Surbiton, who came out of partial retirement to help us out, as our usual 'flag waver' Syd Harris has been unfortunately taken to hospital for an operation on his eyes. I hope you read this Syd - hurry up and get well.

### Junior Britain

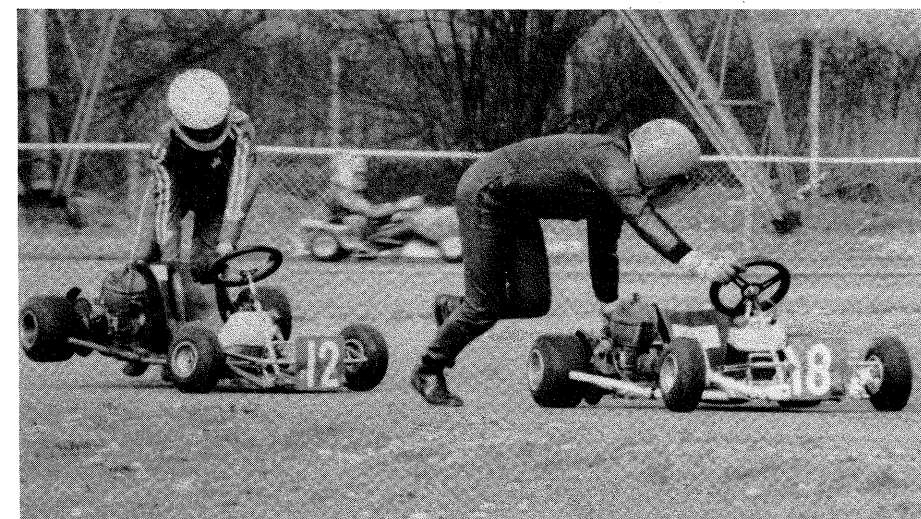
Heat winners: Paul Dryden & Lee Cranmer.

Final: Lee Cranmer got off to a good start and skilfully won every lap thus confirming the display he put up in the heats. Second was held initially by Paul Dryden until that other 'Flying Junior' Mark Bailey passed Andrew Bundy, Dave Chitty and Paul to grab second place, leaving Paul third.

1st	Lee Cranmer	Kestrel/TKM
2nd	Mark Bailey	Zip/TG14
3rd	Paul Dryden	Kestrel/TG14



Mark Tredwell and Wayne Homer renewed their personal battle with renewed vigour, in 100 National... (above and below).



### Junior National

Heat winners: Gary Ward, after Mark Shaw had been disqualified for running on Continental tyres. Simon Sutton won heat two.

Final: Diminutive and always competitive, John Herbert snatched the lead at the commencement of this race. Simon Sutton was a hair's breadth behind, closely followed by Gary Ward and Andrew Stapley. By lap three Gary had spun out and was trailing. Meanwhile, Mark Shaw, having been penalised for having the wrong tyres fitted and now equipped with Goodyears, was moving smartly through the field and was up to fourth place. On the fifth lap Simon and John had a coming together - I did not see the incident but am informed by reliable unbiased witnesses that John left a small opening, Simon made a dive for it, naturally, and John attempted to 'close the door'. Unfortunate, but that's what karting is about! Simon spun out and restarted in tenth place. John managed to keep going, but the collision had twisted the front end of his kart and affected the steering, so he was slowly losing his lead. When Mark Shaw arrived on the scene he made short shift of taking the premier position from John. At the 14th and final lap an overjoyed Mark had showed how he could win legally. Shaun Egan, having a steady afternoon, followed Mark through to capture second. Simon made up a lot of lost ground to finish third, and with his win in the first round, took home to Mum the STYFOAM Trophy.

1st	Mark Shaw	Zip/SS20
2nd	Shaun Egan	Barlotti/SS20
3rd	Simon Sutton	Deavinson/SS20

### National Novice

The heats were won by Mike Peel and Clive Wheldon.

Final: 21 Novices gave us an entertaining afternoon's spectacle. Clive Wheldon led at first, but was missing from the lap charts on lap six. Mike Beauchamp assumed race leadership and picked his way carefully to the finishing line for a well deserved first prize. Steve Good drove equally steadily to take second, but the drive of the afternoon must go to Martin Moore, for at the end of lap one he was in 14th position and at the rate of almost one driver per lap, moved through the pack like a veteran to wrest third spot from Nigel Henery in the last lap. Poor Nigel - this cost him a place in the STYFOAM series.

1st	Mike Beauchamp	Zip/TKM
2nd	Steve Good	Zip/SS20
3rd	Martin Moore	Zip/SS20
4th	Trevor Davies	Deavinson/BM

### 100 National 'B'

Heat winners: Mark Gailor and Howard Davies.

Final: This race and those to follow were marred by a steady drizzle. Unfortunately the worst of it never came until the event was underway, so the lads were on 'slicks' and the sliding and slithering was as trying to watch as it was to drive. Mark Gailor proved he is as good in the wet as the dry and his was a 'flag to flag' success. Richard Watkins was as consistent in second place, while Malcolm Collingham rounded Howard Davies on the second lap and romped home third.

1st	Mark Gailor	Deavinson/SS20
2nd	Richard Watkins	Deavinson/K88
3rd	Malcolm Collingham	Deavinson/SS20
4th	Mark Sayer	Zip/SS20



continued...

## 250 International Open

Roger White (otherwise known for his Formula Atlantic exploits) lost the lead of race one when he ran out of fuel(!), letting Peter Tippell through to win ahead of Calvin Fish, Peter Carter, and Tony Ayers. Race two went to Fish, with Tippell and White battling behind him. Race three saw Fish win again, with Tippell 2.5 seconds behind and Carter, White, and Ayers 10 seconds further back.

Young Calvin Fish drove neatly to victory in the last outing as well, setting fastest lap of the day in 28.4 seconds. White trailed in three seconds behind him, with Peter Carter a further nine seconds back in third.

1st Calvin Fish	Zip/Turner Yamaha
2nd Peter Carter	Race Lancer/Yamaha
3rd Peter Tippell	Team OSEL Lancer/Yamaha

Phillip R. Bingham

## Wombwell

After a week of very changeable weather conditions, the South Yorkshire Kart Club struck lucky again on 11 March, with a very windy but dry and sunny day. Although at one stage a fine sheet of rain broke out, the track stayed dry throughout the day.

### Junior Britain

Adrian Mills got the edge on poleman Tim Sugden at the start of the final. Sugden was further demoted half a lap later, as Neil Douthwaite

forced his way past. For a few laps the positions stayed the same, until Sugden squeezed past Douthwaite and set about the leader, Mills. These two circulated nose to tail until Tim, with a neat piece of driving wrested the lead from Mills and confidently drove away to a fine win. Mills finished comfortably in front of Douthwaite (a commendable feat of driving, as Neil finished the race working the throttle by hand).

1st Tim Sugden	Sprint/T70 JM
2nd Adrian Mills	Zip/T70 JM
3rd Neil Douthwaite	Lane/T70

### Junior National

Poleman Richard Dean was beaten into the first corner by David Goldsbrough. These two raced bumper to bumper until Richard spun on pits bend. This let Goldsbrough away to a comfortable lead which he held to the flag and a convincing win. A rare old dice between Shaun Egan and David Wright came to an end with Wright just coming out on top.

1st David Goldsbrough	Zip/WRE Parilla
2nd David Wright	Zip/Wright TKM
3rd Shaun Egan	Barlotti/Parilla

### 100 International

Paul Jackson leapt ahead of Paul Fletcher at the start, with Roger Mills in third. After a few laps, Fletcher found a way past his team-mate and opened up a small gap, with Mills now right up Jackson's rear bumper. As these two fought furiously wheel to wheel the gap to the leader was eroded and the trio, trying as hard as they knew how, crossed the line in those positions - Jackson just holding off a determined Mills.

1st Paul Fletcher	Sprint/FRED Parilla
2nd Paul Jackson	Sprint/FRED Parilla
3rd Roger Mills	Dap/T72 JM

### 100 National

Steve Greensmith shot around into view after one lap, with poleman Nigel Edwards almost sharing the same kart! These two gradually piled on their lead over the rest of the field, until it was a two kart race. Edwards tried every trick he knew to find a way past Greensmith, but Steve kept his cool and just took the flag in front. John Knell secured third ahead of Ian Williams and Lewis Marsden. Good clean, fast racing all day. 100 Britain was won by Alan Skirvin.

1st Steve Greensmith	Sprint/FRED Parilla
2nd Nigel Edwards	Zip/T70 JM
3rd John Knell	Zip/T70 JM

### 100 Britain

1st Alan Skirvin	Sprint/TKM
------------------	------------

### 210 National

British Champion Richard Dean off pole took the advantage from Gary Hill at the start. Although Hill tried his hardest, Dean opened up a reasonable gap which he held all the way to the flag, to take a convincing win from Hill. Third place was held initially by Bernard Baxter, but it was Bill Longden who eventually secured the place from Steve Rawson.

1st Richard Dean	Barlotti/Upton
2nd Gary Hill	Barlotti/Upton
3rd Bill Longden	Barlotti/Upton

J. Goldsbrough

When I commented on the fact last year that I was pleased to see he had Hitachi ignition, on which you can set the ignition timing individually for each cylinder, he simply said 'If you are a winner, you have the best.' Fair enough! He also put great emphasis on the importance of knowing the right people - if you wish to succeed in a sport. You cannot win in a sport which demands the best of everything if you don't know the right people, or the concerns from which to get the best equipment and best advice. He has a lot of help from the local racing Yamaha dealer in Sweden, and places a lot of emphasis on carburation. Thirty minutes before the final of last year's World Cup he decided that he needed more cutaway on the carb slides, so that's exactly what he set about doing. Now if anyone else did that I would say they were 'bonkers'. But to have the confidence to do it and then leave everyone standing you've got to be brilliant, and that in my estimation is what he is. He spent the Wednesday before last year's Morecambe at my house and his whole approach to everything he was doing left me in no doubt that he had only come here to win and that's what he would do. (Incidentally the same goes for this year! Bohlin first, his close friend Christer Johansson second and Kelvin can slot into third place - Star Karts one, two and three, simple as that!) In no way do I wish to give an impression of any lack of modesty on his behalf, he is just very cool and determined! If you've won something three times, you know the formula and that is half the battle won. I like Lennart very much - if in any way I thought him a 'big head' I would not feel this way. He's as genuine as they come.

He has had a dabble at motor racing. He had six sponsored drives in a Toyota powered Formula 3 car provided by Hans Vangsre. His best result in 1976 was a third at Karlskoga. He also came to Brands Hatch to the International Formula 3 race and finished 13th. This year he has a deal to drive a Renault R8 Special with a 200-bhp engine in rallycross. His ambitions still lie in karting, and I got the impression that he would like to go on the South African trip if that is possible.

Lennart recently visited England to prepare his Star Kart for the 1979 World Cup. (Photo: Tony North)

Lennart races at about 10 meetings a year in Sweden and four or five abroad. The 10 home races include the Swedish Championships which were held last year at Kalmar, Umeae and Soedertaelje. He was disqualified in one of these for being too noisy. The championship was won by Christer Johansson with a Bombardier. Christer and his wife Eva accompanied Lennart to Morecambe recently to build up their new karts for this year, both obviously Yamaha powered.

I asked Lennart what he thought about watercooling if it ever came in, and he thought the class expensive enough without any further complications or cost.

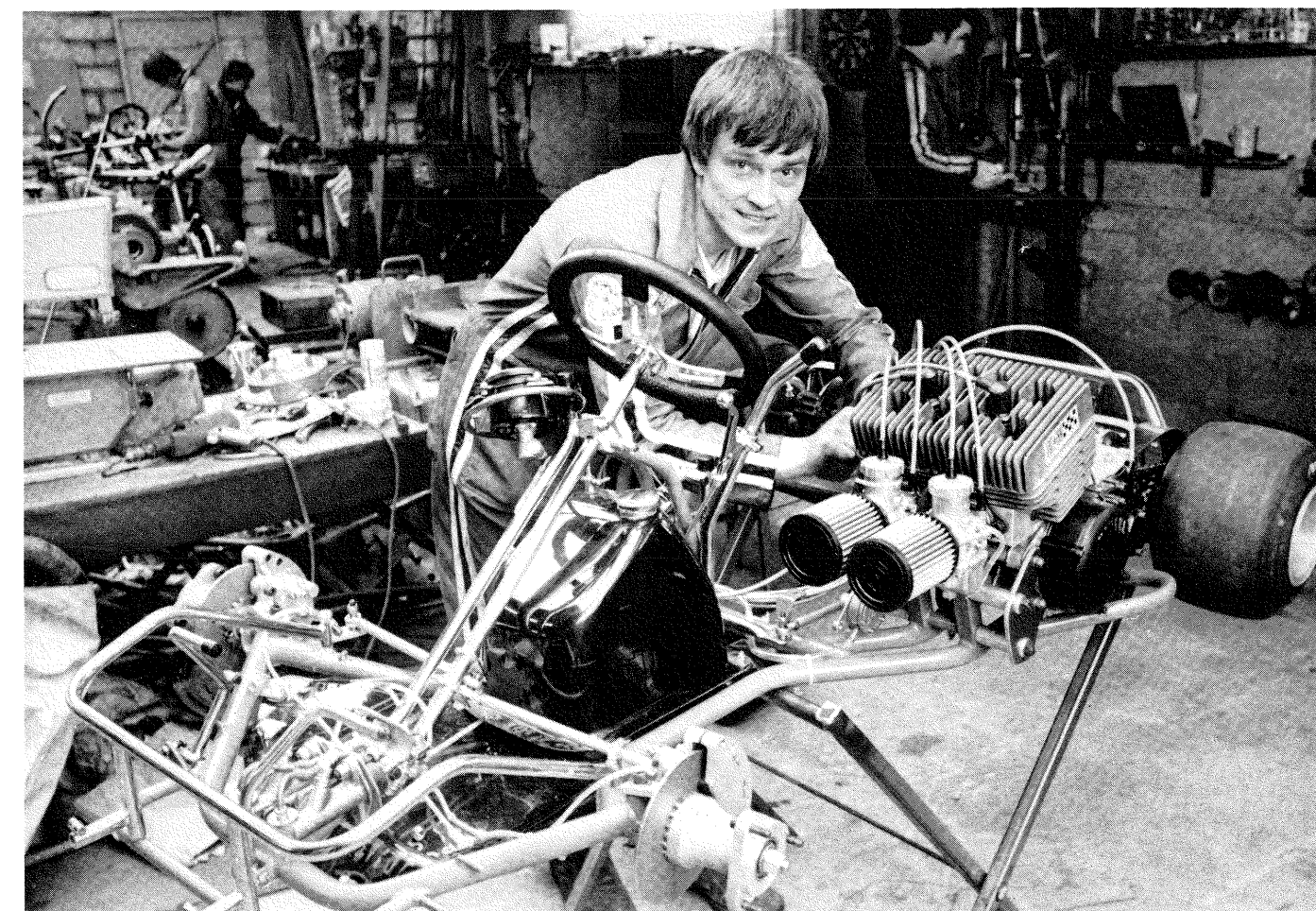
Last year's World Cup was the last one at which all past winners took part. Cullimore has given up after a bad shunt last year and Liddle is busy building a Hovercraft!

The score so far:

1968 G. Liddle	Zip/Norton Bultaco 200
1969 G. Liddle	Zip/Norton Bultaco 250
1970 K. Hesketh	Blow/Hesketh Bultaco 250
1971 G. Liddle	Zip/Merlin Montessa 250
1972 G. Liddle	Zip/Merlin Montessa 250
1973 R. Gange	Barlotti/Appleby or Hockey Bultaco 250**
1974 D. Cullimore	Zip/Bultaco 250
1975 L. Bohlin	Poker/Bombardier 250
1976 D. Buttigieg	Barlotti/Yamaha 250
1977 L. Bohlin	Star/Hesketh Yamaha 250
1978 L. Bohlin	Star/Hesketh Yamaha 250
1979 We shall see!...	


\*\* Only four engines used! Eventually, after three blow-ups, a secondhand Bultaco was quietly transferred out of the rear of Dave Hockey's van and into the rear of Reg's Barlotti - it was such a brilliant drive from the back of grid that nobody objected. (I can just imagine that in Class 1 circles!)

Chris Merlin



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## CLUB SCENE

continued...

#### 125 & 250 National Team Event

Points wise, this was the most closely fought class, and Tony Misson of Beccles KC was definitely the man to try and beat. Misson emerged victorious after a scrap with Jim Khambatta (LKC) in race one, with Ray Hopkins (LKC), Norman Squirrel (LKC), and Boyd Barrington (BKC) in pursuit. Race two also went to Misson, with some close battling resulting in Squirrel, Hopkins, Chris Gillespie (LKC), Mick Meadows (BKC), and Boyd Barrington following him over the line.

Misson made it a hatrick next time out, and took the flag six seconds ahead of Londoners Gillespie, Peter Featherstone, Beccles' Paul Carter, and Dave Brewster of LKC. After a re-start caused by Gillespie accidentally jumping the start, Misson put the final touches to his success in race four, lapping in 31 seconds on his way to win from Featherstone, Gillespie, Carter, Brewster, and Beccles' Mike Meadows.

1st	Tony Misson	Zip/Bultaco	BKC
2nd	Chris Gillespie	Zip/Burgess	LKC
	Bultaco		
3rd	Mike Meadows	Race Lancer/	BKC
	Aspes		

LKC 379 points

BKC 368 points

#### 210 National Team Event

Some skilful driving in this class, in which Beccles took their only team victory, but with well-spaced 'racing'. London's Jim Paffitt charged up the lap chart to win race one after a bad start, from Barry Yallop (Beccles), John Richardson (LKC), and Beccles' veteran Roy Barber. Paffitt was at the head of the next procession by 11 seconds, followed by Colin Ling (LKC), Richardson, Percy Farrow (BKC), and John Minns (BKC).

Yallop made things difficult for Paffitt in race three, but the Londoner nevertheless won, with Ling snatching 2nd from Yallop in the closing stages, with Richardson and Woodward (LKC) next over the line.

Predictably, Paffitt then made it four out of four, lapping in 31 seconds as he pulled out a three-second gap from Ling, Richardson, Yallop, Farrow, Woodward, and John Minns, who drove bravely.

1st	Jim Paffitt	Barlotti/GBRD	LKC
2nd	John Richardson	Zip/Villiers	LKC
3rd	Percy Farrow	Zip/Villiers	BKC

BKC 276 points

LKC 251 points

#### 100 National Open Event

A. Read snatched race one after Mick Luckman span, with Mick Ashton, Bob Ketts, and David Horrex following him home.

Race two went to Ketts with Luckman and A. Nicholson dicing all the way to the line behind him.

Nicholson took a well-paced victory next time out, with Ashton, Read and Horrex trailing behind.

The last race also went to Nicholson, with Read 6.5 seconds in arrears, and Ashton even further back.

1st	A. Nicholson	Corniche/K88
2nd	A. Read	Birel/K88
3rd	M. Ashton	Zip/K77



100 National: Lindy Cook fends off John Adolpho as Lee Crane closes in. (Photo: D. Callingham)

100 National: Tony Campbell understeers through, in front of Mark Handley, John Adolpho, and Steve Chittenden. (Photo: D. Callingham)



Kevin Warner leads a pack of Juniors, headed by Nick Bacon and Andrew Stapeley. (Photo: D. Callingham)





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# Thrills at Thruxton

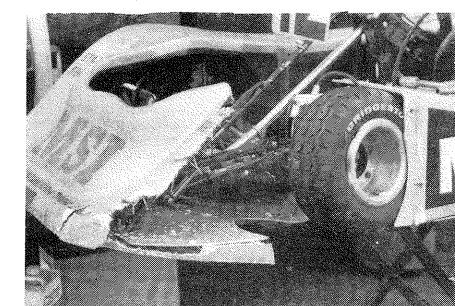
Martin Hines storms to an excellent Thruxton win. Rob Kerkhoven drifts through the rain to second. Out of the spray, wet weather talent emerges from Richard Dean, Calvin Fish, Peter Haywood, and Nigel Smith. Dave Buttigieg erratic but quick. Rae Davis unveils — and crashes — new 'ground effect' bodywork.

Thruxton Airfield, on 25 March, looked like seeing yet another step taken on the long road towards the recognition and acceptance of karting. With 75 Superkarts appearing in conjunction with a National Motorcycle Championship meeting, there came a chance to convince more motor sport enthusiasts of the high technical, competition, and entertainment levels within our sport.

Set against the exciting backdrop of the long (2-356 miles), sweeping, extremely fast Hampshire circuit, the prospects looked promising for an impressive showing from the Superkarts, with lap speeds of 108mph expected. But this expectancy rested very heavily on there being a dry track....

There were no skirts employed to seal or direct the airflow beneath the kart, either. As with the Turner karts, the beauty of the bodywork was admired, but there seemed to remain plenty of scope for experimentation and improvements.

The photographers were quick to capture on film the spectacular bodywork, in the firm expectancy that Rae's famous over-enthusiasm would result in an equally spectacular, early end for it!



Rae Davis unveiled his immaculate new full bodywork machine, but his traditional exuberant driving soon took the shine off a front corner!

## Hines Shines Through

The Superkarts had a total of three very wet four-lap heats to contest, with each driver racing in two of these, and with grid positions in the 10-lap Final up for the grabbing to the top 50 drivers.

Rob Kerkhoven immediately charged up the field in Heat One, and clinched the lead weaving under braking for the Club chicane at the end of the first lap, from Reg Gange and Ray Mullins. Further back, Martin Hines had picked his way through at an incredible rate, coming from forty-fourth on the grid to take the lead from Mullins, who had displaced Kerkhoven for second, mid-way round lap three.

Whilst both Paul Elmore and Malcolm Turner pulled off with punctures, Kerkhoven took second back off Mullins, to trail across the line 10 seconds behind Hines. Calvin Fish was fourth at the head of an argument which involved Chris Guggisberg and Nigel Smith. Rae Davis threw away sixth place on the second lap, collecting Carolyn Grant-Sale and damaging his CanAm nose in a lurid spin at Campbell Corner — the photographers had been correct!



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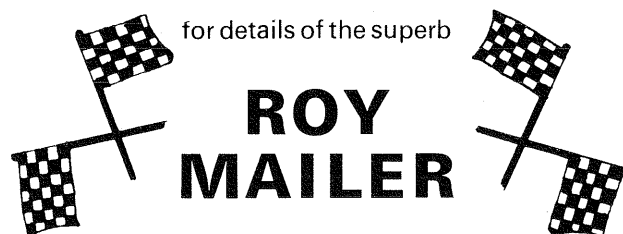
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## A Rae of Light in the Paddock Gloom

As 25 March dawned, and karters and motorcyclists gradually poured into the Thruxton paddock, rain fell heavily, and the grey heavens pointed ominously towards a very lengthy airing of wet weather tyres.

With the scrutineer visiting all the drivers individually, and with the constant downpour hammering incessantly on the roofs of the vans and motorhomes, there was little to lure people out of shelter into the damp bustle of paddock activity. Except, perhaps, for Rae Davis' addition to the recent 'ground effect' bodywork trend....

Unveiled in silver livery, the Merlin bodywork on Davis' kart married a CanAm style front end, as used by Martin Hines at Silverstone last year, to a new, Merlin inspired tail, which exhibited a far more emphatically angled rear lip than that introduced at Cadwell on the Turner karts. The Merlin crew openly admitted to working very much 'in the dark', with the rear end of the kart simply taking on its shape because it 'looked right' and was visually similar to the conventional rear wings. An interesting innovation, of identical basic principle to that of the new Lotus 80, was the introduction of an undertray which cowed in the underside of the kart, from the nose back to the seat stays. However, it was widely felt that this smooth but rather short under-body profile would probably result in turbulence at the rear end of the kart (on the underside), and that the entire chassis length required cowl-in if real benefits in increased downforce and reduced drag were to be gained.





continued...

From the second row of the grid, the next heat looked very likely to be Martin Hines'. But the surprise came in the amazing margin of his victory.

As Hines drifted through the Club chicane on lap one he had already pulled out six seconds from John Morrell and Steve Stylin! Next time round this margin had been extended to over 16 seconds! Hines eased off to maintain this gap (!), and was followed home by Dave Buttigieg, who wriggled his Deavinson up through the field superbly from the rear of the grid, to finish ahead of John Morrell, Gary Deal (showing excellently in his first Superkart long circuit drive), and Stylin, who wasn't really taking too well to the wet.

In Heat Three, Dave Buttigieg squirted spectacularly through the spray, and treated the grandstands to some kerb-hopping at the Club chicane, on his way to an excellent 19-second victory ahead of John Rees, Gary Deal (still going well, particularly as he had the handicap of 14-stone in the driver's seat!), and the very promising Richard Dean, who was revelling in the wet conditions. Further back, Calvin Fish caught much attention by charging neatly through from forty-sixth on the grid to finish ninth.

At 5.40pm the rain was still falling, as approximately 1800bhp lined up on the grid to contest the Peter Inchley Trophy Race. As several drivers struggled with wheelspin on the damp track surface, it was Dave Buttigieg who led the accelerating pack into Allard Corner, with Richard Dean also making a good start from the front row. Calvin Fish missed second gear and lost his front row starting position to several karts, whilst Nigel Smith also found himself with plenty of work to do as a sea of karts engulfed him as he crawled away from the line.

Miraculously, everyone piled cleanly through the soaking first corner, and the intense battling and jostling of lap one resulted in Dave Buttigieg sliding into Club chicane ahead of a screaming, opposite-locking mass of spray involving Martin Hines, Ray Mullins, Richard Dean, and Rob Kerkhoven.

Kerkhoven scrambled his way through to third at the Campbell-Cobb-Segrave complex soon afterwards, whilst Martin Hines squeezed past a spinning Buttigieg to take the lead. The 900 or so spectators in the grandstands pointed in disbelief as Hines powered up Woodham Hill to complete lap two with Buttigieg trailing six seconds behind.

Several laps later, with only a third of the race run, the order looked firmly established, with Hines maintaining a five-second gap from Buttigieg, and with Rob Kerkhoven in turn a further five seconds back. But then Buttigieg's Deavinson disappeared again.

Having chiselled away at Hines' lead so that he was within reaching distance of the Golden Hermetite Zip, Butty then lost the fruits of his hard work in an excursion at the Campbell-Cobb-Segrave

The gruesome threesome! New style Bells are definitely in. L to r: Messrs Gange, Mullins, and Deal. (Photo: J. Pudney).

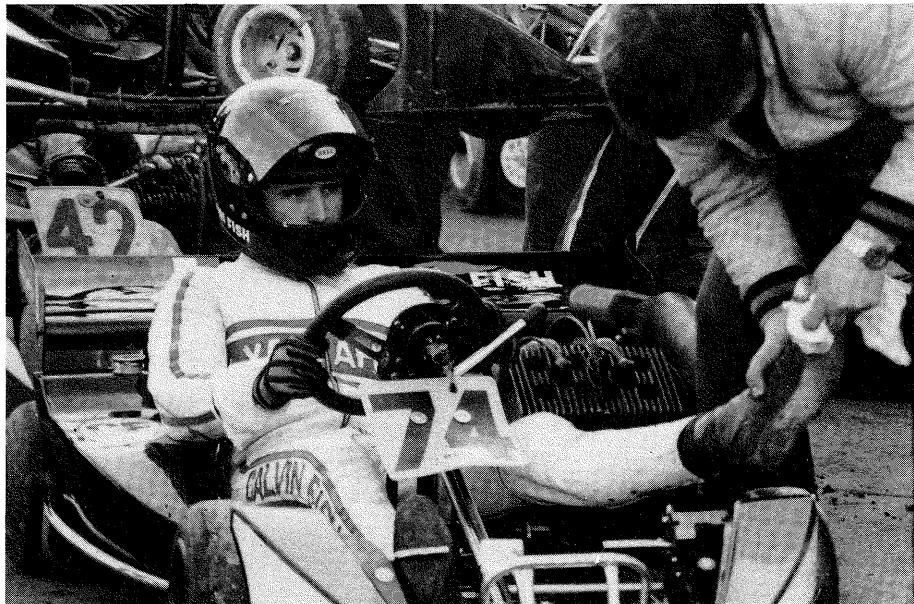


Hermetite team leader Martin Hines put on a superb wet weather performance to take the final convincingly.

Rob Kerkhoven drove a controlled final, to claim an excellent second place. (Photo: J. Pudney).



Young Calvin Fish (here getting the Royalty treatment) is putting together some very competent drives this season, and is definitely someone to keep an eye on.



## Clay Pigeon Opener

Dawn broke over Clay Pigeon for their first race meeting of 1979 to reveal miserable conditions, with constant drizzle and fog which seemed to close in at will. However, the winter break in the South-West served to make the local drivers that bit more determined for a chance of action. So Sunday morning found 91 drivers waiting to do battle at one of Britain's premier circuits.

By mid-day it became obvious that the weather was not going to let up, so it was decided to cut out one of the heats, leaving a two heat plus final programme for the competition.

### JUNIORS

The Juniors started the day's events with nine National and 12 Britain entries. In the first heat Kevin Warner came through from third on the grid to take the flag, followed by Andrew Clark, with Stefan Byfield slipping to third from his pole position. The large Britain grid saw Andrew Bundy charging through the field to win in fine style, passing Luigi Cappozzoli who had led from pole. Third was the other Bundy, John, hoping to follow in his brother's footsteps. Heat two saw Andrew Clark lead from flag to flag. Second was Tony Ripacandida, followed by Kevin Warner.

### Final:

Andrew Clarke led until the last lap, harassed all the way by Tony Ripacandida. Then whilst overtaking a back marker Ripacandida made a brilliant move, going the opposite side to Clark and coming out in the lead to take the flag. In the Britain section Andrew Bundy led until the penultimate lap when he retired with engine failure. His brother John then went on to win, thereby keeping it in the family. Novice Lewis Gee drove in fine spirit to get up to second spot before spinning on the last lap. This allowed Barry Somers into second place followed by Alan Giblett.

### Junior Britain

1st	John Bundy	Barlotti/Manx
2nd	Barry Somers	Blow/Manx
3rd	Alan Giblett	Zip/TKM

### Junior National

1st	Tony Ripacandida	Zip/DAP
2nd	Andrew Clark	Sprint/Parilla SS20

### 100 BRITAIN

In the largest grid of the day, 21 drivers started in what is fast becoming the most popular class in the South-West of England.

The first heat was led from start to finish by Nigel Cleverley followed home by Peter Rochford and John Donovan. Ron Shone, who oiled up on the rolling lap, started half lap down but drove like a demon to finish sixth. Derek Cowee led from start to finish in the second heat, followed by Peter Knight who drove superbly from 11th place on the grid, passing Terry Williams on the way. The final belonged to Nigel Cleverley who felt his mark on the race as early as the rolling lap where he circulated so slowly that he left a tail of oiled-up karts in his wake, one of those being Ron Shone. At the flag Cleverley led right up to the finish, winning in fine style, followed all the way by Peter Knight. Peter Rochford challenged for second until he spun off, letting Derek Cowee into third place.

1st	Nigel Cleverley	Eagle/Hewland
2nd	Peter Knight	Zip/Manx
3rd	Derek Cowee	Sprint/Parilla
4th	Terry Williams	MM-2/Manx
5th	John Donovan	MM-2/Manx

### 210 NATIONAL

Only five entries for this once extremely popular class. Trevor Lucas won both heats and the final with Alan Miles coming in second.

1st	Trevor Lucas	Barlotti/GBRD
-----	--------------	---------------

### 100 INTERNATIONAL

Fourteen drivers signed on to compete in the 100cc premier class. The heats were a show piece for Martin Smart, who won the first heat, coming from 10th on the grid. Doug Spencer and Mick Worth fought it out behind him. The second heat was a replica of the first. Martin won in fine style with Doug Spencer holding off Mick Worth. In the final, Smart spun on the first lap, restarting half lap down. He then proceeded to pass everyone except Mick Worth and only just failed to take the lead at the flag. In an exiting last lap, Worth won by half Kart length.

1st	Mick Worth	Zip/DAP
2nd	Martin Smart	Zip/BM
3rd	Dig Hastilow	BM/Parilla TT22

### 250 NATIONAL AND INTERNATIONAL

Fourteen Superkarts in this combined class, equally divided down the middle. In the International section we were graced with the presence of the European Champion Dave Buttigieg who lived up to his title by winning both heats, followed by Tony Shearman in the first and C. Atherton in the second.

The final proved an upset as Tony Shearman gained the lead never to be headed. Buttigieg, on RAC list tyres, drove on to finish second.

In the National section Alan Collard and Malcolm Dyke shared the heats. However, in the final Collard, the Clay Pigeon Club Champion, showed a clean pair of heels, to win easily. Second was Alan Dyke followed by Tim Dedman.

### 250 National

1st	Alan Collard	Barlotti/Montera
2nd	Alan Dyke	Barlotti/Bultaco

### 250 International

1st	Tony Shearman	Zip/Yamaha
2nd	Dave Buttigieg	Sprint/Yamaha

### 100 NATIONAL

A grid of 15 which included Neil Hann, the British Champion. In true Championship style Hann took the first heat from fourth grid, winning quite easily from Peter Newsham and John Percy. The second heat was a repeat performance with another win by Hann from Newsham and Percy. In the final, Mick Bryant came through to go into the first bend and out second, behind Neil Hann. At the Pits Bend, Bryant spun taking five or six with him. Hann then led to the end, followed by John Percy. Bryant, who had restarted, fought back to finish third, leaving behind Peter Newsham who finished second in both heats but cut out on the rolling laps of the final.

1st	Neil Hann	BM/Komet K88
2nd	John Percy	Sprint/Komet K88
3rd	John Cookes	Sprint/TKM

J. J. DEAN

The flag dropped for the Beccles & District KC's new season on 18 March, with 100 drivers turning up to battle out the Beccles v London Team Races. Each class had four races of 10 laps to contest, all to count towards the final results.

### 100 National Team Event

The first corner of the first race was a pointer towards things to come, with Londoner Gary Prior getting there first. Prior won by four seconds from John Wildermuth (BKC), the hard-charging John Adolpho (LKC), and Londoners Mark Handley and Steve Chittenden. Adolpho took race two from Lee Crane, with Wildermuth following this London 1-2, shadowed by London's Chittenden, Ken Mintor, Handley, and Gary Till. Lee Crane clinched race three from Adolpho and the close-running Handley, Till, and Steve Stapeley. Gordon Chenery and Tony Campbell trailed in behind this London dominance for Beccles.

Prior and Adolpho entangled themselves in a dispute for the lead on the last outing, leaving Lee Crane to win comfortably from Handley, and the squabbling pair Steve Stapeley and Steve Chittenden, with Chris Callingham making it five out of the top five for LKC.

1st	John Adolpho	Zip/TKM	LKC
2nd	Mark Handley	Mamba/Parilla	LKC
3rd	Steve Chittenden	Sirio/Parilla	LKC

LKC 495 points

BKC 257 points

### Junior National Team Event

Kevin Warner was simply in a class of his own in the juniors. He won race one for London by nine seconds from Adrian Stapeley (BKC), Gary Foster-Jones (BKC), and London's Robert Childs. Beccles' Nick Bacon showed well in second place until sadly dropping out at mid-distance.

Race two Warner took by seven seconds, with Lee Cranmer (LKC), Adrian Stapeley (LKC), Nick Bacon, and Ray Lincoln (BKC) struggling to keep him in sight.

Foster-Jones made race three his, whilst a tangle between Stapeley, Bacon, and Lincoln let Warner, Childs, Paul Dryden (LKC), and David Chitty through to finish next up. Warner capped a fine afternoon with victory in the last race, chased by the spectacular Foster-Jones, Ray Lincoln, Steve Brogan (LKC), and Lee Cranmer.

1st	Kevin Warner	Eagle/Hewland	LKC
		Arrow	
2nd	Adrian Stapeley	Zip/Parilla	BKC
3rd	Robert Childs	Zip/T 70	LKC

LKC 493 points

BKC 235 points



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complex. he quickly re-joined the fray in seventh, the killer instinct well and truly antagonised. The sight of Butty's yellow Deavinson swooping past Gary Deal on the outside line up Woodham Hill, and then chopping tail-out, into the line to dive bravely by John Rees at Club chicane had to be seen to be believed! The European Champion was already back to fifth! So, whilst Martin Hines was reeling off the laps in a race of his own, Buttigieg was giving the crowd some racing to get really excited about....

Particularly as he ploughed off the circuit again less than a lap later! The cause of these rather too frequent and controversial visits towards the scenery was later diagnosed as the result of a broken brake caliper, but Buttigieg was totally unaware of this at the time, and so set to in a determined fight back up the lap chart, this time from tenth place! Flicking the tail out and leaping the Club curbs in an entertaining extrovert charge, the Deavinson was eventually back up to fourth by the time the chequered flag fell.

Although the top two runners remained unchanged, the chase for the lead remained engrossing throughout because of the treacherous track conditions, and because Martin Hines seemed to be unaware that Kerkhoven was pursuing him on the ragged edge of adhesion, in a brilliant drive that saw him close up the gap to the Hermetite Zip driver from nine seconds at mid-distance to only two seconds at the end.

Twelve seconds behind the brilliant Kerkhoven came Richard Dean of *Tony Smith Racing Developments*, in third place, having shown talent and consistency in the appalling conditions. Behind fourth placed Buttigieg came Calvin Fish, who did well to survive intense pressure in the closing laps from Peter Tippell. As the youngest driver in Superkarting (17), Fish raised more than a few eyebrows, and illustrated that he could well be a man to watch in future, especially as he has only been racing Superkarts for half a season.



Dave Buttigieg, running the Sprint without a rear wing or the original bulbous front, opposite locked his way around a little too spectacularly in the final! (Photo: John Pudney)

### Results:

25 March 1979. Thruxton, 2-356 miles. Wind moderate. Circuit wet.

1st	Martin Hines	Hermetite Zip/Zip Yamaha
2nd	Rob Kerkhoven	Zip/GBRD Yamaha
3rd	Richard Dean	Zip/Smith Yamaha
4th	Dave Buttigieg	Deavinson/WK Yamaha
5th	Calvin Fish	Zip/Turner Yamaha
6th	Peter Haywood	Sprint/Haywood Yamaha

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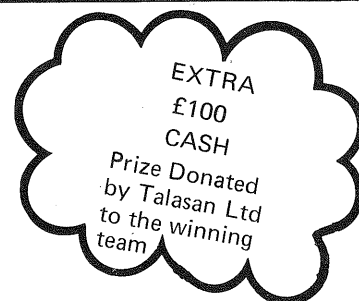
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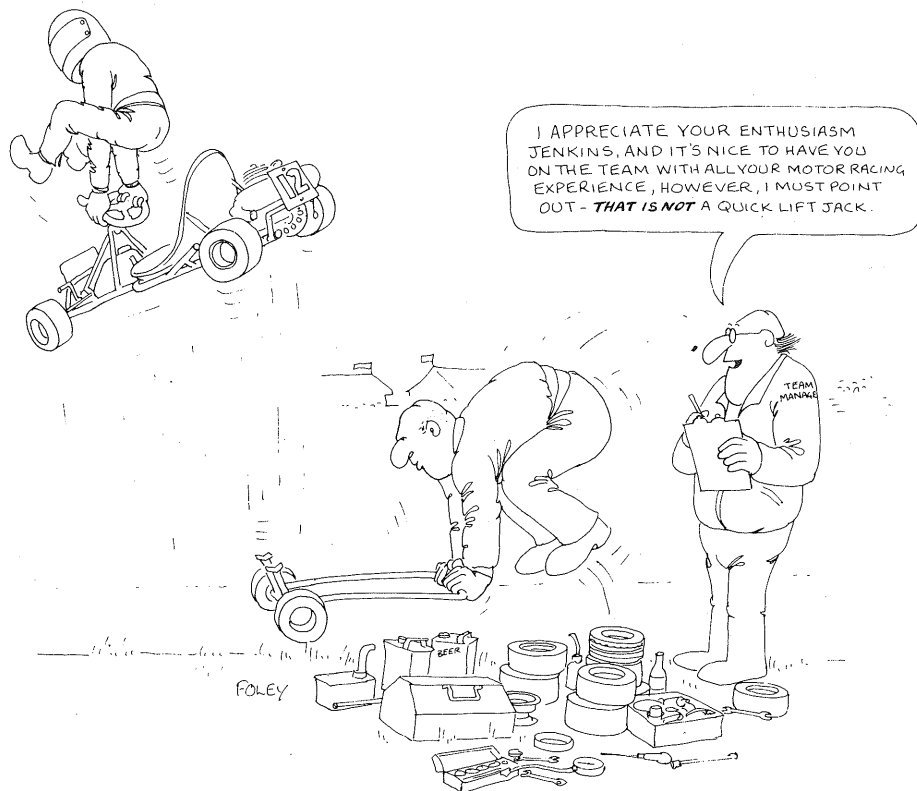
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were in convoy – the Hermetite Merc; Reg Gange in his Granada, with John Simpson and their wives, followed finally by Rob Kerkhoven and Steve Styrin in Rob's Cortina. After various questionable overtaking manoeuvres, Reg discovered that if you got a tin of Coca Cola, shake it well and spray it out of the window as you pass one of the other two, it leaves a somewhat ghastly sticky mess all over the screen. This was something new and with that, everyone pulled into the next garage and bought all the Cokes they had. Within half an hour the three vehicles looked like mobile 'Rum and Cokes'! At this point Gary, who was travelling with me, really got a bulls-eye as Reg went by with his window open!

Reg then disappeared into the distance, leaving us to wonder what was going to happen next. Sure enough, as we pulled up at a set of lights, with a Restaurant and Car Park alongside them, who should appear from behind a parked Granada with the biggest handfuls of mud you have ever seen, but the 'Elton Park Garage Mercenaries'. They ran out into the road and hurled the missiles in real hand grenade fashion. The locals could really not handle this. Nor, I feel, could Rob and Steve, as they both sank down in their seats, so all you could see were a couple of eyes peering over the dashboard of their car!

A full Chicago-style chase was then on, back to the docks. Reg eventually got away and we arrived at Esberge with Steve and Rob. Deciding to do a bit of shopping before getting on the boat, we parked the cars and off we went. On our return we found that Rob's trailer with all his kart equipment in it, was gone. Obviously we all thought Reg had put it somewhere, and after we had searched high and low for it with Rob going whiter and whiter, eventually Rob went with Steve to the Police Station to report the now assumed theft. We went back to the boat to see if anyone had seen the trailer and if not, to get some help to try and find it. Well, guess what! – when we arrived at the docks, what should be sitting in the middle of the road but this little trailer! Bear in mind the fact that the docks were about two miles from the town centre. It turned out that Reg and John had met Paul Elmore and a few of the others in the town, seen Rob's car parked there, unhooked the trailer and pushed it the two miles to the docks! One wonders what would have happened had the Police caught them pushing this trailer down the High street! Rob did not really see the funny side of it then, although I am sure he would now....

Well, it appears that that one little episode (out of many) has virtually taken up this whole column. Before I finish I'll just mention a few other 'happenings' that have been extremely memorable. Like Paul Elmore in Germany driving along with the door of his Transit open, slowing up



alongside a cyclist, tapping him on the shoulder (from which he nearly falls off in fright) and then getting him to shake his hand while driving along! But that's not all, because the trick is not to let go of his hand, but to accelerate – boy, didn't his little legs go! Or there was the time when Paul was sitting at the red lights in a traffic jam in Germany, when we put the bumper of our van against his and pushed him across the lights. Paul was then seen to get out of the driving seat, stand on the running board and declare to the native onlookers that the van was driving itself – their eyes nearly popped out of their heads!

If you ever have the chance to go abroad on one of these trips, or stay in a hotel where the Merlin Equipe are accompanied by the notorious Rae Davis and Clan, I can assure you it will be something to remember. You may well, however, go to bed and find that all your room has to offer is the bare floorboards, as it is a particular trade mark of the Merlin Equipe to completely strip a room in the time it takes to down a pint. If on the motorway you suddenly find a yellow and white soggy mess on the windscreen, you will have just passed by the notorious Rae Davis Egg Throwing Gang. For the capture of this gang, a reward of one week's holiday at Morecambe is being offered by the Egg Marketing Board!

Just to finish, and while we are talking on the farcical side of things, you may or may not know that I appeared before an RAC Tribunal a couple of weeks ago, charged with 'behaviour prejudicial

to motor sport' – it was alleged that I caused complete chaos at the European Championship last year, and that my sole intention in going to the event was to disrupt it! Although there were three protests – one from myself, one from Denmark, and one from Norway (all of which were upheld at the meeting) and the fact that many top British and Danish drivers would not race, all the criticism was levelled at me! When you consider that the RAC brought the charges, the prosecution witnesses were Mr A. T. Burgess (Chairman RAC Kart Committee), Mr A. Hesketh (Vice-Chairman RAC Kart Committee), Mr Mason Minns (RAC Kart Committee member), Mr Dave Buttigieg (RAC Kart Committee member) and Mr R. Mullins, and that you have to sit before a Bench made up of Stewards of the RAC, I could have been forgiven for thinking 'what chance have you?' But I must give credit to those Stewards of the RAC who acted in the fairest of manners in considering the evidence, and could find no foundation in any of the charges. This certainly has restored my faith in the main RAC body to some degree. All credit, and my personal thanks, must also go to Colin Olden, Paul Elmore, Malcolm Turner, Steve Styrin and John Morrell who gave up their time and travelled hundreds of miles to give evidence on my behalf, in what was one of the longest tribunals in RAC history. It is people like them who make our sport what it is. Perhaps as a result of this tribunal and the efforts by these drivers, others will not be subjected to an event like Hamburg again.

Well now that fiasco is over and done with (and hopefully buried), we can look forward to the rest of this exciting season. I think I have now secured a sponsor for the British Championship at Donington, which means we may well get it televised! It has also now been confirmed that the *Daily Mirror* are going to give the event full coverage and advertise the event.

Next month I hope to have full details of an exciting demonstration that should really put karting on the map.

*Martin*

Karters in America were very interested to know exactly why I had made the long trip to the US – was it purely to study the US Karting scene, was it a business trip, or was it for a holiday? Well, ostensibly the trip was for a holiday, coupled with a quick trip to a kart meeting. When I told them what had prompted interest in the US scene was Lake's win at the World Championships, most of them seemed a trifle bemused! Yes, they would agree, they had heard something about Speed winning a big event in Europe, but none of them attached any special significance to it. I spent the whole of my stay trying to convince karters just what a major achievement Lake's win really was, but I left feeling that I had not really got it across....

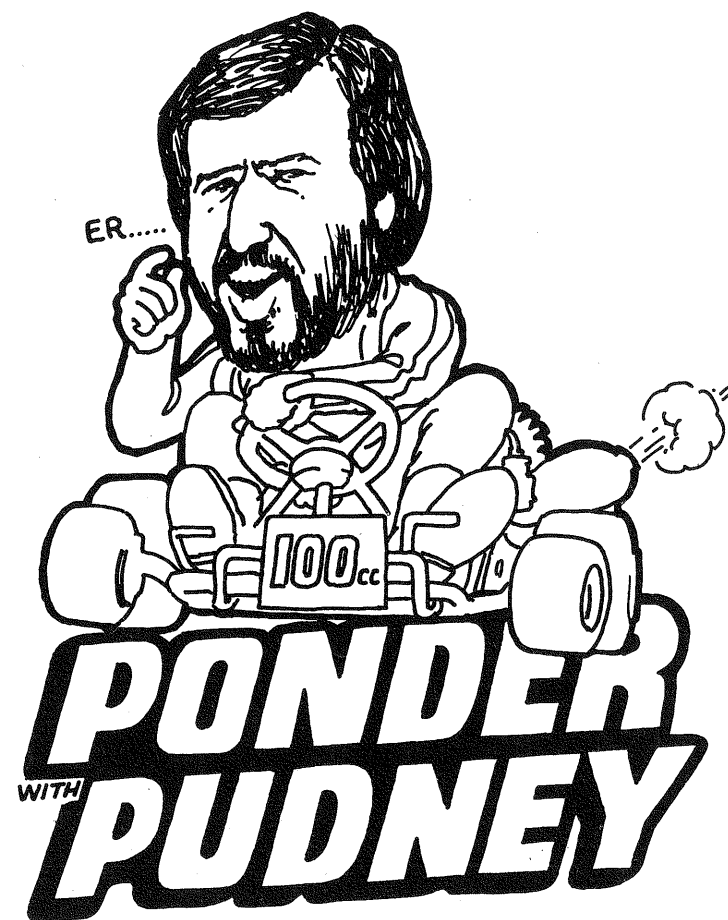
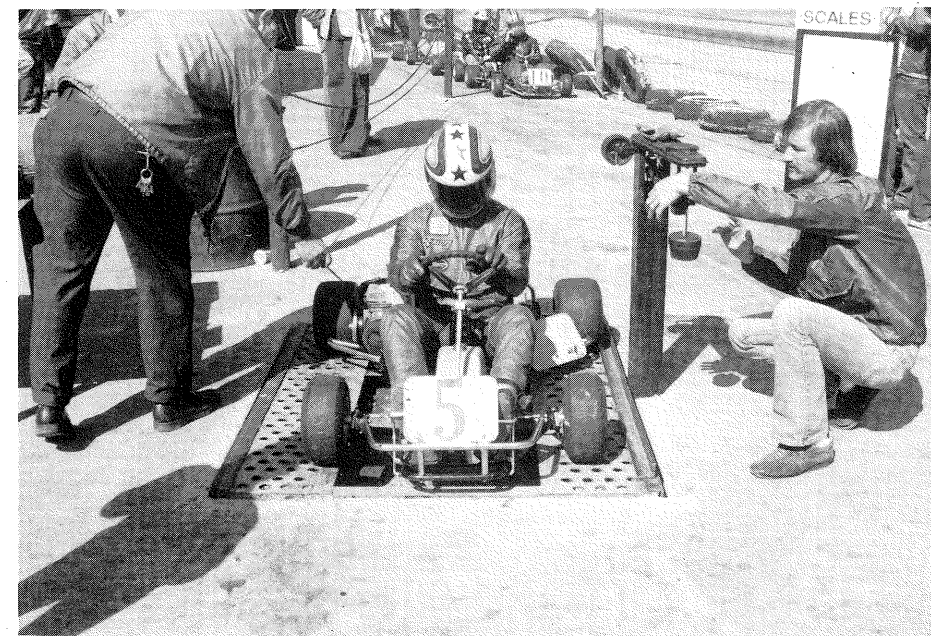
The trouble lies in the fact that no one in American karting journalism covers the European scene at all and it is not considered important enough to lure Larry Hendrichs of *Karting Digest* or Gerry O'Brien of *World Karting* across the Atlantic. I hope they can be made to realise that the first American World Karting Champion is worth following up – I am sure they would be shattered by the incredible competitiveness of real World class European karting. Lake himself reckoned that US karters looked upon his Championship as they would upon his winning an ordinary National event and, I think, was slightly disappointed at the lack of recognition. However, I'm sure we'll make him feel good when he arrives for his first visit to the UK to compete in the Global Cup, which should be taking place within a few days of your reading this.

Whilst on the subject of Lake, you may remember that I missed seeing him race at Barns-ville due to his having to rush off home. The reason for his rush was because he was due to attend a Motor Racing School for a few days. He reckoned it was just to see if he was any good, but expressed the thought that if he was, he might well turn his hand to motor racing. Now that could be very interesting....

Although my column mainly deals with the 100cc scene, I am extremely interested in Superkarts, going to every big meeting which does not clash with my 100cc commitments. As was mentioned in *Just Heard* last month, the Americans have just discovered Superkarts and are passionately interested in them. Joe Grubbs of WKA has already been over on a fact-finding mission, and Larry Hendrichs of *Karting Digest* interviewed me long and hard on the whole subject. What is currently mooted is that an event be organised at Daytona

around Christmas and that some of the top UK drivers be flown out to take part, to show the Yanks what it's all about! All I can say is, if you get a chance to go, you must. Daytona is mind-bending! I was lucky enough to spectate at some of the motorcycle races held during Daytona's Speed

With compulsory clutches in WKA events, it is possible to use nifty little 'drive-on, drive-off' weighing scales.



on: **America Part II**  
**More on the Lane Affair**  
**The new ART kart**

Week, and the sheer length and speed of the circuit is incredible. The infield section is about as long as the Brands Hatch Club circuit and the banking, which must be 70 degrees in places, runs for about two miles, totally flat out. Added to this, if someone is running high on the banking and you feel so inclined, you can put your hand through the catch-fencing to touch them as they flash by, because the stands let you get that close!

The month prior to my visit WKA held an Enduro meeting at Daytona which attracted 850 entries, which I believe constitutes the largest entry a motor race meeting has ever received and run in a two-day event in the World. Lake was running his 250 Zip Superkart in C Open and came from something like 70th to 4th before succumbing to various maladies. In the event I believe a relatively unknown driver got 3rd place, driving a completely untried, untested sit-up 250 Yamaha, against all the good guys with their incredibly expensive, but tested and proven lay down, enduro C Open (270cc twin) class karts.

To finish, for the time being, on America, I was most impressed, as an avowed Royalist, at the patriotism shown by the Americans in general towards their country. In Barns-ville, as at all sporting events throughout the US, a loudspeaker asked for everyone's silence and attention. A prayer was then read out, closely followed by a rendition of the American National Anthem, at which time everybody, but everybody, removed their headgear and clasped it to their hearts. There was not a sign of movement anywhere in the pit



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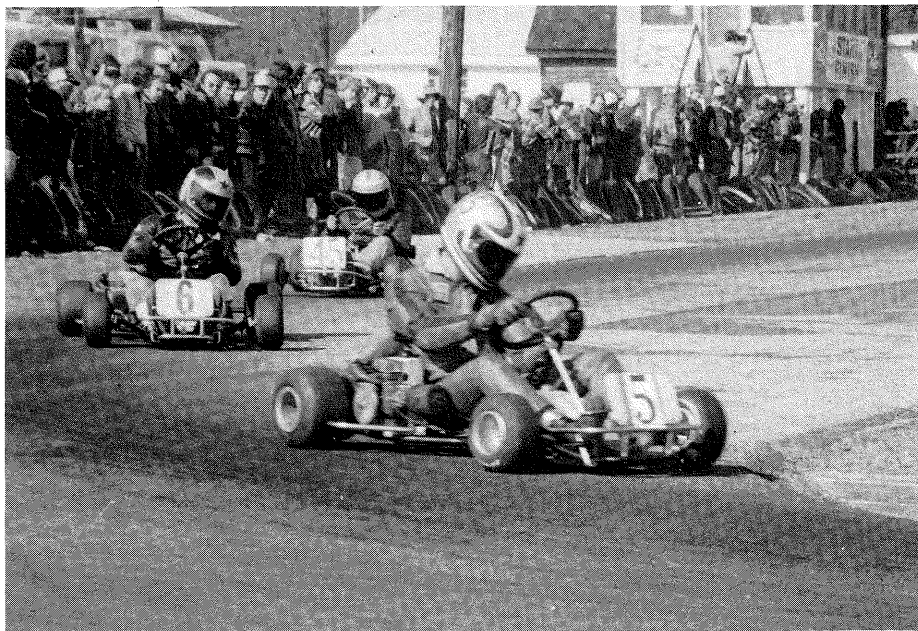
area and I found the whole thing rather moving. I just wish people in England would respect our National Anthem as they do the Stars and Stripes in the US!

There is absolutely no way I would or could condone or make light of the 'Lane affair'. However, I feel that the Lanes, having been judged, found guilty and sentenced should not be made to suffer further, by what amounts to Kangaroo Courts, set up by the various Kart Clubs throughout the country, refusing to accept their entry. If a person commits a felony and receives a two-year sentence, does the grocer, after he has served that sentence, refuse to sell him food because he thought he got off too lightly? In the Lanes' case, the RAC *may* have been too lenient, but they are *supposed* to be the governing body and we are *supposed* to abide by their decisions. If we don't abide by the decisions of the Government, whether we voted for them or not, what do we have - yes ANARCHY!! What we must ask ourselves is, do we really want to subscribe to anarchy, or do we learn from what has happened, forget the past, but ensure that the penalties laid down are severe enough to make sure there will never ever be a repeat of what happened last summer.

Come to your senses clubs, the past is past. Forget the bad old days, let bygones be bygones and work for an exciting future. This season has all the makings of a great one - don't spoil it before it starts.

You will remember that in my February column I mentioned a brand new kart which I had seen and been most impressed with. I am pleased to be able to tell you now, a few more details about this exciting new operation. The whole concept has been masterminded by Peter Wardle, well known in general karting circles and particularly for his handling of the *Road and Racing Junior Championships*. The kart should be known as an ART (type number to be designated), and will be run under the banner of ART (Applied Racing Techniques) Racing Karts Ltd (subject to the company formation being okayed). What interests me particularly about this project is that apart from the obvious professionalism of the whole set up, Peter, through his many motor racing connections, has actually arranged for *Surtees Racing* (yes the actual motor racing team of Formula 1 fame) to build the new karts. Of course, this is a major breakthrough for karting, because it shows that a major motor racing manufacturer, who has never previously diversified his interests, considers karting to be sufficiently major a sport to tempt him into manufacture and production.

ART have also scooped a really top line driver in Martin Leach, who has been signed up on an exclusive basis, as full works driver until the end of 1980. Martin, now aged 21, was, of course, amongst the very quickest 100cc drivers in the UK and showed enormous promise on the International scene until sidelined with Rheumatoid Arthritis for the last year or so. Happily, this is all now behind him and Martin has been racing recently in Club 100 National events, showing he has lost none of his aggression and spirit. Steve Carvill, back from motor racing, is to do the development driving and some club events, while Martin will concentrate on the larger International events. ART have already entered the Global Cup, but it is unlikely that the new chassis will be used, so for an exclusive preview, you will have to look forward to the June issue of *Kart and Superkart*! Three Parillas have already been purchased and these will probably be backed up by three Hewlands later on. *Road and Racing Accessories* will once again be supplying sponsorship in



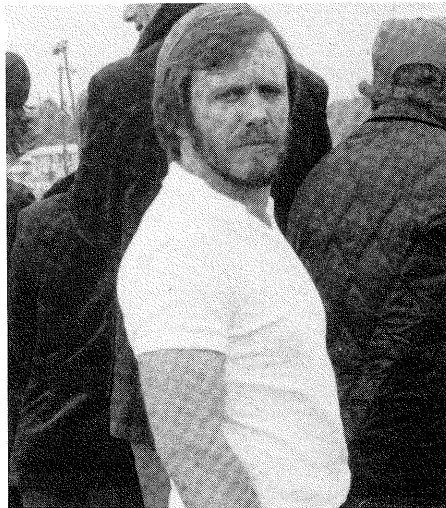
Lake Speed's World Championship mechanic, Lynn Haddock, cleaned up at the Barnsville meeting. Lynn is no mean driver, his weight being the only reason he doesn't contest the World Championship himself.

the form of leathers and other racewear. It is believed that Paul South will also be driving for ART, in Junior National. Just you wait until you see the new kart. . . .

JP

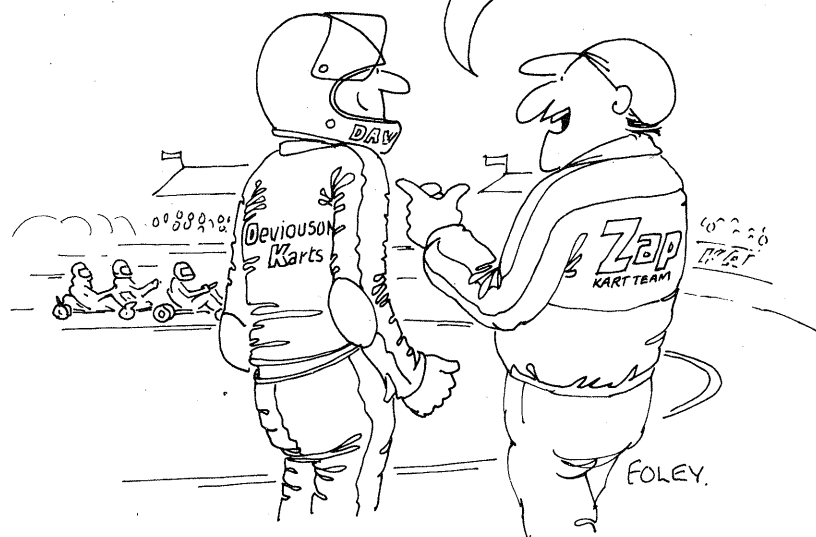
#### STOP PRESS

I've just heard from Lake, that on his recent motor racing course, he lapped two-tenths of a second quicker than anyone has ever been around the circuit he used! As a result, one of the things he plans to do when he arrives in England for the Global Cup, is to visit the Ralt and March factories, to discuss the possible purchase of a Formula Atlantic car. . . . Also, he is very enthusiastic to have a go in a top class 250 Superkart, hopefully at the Donington Kartspeed round on 7 May. Who knows, 250 drivers, you may be competing against the 100cc World Champion at Donington! . . .



Lake, who we'll be seeing in England this week, is now sporting a Kris Kristofferson type beard!

THERE'S A REALLY EVIL STORY GOING AROUND ABOUT 'LAKE SPEED' NOT BEING ABLE TO GET HOLD OF A KART OVER HERE TO RACE AT RYE HOUSE. IT SEEMS HE CAN'T FIND ONE WITH AUTOMATIC TRANSMISSION!



## On The Lighter Side

I would like to start this month by sincerely welcoming all the South African contingent and hope they will have the same excellent hospitality extended to them as our teams have always received in South Africa. I am sure they will meet many new friends on their visit and hopefully take back many memories of a great trip with them. I am certain, however, that they will not improve their sun tan any! The team racing is bound to be exciting and the South African team should acquit themselves admirably, as they always do. Unfortunately due to other commitments, I have had to decline the invitation to race in the British team, but would like to wish the South Africans and the many friends I made whilst on the 1975 team trip, successful racing, and a memorable stay. Don't forget, if you get down to the London area, pop in and see us - you will certainly be made welcome.

As we have been talking about National teams let's take a look *behind* the scenes at some of our own National 250cc team members of the past few years and a few of the other top drivers. These are the drivers you would expect to treat their racing in the most serious and professional manner at all times, which of course they certainly do, but there *are* the other times, when they revert to being some of the funniest and most outrageous people you could wish to meet - they border on the insane at times! It is these situations, when you have rivals on the track turning into candidates for the *Kenny Everett Video Show* off it, that make you realise one of the benefits our sport has over many others.

Let's start off by going back to the 1977 European Championship in Denmark. That turned out to be one of the most incredible trips I think anyone has ever been on! The normal things happened on the trip over - we drank the bar dry, caused havoc in the restaurant, four cabin maids were kidnapped, the Captain held for ransom and someone nicked the anchor! However, we were all eventually 'piped off' the boat and then the first stage of the race was on - the 'Esberg to Silkeborg Grand Prix'. Well that is always good for a laugh, but eventually after many cross-country detours (which were normally caused by the Danish constantly driving on the wrong side of the road!) we finally got there. Bearing in mind that we have stayed at this hotel for the past two or three years, they knew what to expect and had locked up all the silver cutlery and china and got out the plastic gear (sensible). Anyway, the beer still tasted all right!

Nothing too out-of-the-ordinary happened over the next couple of days and it was really the night of the European Championship that things started to get a bit bizarre. Firstly, there was a party given by the owner of the hotel in the hotel's Disco (big mistake). Obviously everyone was pretty high and when the owner cracked open a few bottles of Champagne, that really did it! The first thing that happened was that a certain member of the team went to his room to show one of the local maidens his trophies (perhaps they were performance awards - who knows!). Well, a certain nucleus of people, myself and Lindy included, could not let him get away with this, so ably assisted by Reg Gange and Gary Deal (who was affectionately nicknamed M1 on the trip and was also my mechanic, a job he excelled at) we decided to do something about it. Reg then remembered that on the stairway was a copper urn that must have held about five gallons of water - well, it did by the time we got up to the driver's room. Getting to the room, Gary slipped and poured it all over himself, but we eventually got it there and with various excuses managed to get the driver to open the door. As he did so the whole five gallons immersed him. We all ran down the stairs giggling and laughing like 10-year-olds. Back at the party a little later, the driver walked straight in with just a big grin all over his face - we could only presume that it might work on cats and dogs, but not on karters!

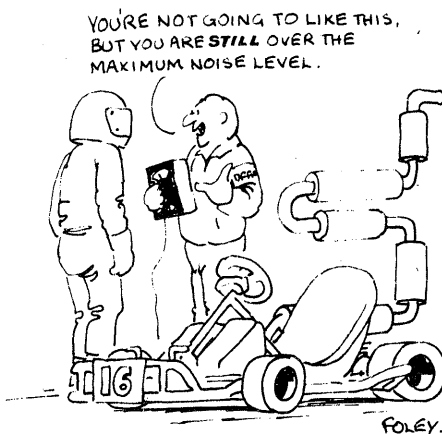
At this stage the owner of the hotel made his second big mistake. As it was 3 am and time for the disco to lock up, he asked us back to his swish apartment, across the square from the hotel. So

this drunken gaggle was left to navigate its way about 200 yards - sounds easy, doesn't it. Various drivers decided it was too far to walk, so some local cycles were commandeered for yet another race. Somehow during this 200-yard move the town's statue found itself clutching a beer can in its hand, with a beer bottle neatly situated between its legs. Anyway, the flock eventually got to the apartment and after a few more beers, Dr Gary Deal (M1) decided to perform an 'operation' on John Simpson, as no one could believe that the human stomach could consume such a constant flow of alcohol for six days running without an interval! John was suitably 'laid out' on a six-foot long onyx table, worth about £600. Well, Gary, not being the most gentle of surgeons, went to make his first 'incision' and bang, John was lying on the floor, amidst shattered pieces of onyx. Oops, time to leave! The owner took it very well (as he reached for his handkerchief to wipe the tears away). Anyway, we eventually left at about 5 am all good friends.

The trip was coming to an end and Monday was our last day in Denmark. Everyone decided to go down to the river that runs through Silkeborg. Lo and behold when we got there, yes you've guessed it, there were boats for hire! Within about 30 seconds Gary Deal and Steve Styrin have obtained two canoes and we are off again, for the Leeds v London Boat Race. It was obvious as soon as they got out into the deep water that it was not going to be the usual type of race. Gary could be seen wielding the oar above his head and Steve was doing his best to cause a tidal wave to swamp the London Gladiator's boat.

By this time the locals were watching with complete disbelief in the whole situation. Gary being no fool, realised that sooner or later he was going to get wet, so with this thought in mind he stood up at the end of his half-submerged canoe and launched himself into the air in a similar fashion to that of Superman, landing only inches from Steve's boat. The next move was somewhat obvious - Steve's boat disappeared from under him and we were then treated to all-in wrestling in the middle of the river. Eventually both boats were retrieved and the Gladiators duly returned to the banks amidst rapturous applause from the natives!

Tuesday morning came and it was time for the Silkeborg-Esberg Grand Prix yet again. On this particular stage of the Grand Prix, three vehicles





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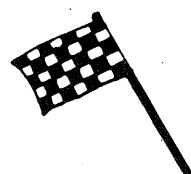
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Engines \_\_\_\_\_ date of purchase \_\_\_\_\_

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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,

Having been accused of selling illegal 100 Britain Arrow engines, I wish to make it quite clear that the opinions expressed herein are entirely my own and nothing to do with Monteagle Racing, Geoffrey Tipping, Guy Tipping or Hewland Engineering.

I have read the 1978 Blue Book from cover to cover, and nowhere do I find any mention that a 100 Britain engine may not be TT'd, nor is there any rule suggesting that a reduction gear box may not be used. The reduction gear box does not make the engine go faster, but it does save the driver around £80 a year wear and tear on chains.

These are the two points which apparently make the Arrow illegal, and yet the RAC had all the plans for homologation, also engines available for inspection. They now say they made a mistake!

Mr Needham suggests that the reduction gear makes the engine overpriced. I say that it is an optional extra – the Arrow is first purchased with a nine-tooth sprocket. I would suggest that he looks into the £100 tuning that I know is done to 100 Britain engines (Italian) – also engines sold with CEV ignition and the Motoplat as an optional extra.

While admitting that the Britain Arrow could be raced until the end of the year, the RAC threaten that if this is done, they will then start a new class and the Arrow would be excluded. This could be called blackmail. A Britain class for British engines would be a better idea, particularly as the main protester was an Italian importer of Italian engines, and John Mills who sells them.

Isn't it about time that the RAC Kart committee represented the karters instead of vested interests in the Kart Trade?

The 100 Britain Arrow will still be seen on the tracks – just as fast even with the nine-tooth sprocket etc. If the RAC decree that it must be altered then it will be, because we do stick to the rules however stupid some of them are.

Maybe we should feel flattered that the opposition in the form of Italian engines and their owners are worried enough to protest.

Mrs Barbara Tipping,  
Camberley.

As briefly mentioned last month, it does appear that a big blunder has been made somewhere, with regard to the homologation of the Hewland engine in 'Britain' classes.

Although the 1978 Blue Book does, as you say, mention nothing about TT engines in this class, it is apparent that TT engines have been kept out of it to avoid the strange situation of having an identical engine eligible for Britain, National, and International classes! However, don't get me wrong – no one is blaming the people behind the Hewland engine for not knowing or assuming this. Again, it appears as though the RAC are open to criticism, for their handling of the homologation.

You may be interested to know a little rumour we recently heard concerning this – the story goes that the homologation was rushed through, and that nobody looked inside any one of the 25 engines submitted for the homologation!...

An interesting footnote is that in the 1979 Blue Book – just released – the Britain Class Hewland is listed with two transfers and one booster port. Maybe someone can get an official statement from the RAC as to what form of Hewland engine is to be allowed, before once again everyone else has to pay for an RAC blunder!

ED

Dear Sir,

It is only since last year that I have developed an interest for karting as a challenging and truly exciting sport. I must congratulate *Kart and Superkart* for its professional competence in handling many aspects of the sport. Such competence was more than adequately displayed in the Cadwell Park long circuit report entitled 'Frost In The Snow' by Phillip R. Bingham. The 'pit-talk' was detailed and revealing. The race reports, whilst displaying the characteristic clarity and readability of the magazine as a whole, portrayed what must surely have been a truly exciting day's racing. Also, it pleases me to see that 'K & S' is taking an active part in outlawing the all too conspicuous 'grid-jumping' displayed by a growing number of drivers. In general, I feel sure that my enthusiastic

response, as a newcomer to the sport, is echoed by those better acquainted with the sport than myself. I am grateful to be able to read such an entertaining magazine. Thank you Phillip! Thank you *Kart and Superkart*!

Andrew Green,  
Norfolk.

Dear Sir,

I felt compelled to write to you and air my views as to the 100 Britain Class. Having been around karting for some years, I was aware of the escalating costs and the fact that the more money one had, the better were one's chances of winning – due to the fact that the best equipment was available. I was therefore very glad about the introduction of the 100 Britain Class as an 'Economic' class. I do, however, now find that totally farcical. My little brother started Junior Britain Karting this season, on a converted Barlotti Baraccuda and a box standard T70. However, on arriving at the meeting last Sunday, he was confronted with people using highly tuned engines. One in fact was a JM motor.

Does this mean that winning *this* class is now a matter of whoever has the most money and get's the fastest motors etc? Can the RAC not make a class and then lay down rules so that the class is *Economical* in the true sense of the word?

Martin Kirk,  
Morpeth.

Dear Sir,

I am writing to you in rather a state of confusion; as I am hoping to contest the Ladies World Championship later this year. But I don't know when and where it is to be held, as I read in your magazine that it is to be held at Fano, Italy and also 'Karting' magazine said it is to be at Biesheim, France. Then in the *Just Heard* column of this month's mag, that I should contact the Secretariat not later than 2 April!

Does this mean I am too late and can't enter and also who is the Secretariat? Sorry to be so abrupt but it's very confusing, and I'm worried I may miss doing the Championship.

I would be grateful for any information as soon as possible.

Melinda Cook,  
London.

Yes, I can understand your confusion! The Ladies Championship was initially allocated by the CIK to Biesheim in France, but was subsequently re-allocated to Fano, Italy, where it is now to be run.

The RAC have been known to do one or two funny things of late, and it seems that the closing date is just another. I would imagine, and hope, that they are not going to be too strict on that – otherwise there won't be *anyone* in the British teams! Drop a line to the Kart Committee, RAC Motorsport Div., 31 Belgrave Square, London SW1X 8QH. It may be helpful to them, if you tell *them* what you think of their closing date....

ED

Dear Sir,

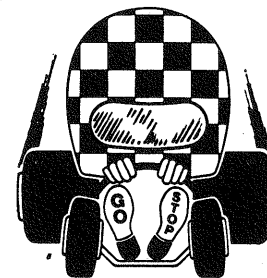
On behalf of all karters in the South, may we wish Sid Harris a speedy recovery after a major operation in the London Hospital.

We miss his presence at both Tilbury and Rye House, and hope that in the near future we will see him waving the chequered flag again. Our sincere best wishes.

Jock Mailer,  
Chairman Southern Association  
of Kart Clubs.

Jock himself had a brief lay off a few weeks ago after a bit of trouble with the old 'ticker'. He's back again, though and full of beans. Nice to see you....

ED



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continued...

still as if tied together. But then, as they plummeted downhill to Holly Wood, Hines made a break.

That, as far as the lead was concerned, was it. Hines proceeded to give a familiar display of supremacy, pulling out 2.8 seconds from Buttigieg in the next lap. One couldn't help feeling that Butty fully realised he didn't stand a chance, and so settled in to claim a comfortable second.

With Hines and Buttigieg simply running away with the race, it was third place which became the centre of attention. Donovan Collier turned a few heads by holding this position for several laps, but his excellent showing didn't last the distance, and the shadowing John Rees was quickly through to claim the spot.

However, third place still wasn't decided, for all the time Gary Deal was chiselling slowly but perceptibly away at the gap to Rees. As backmarkers became an increasing problem, Deal would one moment be glued to Rees' bumper, looking for a way by, and the next moment hanging back slightly. The deciding move came not until the very last corner, when Deal made a wry side-step through backmarkers to clinch third by a whisker from Rees.

Steve Styryn recovered from a day of engine maladies to collect a steady fifth place, but in sixth place Graham Roscoe's progress had been far from steady. Roscoe started 45th on the grid, scratched through to 16th by lap four, was still storming, and holding ninth, two laps later, and finally passed Calvin Fish for sixth with only two laps remaining, capping a stirring performance. Calvin Fish was seventh, having made another tidy drive in the thick of it, followed by Malcolm Turner, who was still less than happy with his Aero kart. Malcolm suggested that he would



Getting into the swing of it all is Gary Deal who pushed the Mulcar Barlotti up to third overall. (Photo: Dave Smith)

probably be running at the next meeting (Cadwell) without his fully-enveloping bodywork, in order to assess where the Aero's handling problems really lie.

Rae Davis made a fine showing to take ninth, but not without his customary drama, which this time took the form of a spin at Park Corner, only seconds from the flag! Rounding off the top 10 was Nigel 'Sideways' Smith, thoroughly enjoying the conditions, and confirming this with the comment 'I like the slippery!'

So, hardly a race of tense dog fights; more, really, of an emphatic reminder that Martin Hines intends to be well at the front this season. But Deavinson mounted Dave Buttigieg could just perhaps make the future bouts less easy for Martin to Zip-up....

Donington Park. April 1st. Circuit wet

1st	Martin Hines	Hermetite Zip/Zip Yamaha
2nd	Dave Buttigieg	Sprint/WK Yamaha
3rd	Gary Deal	Mulcar Barlotti/Smith Yamaha
4th	John Rees	Zip/Goff Yamaha
5th	Steve Styryn	Frost Zip/GBRD Yamaha
6th	Graham Roscoe	Zip/Peak Revs Yamaha

● Note: a subsequent check of results has found that Derek Rodgers (PDS Zip/Yamaha) slipped through unnoticed into fifth place. Steve Styryn, and those that follow, should thus be moved down one place.

ED.

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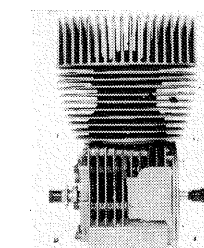
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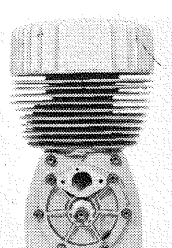
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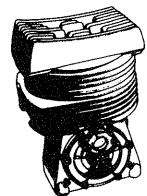
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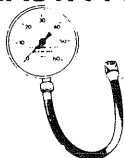
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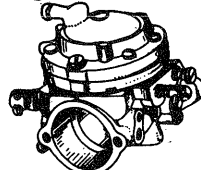
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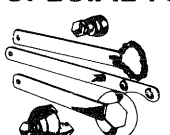
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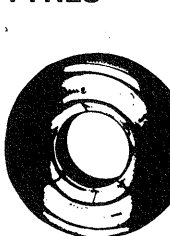
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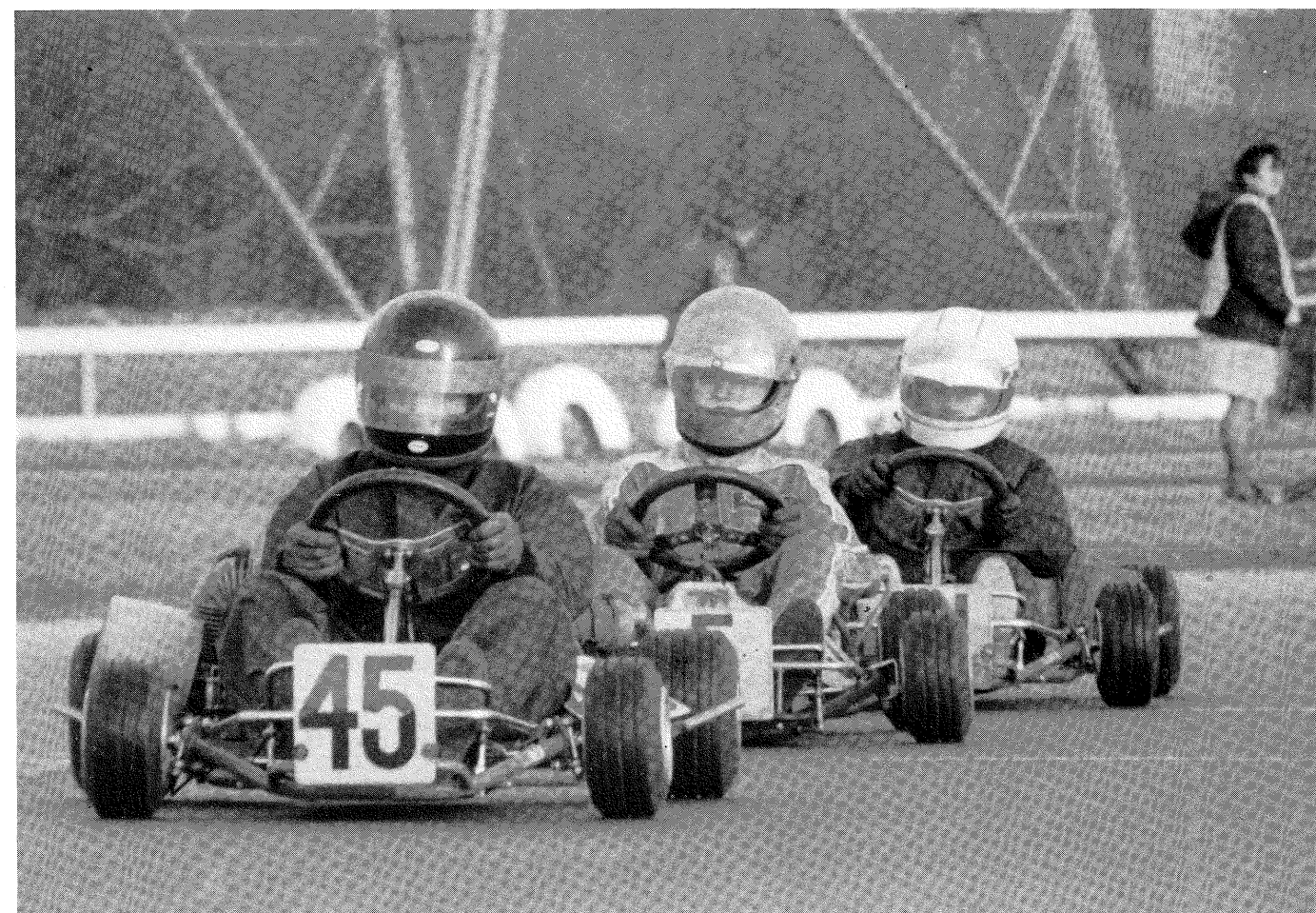
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The three leaders provided nose-to-tail excitement for much of the race, with winner Homewood withstanding great pressure from Grice and Spencer.

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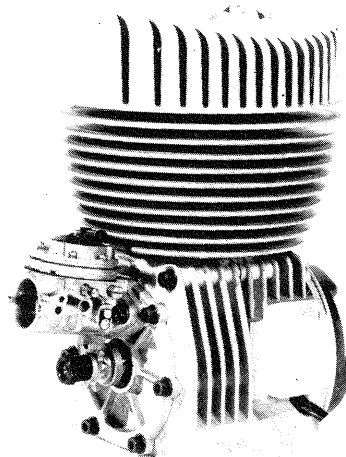
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# Homewood's Day

Martin Homewood puts together a fine drive to take round one of the Green Man Championship. Ricky Grice pressures the leader all the way. Refusal of some 'name' entries casts a shadow over the meeting.

Report: **John Pudney**

I'm not a betting man but if I had been offered the chance to put £1 on Martin Homewood to win the Rye House round of the Green Man Championship, with 20 to 1 odds, on the previous Saturday night, I must admit I would have thought long and hard about it. When I watched him in practice on the Sunday I would have been calling myself a real April fool if I'd turned this bet down! The change to a new Sprint chassis had injected a new vitality and aggression into Homewood and although he was not the very fastest in practice he always looked a likely winner. The heats bore this out as a win, a second and a good placing assured him a place on the outside of the front row, alongside Chris Needham, who had benefited from comparatively easy heat groupings to gain pole.

It was unfortunate that everyone's odds on winning were shortened due to the absence of Martin Smart, Terry Fullerton, David Coyne, Roger Mills, Alan Lane and sundry others. Martin Smart was on an architectural course in Greece (at least that's what his Dad told me!), Alan Lane's entry was refused (of which much more in my monthly column) and the others had been rejected because of lateness. Dave Coyne sheepishly admitted that he had got his dates mixed up and was far too late to enter. I obviously couldn't speak to

John or Roger Mills, but Terry swears his entry was in the post, 1st Class, the Wednesday before Friday's closing date and he had it returned to him, refused, in Monday morning's post! It strikes me as unnecessarily severe to deprive everyone of a chance to watch and compete against such a major attraction as Terry on such minor grounds, especially as there was a well publicised postal delay - I hope we're not sinking back into the bad old days when Terry was banned from racing at Rye!

Anyway, others to show up well in the nine preliminary heats were Roy Mailer, indisputably the fastest in practice and heats, but further back down the final grid than he would have liked due to a tangle with Paul Fletcher in the first heat; Ricky Grice, who was really flying, but again unfortunately penalised in one of his heats when he was knocked off by a back marker on the last lap whilst leading, and Mickey Allen, who also suffered in the same incident and although driving with his usual brilliance was never as dominant as he was last year. Jackie Brown and Paul Jackson both had a couple of good heats but suffered in their third, although still obvious contenders for the honours. Mick Worth and Dougie Spencer also enjoyed good heats to give them reasonable positions for the final. Paul Fletcher, whilst being

in good voice, was not having an 'on' day and only made the final by dint of a good place in the repechage, which Biff Harris won.

After an overcast but dry day, sod's law would decree that it should rain just before the Green Man Final and although the sun was shining, the whole field was on wet tyres. Chris Needham took advantage of pole to snatch the lead closely followed by Homewood, Davey, Spencer, Jackson, Jackie Brown, Mailer, Grice and the rest. Mick Worth, Roy Wilcox and of all people Mickey Allen, all indulged in spins, but Mickey did not drop too much and commenced a charge back up through the field. Homewood slipped past Needham for the lead and Needham promptly spun out of contention. Grice was really flying and was soon up into third position close behind Spencer, who had closed right up on Homewood - all the makings of a good dice! Meanwhile Mickey, who had flown up through the field from the back, tangled with Roy Mailer dropping back again and having to doggedly start a climb through the field all over again.



*continued...*

Back up at the front, Grice had slipped past Spencer and was pressuring Homewood hard, to the point that Terry Fullerton, who was standing next to me watching the race, was moved to comment that the race would probably go to fourth place man Paul Jackson, as the three leaders were bound to knock each other off! In the event, Spencer's out-braking manoeuvre inside Grice at the pits hairpin resulted in Spencer spinning, and although he restarted without losing third place, Homewood and Grice were now on their own. All eyes were on Grice to see if he would attempt one of the last ditch overtaking moves for which he is well known. However Ricky was driving with his head rather than his heart and tried nothing silly – a slight indiscretion exiting a bend on the last lap giving Homewood those few extra feet, enabling him to take the flag a jubilant and deserving victor. Paul Jackson and Jackie Brown were a lonely fourth and fifth respectively after comparatively incident-free races, whilst Mickey tigered on to make something out of nothing with sixth position.

1st	Martin Homewood	Sprint/Parilla T22
2nd	Ricky Grice	Lane Aerospace Parilla T22
3rd	Dougie Spencer	Sprint/Sirio
4th	Paul Jackson	Sprint/Parilla T22
5th	Jackie Brown	Zip 79 SE/Dap

## Pit Bits

● In the ecstatic Homewood camp immediately after the final, Martin and his entourage were unanimous in their praise of the new Sprint chassis and of their Parilla TT22's tuned and set up by Mark Barnard of *Redhill Racing*. In the dry heats Martin used normal Bridgestones, wet Dunlops for the final, and reckoned that the Sprint chassis was worth half-a-second a lap round Rye, over his previous Barlotti.

● After the final Ricky was looking very happy with life, though no doubt he was wondering just what the outcome would have been had it not rained. I hope things go well for him this season, bearing in mind that he finished second in last year's first round then had a pretty disastrous year. At least the new Lane Aerospace seems to be working well for him now.

● Mickey and Paul Knapfield were looking very pretty in new bright red Sportac leathers duly adorned with their names, and Sprint advertising.

● Mickey was not happy to have blown up his best engine the previous day.

● Jackie Brown was driving the actual Zip used by Terry in Hong Kong, and although he keeps wanting to go back to his old 'National' style chassis, is obviously being persuaded to persevere with the SE 79 chassis. Anyway, fifth place in a Green Man Final is not bad, so it seems to be coming together for him.

● Alan Gates was having his first meeting for eight months with a Zip Shadow GT, fitted with TKM motor. As the motor was bog standard, according to Alan, he did very well. He said he's going to have a go at most major British 100 International events, but has had his share of overseas International events and the travelling involved.

● Mick Worth was raving about his new Zip 79 GT chassis, which he drove for the very first time in practice. Talk about a baptism of fire....

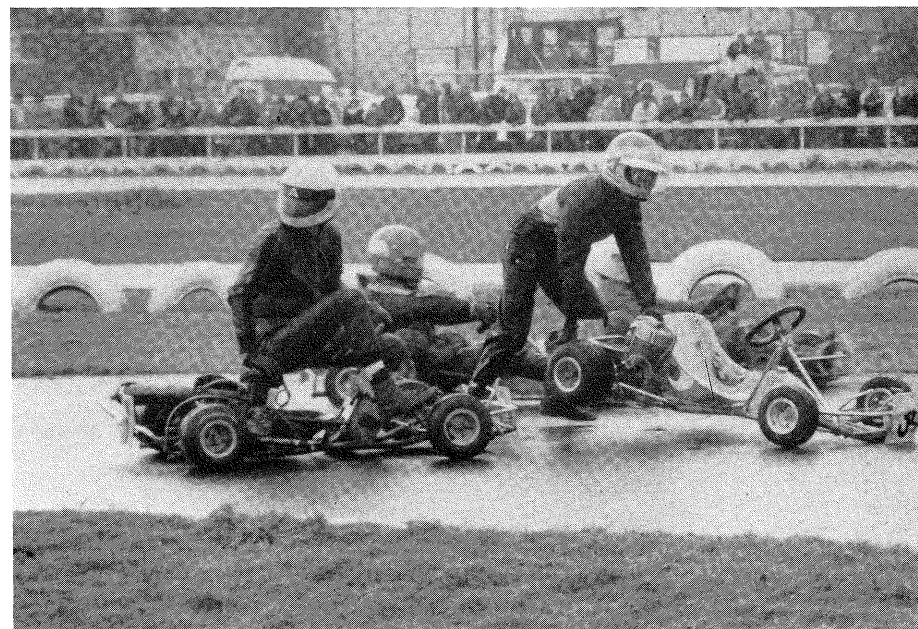


Biff Harris ran away with the B final on the new lightweight Continental tyres.



After a dry day, it rained shortly before the final. The field rolls round to the start, with Chris Needham in pole after a surprising heat performance.

First lap disaster for Mickey Allen (right) as he gets tangled up with Mick Worth.



1st	Owen Jones	John Watkins Car
2nd	J. Waggett	Repairs Zip
3rd	Bill Longden	Mistral
4th	John Newton	Barlotti
5th	Eddie Cortino	Zip
6th	Will Hoy	Lynx
		Gartmore Zip

## Durance Keeps 125's at bay

The entry in the 125cc and 250 National class was up considerably since the season's opener at Cadwell, with 44 125's listed in the programme against 30 250's. However, with the 250's being started about 20 seconds after the 125's, all could be squeezed onto one grid, and so there were just three five-lap heats and a 10-lap final to contest.

Heat one got off to a bad start, with several karts eliminated in a first lap pile-up at Craner Curves. Through the fray, David Calland took an easy victory, with second placed Mark Allen exhibiting plenty of opposite lock behind him in a scrap with Dave Currie. In just five laps the 250's didn't have sufficient time to progress into the overall results, but a class win went to Allan Collard, chased by Ivor Jones and Chris Willie.

First lap crowding gave way to a rather processional second heat, with David Calland taking the flag shadowed by Mark Allen, with Mike Doble motoring in 11 seconds later. 250 National honours went to Ken Tibbs, with Ivor Jones and Alan Collard next up, making another promising performance.

Heat three was more interesting, with the lead swapping several times between Mark Allen and David Calland, who sorted themselves out to finish in that order. Dave Currie and James Hoy crossed the line next, whilst the 250 National order was Ken Tibbs, Alan Collard, and Tony Misson.

To the final. This was largely a 'race' involving drivers sorting themselves out from two separately started grids into positions of respective quickness. Other than the 250's working away at the gap to the 125's like motorised termites, the real focus of excitement was at the front of the field.

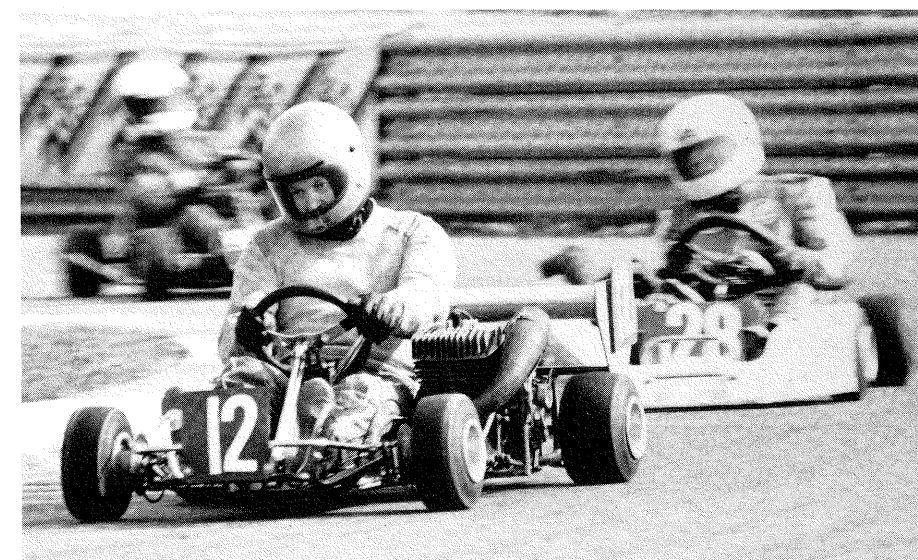
Dave Durance was the most notable of the 'termites', and he squeezed his Lynx/KTM up the field to provide the most inspired drive of the race. Lap four, and he was ninth. Two karts were passed by the Lynx in the next two laps, and then another six were ruthlessly devoured in a superb burst that saw Durance leap into the lead on lap seven! From then on Dave had no need to look back.

But things were less comfortable behind him. Having broken away from the rest of the pack, 125 pilots David Calland, Mark Allen, and Stephen Keepe huddled together in a furious high-speed choreography that involved darting in and out of each other's slipstreams, using every inch of the track in their scrap for second place. A re-shuffle emerged from this war dance, with Keepe nosing ahead of Allen and Calland. On lap eight Allen pulled his Dale along the inside of Keepe's Sprint on the Wheatcroft Straight, opted for the outside line after a quick tow in the Sprint's slipstream, and capped it all with a brave dive down the inside of Red Gate. Allen was oh, so near, but could get no further than drawing level before Keepe reaffirmed his fractional superiority once and for all.

At the end, Dave Durance took a comfortable win with his KTM 250, with class companion Ken Tibbs next across the line after charging through from eighth at mid-distance. Stephen Keepe took the flag three seconds later, slotting a 125 win under his belt, and probably relieved to have made it after a sideways moment towards the end witnessed him veer frighteningly from one side of the Wheatcroft Straight to the other! The ever-



250 National and 125 winners Durance (above) and Keepe (below) ran in a combined final. (Photo: D. Smith).



present Mark Allen and David Calland ran in close company behind Keepe, followed home after an eight-second lull by Dave Currie, Mike Doble, and Peter Featherstone.

### 125cc Results:

1st	Stephen Keepe	Sprint/Rotax
2nd	Mark Allen	Dale/GBRD Yamaha
3rd	David Calland	Sprint/Peak Revs Rotax

### 250 National Results:

1st	Dave Durance	Lynx/Smith KTM
2nd	Ken Tibbs	Barlotti/Bultaco
3rd	Peter Featherstone	Zip/Bultaco

## Martin Zips another one up

The Superkarts disputed a total of six 5-lap heats, with each driver having a say in three of these. An 8-lap Qualifying race then rounded off the fight for the grid positions for the final, which was of 10 laps duration.

Martin Hines made it quite clear from the very start that he intended round one of the Kartspeed series to be his, and made a superb getaway from the front row as the lights turned to green for heat one.

Hines burst into sight under the enormous Dunlop Bridge at the end of lap one with a lead already half the length of Starkeys Straight! Mick Goy was next into sight, but the hard-charging Rob Kerkhoven soon squeezed by to take second as they approached Park Corner.

Locking the wheels up under braking for Park, Hines' hard work was revealed in a spiral of blue tyre smoke as he finally took the flag one second ahead of Kerkhoven, with Goy 1.2 seconds further back, and then Chris Taylor, Mike Jennison, Robin Stoner, and John Ball a further eight seconds behind.

Heat one for the second group was a Paul Elmore benefit, with John Simpson providing a determined, often sideways chase in second. The other Elmore, Steve, made a meteoric dash from the 13th row to clinch third, pursued by John Morrell, who pointed out 'We're going well to overcome our weight problem!'. Richard Dean made another good showing in fifth place, pursued by Chris Guggisberg.

Not really an exciting race, but one which was coloured with controversy: Nigel Smith pulled off on lap one, having held fifth at the first corner, when someone in front of him 'shut the door' and re-shaped his front fairing – and that someone was Ray Mullins, who should have been at the back of the grid! The usually cheerful Smith was rather put out by the affair, and whilst mutterings about Polaroid cameras assumed re-newed vigour, it wasn't particularly difficult to understand why....





# Déjà Vu!

**Martin Hines romps to another win in the wet. Dave Buttigieg a strong second. Gary Deal splashes to third. Excellent performances from John Rees and Graham Roscoe. John Ball shows well in the heats. Another controversial start. Report: Phillip Bingham**

Round three of the Superkart season took root in the gentle undulations of Derbyshire, with the opener of the *Zip Kartspeed Championship* at stake on the spectacular Donington Park circuit.

The date was 1 April, and it was Martin Hines who made fools of the pack. The works Hermetite Zip showed its familiar tail to the rest of the field as Hines waltzed to another soggy chequered flag. But this time Buttigieg kept it on the island, and made things more difficult for Martin. All this followed another farcical start. . . .

## Keeping up with the Joneses

The Villiers brigade had the traditional honour of warming the track up, with the grid split into two for the three heats of 5-lap duration, with an 8-lap qualifying race. The final was contested over 12 laps of the scenic Derbyshire circuit.

In the first heat for the first half of the entries, Phil Ansell, Eddie Cortino, and Gordon Douglas pulled slightly ahead of the rest of the field to argue furiously over the lead. All three had a burst at the head of the field, but in the last few yards Ansell dived out of Douglas' slipstream to take the flag, with Cortino glued to the rear of Douglas' Star for third. Chasing these were Stuart Turner, John Newton, and Alan Jones.

The second half of the entries was dominated by Owen Jones, who paced himself steadily to a seven-second victory from a procession involving Colin Mills, John Hughes, and Graham Sykes.

Heat two for the first half of the entries saw Gordon Douglas, Alan Jones, and Eddie Cortino continually exchanging positions in a determined dispute for the lead, whilst Owen Jones worked his way through the field to latch on to the tail end of this battle at Park Corner, with just 150 yards to go. However, as the leading three slithered line abreast through the Park esses Owen Jones found himself firmly shut out, and so it was Alan Jones who nosed ahead from Cortino, Douglas, and Owen Jones. Sterling entertainment!

As the next half of the field appeared for heat two, it was again a dispute for the lead which was the main feature. Gary Hill hung to first position by the fingertips for two laps, but then Colin Mills grabbed the lead as he powered sideways out of Park Corner, onto Wheatcroft Straight. The leading trio never had much air between them, and at the line Mills poked his front fairing ahead of John Hughes and Gary Hill, who had piled down Starkeys Straight and through Park Corner side by side! It was 17 seconds until the next man crossed the line, which illustrated the total dominance of the leading 210cc runners.

pressure all the way, and trying so hard that he almost lost it entering Wheatcroft Straight for the last time. Dave Edwards, Chris Latham, and John Ostins were next home.

With rain falling heavily, and visibility severely restricted, the starter's light switched to green for the 210cc final.

Out of the first lap spray it was Mistral mounted Waggett who was hanging grimly onto the initiative, with Phil Ansell, John Newton, Gordon Douglas, Bill Longden, and Owen Jones filing after him in close formation.

Waggett held onto this lead for four laps, with Bill Longden slithering his way up to second place. Owen Jones was initially held back by the immediate bunch chasing Waggett, but after a couple of tours he had the bit well and truly between his teeth, and soon had Waggett in his sights.

Lap five, and Jones made his move, snatching the lead from Waggett as they plunged down through the twists and turns at the back of the circuit. But Waggett was going to have none of it, and his Mistral ploughed out of Park Corner in a power-slide that involved putting two wheels way over the curbs and onto the rough just to prove it!

Lap seven, and Waggett made a brave attempt to snatch the lead back at the end of Starkeys Straight, but lost so much time weaving and twitching in the wet that he presented little threat to Jones.

The same place a lap later, and it was a different story. Waggett inched by under braking, leaving Jones to tuck in behind for a lap. Further back, Will Hoy was charging energetically up the lap chart.

The lead changed yet again on lap nine. Jones dived from the quick outside line at the end of Starkeys Straight to pull by an opposite-locking Waggett as they exited Park Corner. Although overshadowed, Bill Longden was going well five seconds further back in third, with John Newton trying hard to keep Longden's back bumper within attacking distance.

Then came a surprise. With only one lap remaining, Owen Jones burst onto Wheatcroft Straight on a neat line – with no-one glued to his bumper! Six seconds later Waggett burst through Park, pointing furiously at his visor, a visibility problem having robbed him of possible victory.

So it was Owen Jones who took a truly superb victory, with Waggett shaking his fist in disappointment as he crossed the line 4.4 seconds later; rounding off an excellent drive. Bill Longden held a steady grandstand view of the leaders' scrap for much of the race, in third place, with John Newton, Eddie Cortino, Will Hoy, and Phil Jackson trailing in his wake.

Owen Jones with his immaculately turned out 210 came through to take a last lap victory. (Photo: Dave Smith)



● When I asked Roy Mailer what the secret was for his sudden return to form and speed he replied 'Simple – I'm using a 135cc motor a year early!' Seriously though, he attributed his success to the fact that he now has the time to work on his karts and engines properly, rather than just evenings, and can also go out testing. Just shows you, doesn't it.

● As far as I could make out, there were only two people trying out the new ultra lightweight Continentals at Rye – Biff Harris and my old friend from the dim and distant past, Mick Bootle. Biff was not looking too happy with life as he was still on his Barlotti, the promised new, sponsored Kestrel and Komets not yet being ready to race. He also thought it was a bit early to comment on the new Continentals, although was his repechage win the first race win for the new tyres in GB?

● Grotty old ex-army or Police coats seem to be the 'in' thing to wear in the pits this year – both Paul Fletcher and Mark Tredwell sporting them. At least Paul had the decency to take the PC 49 numbers off the shoulder pads!

● Terry Edgar had forsaken last year's Sprint chassis and Sirio motors for a DAP chassis and motors, on a 'suck it and see' basis. Although he went comparatively well at Rye, it remains to be seen how the combination works on tracks closer to home, where Terry should do better.

Paul Jackson was soon caught and passed, in the early laps, by Ricky Grice.



Winner Homewood (above), who still can't quite believe it, on his lap of honour.

● Seen in the pits was Masaru Noda, top Japanese driver, regular Hong Kong competitor and fourth placeman in last year's Japanese International, who was over here on business, buying equipment for his kart shop back home. I also stumbled across Mr Steeds, father to Mark who for many years was one of the quickest 100cc drivers in England and who in fact finished third in the 1970 World Championships, behind Goldstein and Ferris. Mr Steeds has the uncanny ability to make Komets fly and produced for Mark out of a £15 second-hand K77, one of, if not the quickest K77 in the World. If he offers to do your engine for you, snatch his hand off!

● Both Steve Tutin and Biff Harris were having their very first race since Little Rissington last October, Steve using exactly the same chassis and engine with which he snatched second place at the final round last year.

● Always an innovator, FRED's chassis side nerf bars had neat extension pieces which slid inside the tube so allowing the bar to be extended out further than normal to suit different widths of rear axle and tyres, thus affording more protection. Everybody will soon be on to this little craze, I bet you.

● Dave Evans, fresh from Juniors, must be the smallest and lightest driver in 100cc International by miles and suffers accordingly. His Zip is laden down with 40lb of lead, with the unfortunate result that if he spins off, the kart is just too darn heavy for him to push. He'll have to put some weight on quick or he'll really suffer in the International races which he intends to have a go at. Incidentally, it's good to see someone make a Hewland, until now more of a long distance motor, go well in a sprint race.

● The best quote of the meeting, as ever, has to come from Paul Fletcher, who told me about the friend of his, fresh to karting in the South who said, 'Isn't it competitive at Rye House – it's the only place where you have to fight for grid positions, in practice!'



### ZIP are pleased to announce their new range of karts for 1979

*All Zip karts are supplied complete with tyres, number plates, chain guard, engine mount, sprocket and cables. There are no hidden extras. For 1979 all karts will be supplied with the new super die cast wheels*

**ZIP EURO 79** The Euro has been a proven winner for the Junior and Senior Britain Classes and offers exceptional value for only **£250** with tyres.

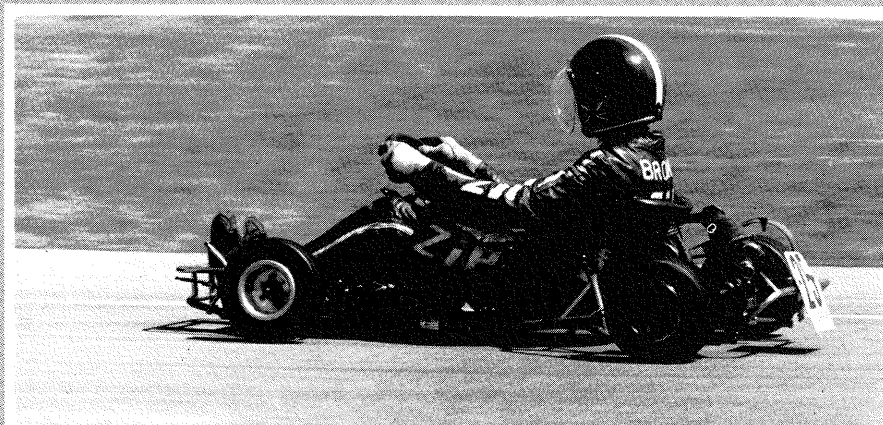
**ZIP SHADOW 79 GT** Everyone knows that you can not get the same chassis to handle perfectly with the new breed of sticky tyres and the tyres you are permitted to use for the National Class. This has made it a necessity for us to develop a completely new chassis for the National Class to give you the ultimate in handling that you require and expect from a chassis that has already won four British Championship titles in the last two seasons. **£380** complete with German Goodyear tyres.

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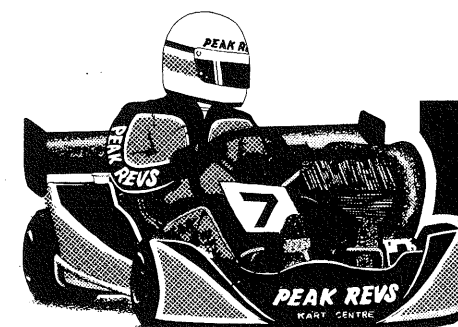


Jackie Brown British Junior Champion 1977-1978

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**Graham Roscoe** on a **Peak Revs Yamaha** finishes 7th overall at his second long circuit event at Donington April 1st.

**David Calland** now on a **Barlotti 79B** with a **Peak Revs prepared Rotax** is looking to carry on his previous successes.

**Alan Cheetham** also on a new **Barlotti 79B** with a **Peak Revs prepared Villiers** finishes 2nd overall at Rowrah April 8th and now looks for success on the long circuits.

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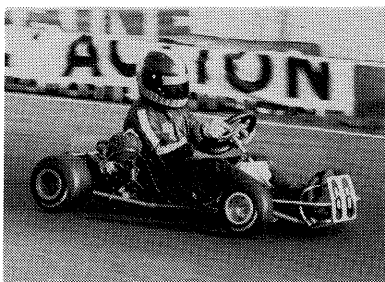
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I was rather saddened at Donington to hear of the squabble that had brewed up, with possible legal repercussions, over the copying of MOTIV's latest exhausts. I like Bob Clowes — he has done me some favours in the past and I don't wish to offend him — but in racing it's not like industrial secrets. Copying, cribbing, plagiarising — call it what you will — has been going on since the very beginning. It's somewhat fortunate the Egyptians and Syrians didn't patent the spoked wheel! In last month's issue where this matter was mentioned in *Trade Page*, a comparison was drawn with the Formula One Shadow V. Arrows law suit. I understand that in that case there was a little more to that than came up in court. Some of the Arrows components had Shadow part numbers stamped on them! Or so Tony Dowe told me at the time. The basis of that was that the designer, Tony Southgate, left Shadows with the designs he had conceived whilst in their employment and promptly built the new design calling it the Arrows.

I always thought that imitation was the sincerest form of compliment. Imitation or cribbing has, as I have already said, been in karting since the beginning, whether it be a stereotype of the original or the adoption of a trend, in chassis, engines, tyres, wheels, sprocket carriers, brakes — you name it. I have copied from others most of the things I have ever made, if the original design or idea worked, as long as I understood it and liked the idea. On the other side of the coin, any original ideas I ever had were usually copied if they were any good!

The very clever one-piece manifold and even more clever throttle cable arrangement to enable two Tillotson Carburettor butterflies to open simultaneously, first the idea of Bultaco tuner Ken Norton, was universally copied.

The solid machined clutch body for Villiers, was originally developed with the help of my good friend, one time 'Villiers King of Rye House', Irving Jacobs for my early Rotary Valve Villiers, as they would only do a meeting on a set of plates and a clutch body. The solid machined clutch decimated clutch plate sales! And it wasn't long before Aubrey Upton and one or two others were churning out clutches by the lorry load on their automatic lathes. I wouldn't mind a quid for every Villiers clutch that's been made since 1966 — such is life. It wasn't long before I was copying his stuffer castings, and we are the best of friends!

I'm not really sure what Bob Clowes is complaining about — the expansion chamber dimensions or silencers now having aluminium bodies. If it is the latter, Kenny Roberts, current World

Peter Inchley leading former World Champion Hugh Anderson (Suzuki) in the 1963 Spanish Grand Prix. Peter led for 11 of the 17 laps, before ignition problems put him back to fourth.



500cc motorcycle Champion, had them on his Yamaha 18 months ago, and Tony Smith of engine tuning fame brought this to Bob's attention last year. I saw them at the Motor Cycle show last year and thought they were for lightness — not to reduce decibels — thick twit that I am. . . .

Talking of motorcycle Champions, it is good to see Peter Inchley at the circuits again. I remember Peter in the mid-1960s — he was one of the development engineers at Villiers when they had a competition department. On a six-speed Star-maker, of which there were only six or so made, he became the 1966-67 British Champion. I met him through Frank Higley, the Reading sponsor, who for a while had one of my 250 RV engines for Rod Scivyer and the late John Wetherall. One of the other connections that the Villiers Competition department had with karting was George Radcliffe, who was one of the first successful Villiers tuners, and worked with Peter Inchley. George would 'graunch' out the ports, tiddle up the Villiers S.25 carb, paint the engine black — and all for £50, which was a bloody fortune in those halcyon days! Before that time, one was told (and most believed it), that you couldn't modify in any way two-stroke engines, or you would do more

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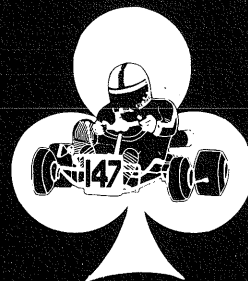
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continued...

harm than good – twelve-inch straight exhausts, ten-ton brass flywheel, 'T' crank and thick ring pistons, don't touch the magic, or all will be lost!

Peter Inchley is of course now doing an engine for Reg Gange who has left Merlins, though he still has one of their engines.

In my column last month I mentioned that I didn't think Tony Smith had a 'front runner' last season, I was of course forgetting Mick Goy who can always be expected to put up a good performance. I was talking to him at Donington about his Lectron carburettors, and whilst he was very satisfied with them, he found the cost of the needles a little offputting. On this type of carb you change the *needle* for different profile not the *jet*. There are six basic types of needle, each with two or three slight variations, at £5 each, multiplied by two for each carb – that would buy quite a box full of jets!

Steve Elmore was having his first outing this year at Donington with the Teign Valley Motors 250. Unfortunately he was dogged with what was thought to be electrical problems and erratic sparks, so sensibly decided not to continue as he considered there was enough going on in a full field of twins without the added danger of an unpredictable engine. Sensible chap. I am sure, and I hope, that next time out will be a different story.

It is good to see two semi-retired racers making such a good job of running Donington meetings for Beccles Kart Club. Peter Carter and Ian Rushforth are both past winners of the marvellous nine hours Snetterton races. I still think Peter Carter looked more at home hunched over the wheel of his kart, bursting out of his black leathers like a big black wild bull trying to get loose, than he does pacing up and down the pit road with his clip board and two-way radio!



World Cup winners all. The lot to date. L to r: Bohlin, Cullimore, Hesket, Buttigieg, Liddle, and Gange. (Photo: J. Pudney).

I have a word of warning for Nigel Smith and Rae Davis – you may have another contender for your 'Wreckers Anonymous' Crown. Steve Farthing, who used to kart and then went motor racing, is thinking of coming back to karting and if his prowess at off-course excursions hasn't diminished he could well put you both in the shade!

Steve Stylin made the Sunday papers on 1 April – no, not the *News of the World*, the *Sunday Telegraph*. There was an article by Paul Ward Smith making reference to the Frost Sponsorship connection with Rob Kerkhoven and Steve. He couldn't resist referring to the kart as a 'toy', albeit in inverted commas, which was rather sickening. I don't know what we have to do to crack this image – break the sound barrier I suppose!

The *Cronus Award* – what a very generous offer and what a great competition. I have no hesitations about my nomination. A special post-dated award should go to the collator at the printers who, in the March issue of *Kart and Superkart*, centre page Scrapbook, put the staple through Alan Burgess' head! Two Cronus stop-watches on a 22ct gold chain if you do it for real – for the good of the sport of course!

Quote of the Month. Scene: the bar at Donington after the prize giving. A rather disconsolate driver who finished below fifth and above tenth in the 250 Superkart final on a very wet track, commented 'Well what can you do when she handled like a duck on snot'. These 'apple knockers' certainly have a picturesque way of putting things....

CM



Mark Tredwell plunges inside another competitor during his exhilarating charge in the final.

continued...

across the infield and losing four places. As Tredwell rejoined the track, Homer's engine seized solid 100 yards further on, almost unnoticed in the drama of the moment, and he spun out of third place and the race.

Moth was now well clear, and barring mishap, looked certain to take maximum points from the race. Meanwhile a furious Tredwell pushed back past Hann, and with three to go moved inside Davis for third. This immediately became second as poor Paul Carr's carburettor problem became serious, and he slowed dramatically.

Last lap and Roger Moth crossed the line a clear winner from Tredwell. Steve Davis capped a superbly consistent drive with third, whilst Paul Carr's problems let Neil Hann through on the line for fourth. Consistency paid off well for the four other drivers who finished on the same lap as the winner – Nick Parrington, Peter Newsham, John Adolpho, and Robert Owen – with a bundle of points putting them all in a very good overall position.

With all the points added up, the overall positions are very similar to the placings in the final, with the obvious exception of Tredwell, whose dropped heat illustrates well the necessity to finish every race.

#### Final:

1st	Roger Moth	Sisley Cobra/Arrow
2nd	Mark Tredwell	Dartford Zip/ Fullerton Parilla
3rd	Steve Davis	Zip/Zip 48
4th	Neil Hann	Mistrale BM/Arrow
5th	Paul Carr	Sprint/Redhill SS20

#### Overall Points Scores:

R. Moth	137
S. Davis	130
P. Carr	130
N. Hann	126
P. Newsham	121
N. Parrington	120
J. Adolpho	119
R. Owen	115
D. Medlock	113
N. Paul	112
(full list elsewhere)	



Mark Tredwell slithers back onto the circuit after his inexplicable 'off'.



Winner Moth takes it easy.

#### PIT BITS

● On instruction from the RAC, the new light-weight Continentals were banned. One or two competitors using Continentals were checked, but all were found to be using the older, legal type.

● Hewlands should be delighted with the first major victory for their Arrow engine, in a class traditionally dominated by Italian engines.

● An encouraging day all round for English engines, with four (three Hewland Arrows, one Zip 48) of the front six final grid positions.

● Several sponsors for the meeting swelled the prizes on the day. Thanks to: F. Hibbs Containers, ACR Engineering, Blue Line Kart Hire, Johns Gear Centre, Karts International, and Starline Motors.

#### OFFICIAL RESULTS FROM 11th OVERALL

C.L.

B. Hills	109
G. Tipping	109
T. Lilley	108
M. Tredwell	107
H. Davis	107
B. Morris	106
M. Beauchamp	105
S. Ashwell	104
T. Boyce	104
M. Rennick	104
M. Homewood	103
L. Jarman	101
D. Megee	86
W. Homer	85
J. Crookers	82
M. Sayer	82
D. Russell	77
M. Bryant	75
J. Knell	74
R. Webb	70
A. Fuller	70
D. Redfern	69
P. Christo	68
C. Callingham	66
P. Dredge	64
G. Prior	64
L. Marsden	63
P. Clark	62
S. Stapley	62
J. Welstead	61
D. Tebbutt	61
T. Brinkworth	61
L. Poet	54
I. Beaumont	54
J. Aitkenhead	54
S. Farndon	51
B. Bourne	51
I. Ross-Johnson	50
M. McGing	50
B. Hooley	47
R. Watkins	46
S. Tillett	45
K. Fine	45
C. Cowley	45
G. Howard	45
R. Arkell	44
D. Calver	43
J. Knowles	42
D. Dixon	41
R. Lewis	41
J. Perry	40
P. Gallivan	38
T. Godwin	37
B. Bonner	30
N. Cherrill	30
J. Spencer	30
I. Williams	30
N. Edwards	29
M. Townshend	26
A. Dickson	26
B. Chivers	25
C. Lambden	25
K. Minter	23
B. Noel	23
P. Selkirk	22
S. Chittenden	22
B. Humphries	22
M. Mulhearn	22
N. Wigg	21
A. Metcalf	21
C. Hills	21
S. Woolford	21



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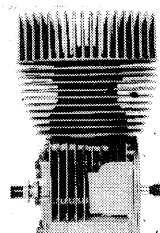
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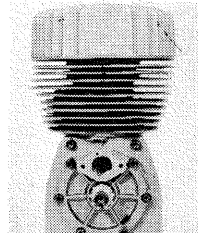
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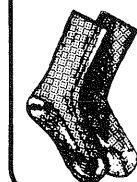
Single layer - blue or grey	£17.28
Double layer - blue or grey	£25.92
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Fig. B: leather with Nomex lining £32.75

LINEA SPORT FPT

Not illust. Boot with leather/FPT lining £36.72

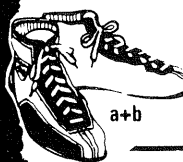
Fig D: Ankle boot £54.00

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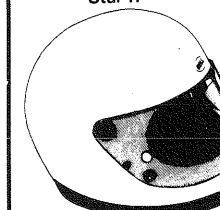
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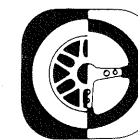
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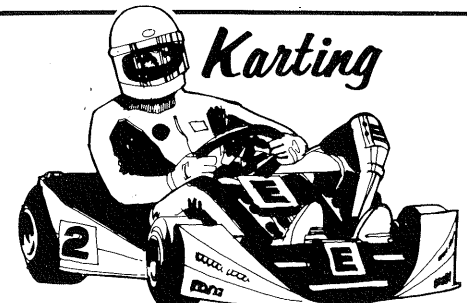
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Roger Moth put together all the right ingredients to come out on top in the 30-lap final and the overall points score. (Photo: Dennis Callingham)

# Moth Flies In!

Roger Moth takes a superb win on changed equipment. Steve Davis a consistent second equal with Paul Carr, who suffers carburettor problems in the final. Superb charge from the back by Tredwell and Homer.

April 8th saw a superb first round of the *Kart and Superkart Magazine 100 National Championship* at Tilbury. In stark contrast to the entry problems seen at the previous weekend's Green Man meeting, the London Kart Club were bending over backwards to help entrants and promote a 'non-aggro' event. That they succeeded is illustrated no better than by the situation eventual winner Moth encountered. After a list of mechanical problems with his car, and despite a rush up the motorway, he arrived terribly late to find his first heat already run. The organisers, however, substituted him in a later heat, and Moth was able to go on to a fine, pole-winning run of heats.

On a damp showery morning, 112 entries presented themselves at Tilbury from as far afield as Scotland, with the entry list showing all the country's top 100 National drivers. After a wet practice, and a couple of 'intermediate' heats, the track remained perfectly dry all day.



Consistency saw Steve Davis emerge third in the final and second equal overall. (Photo: D. Callingham)

An interesting experiment is being tried during this six-round series, with points being earned in heats as well as finals, for several reasons. Principally, the idea is to encourage smoother, controlled driving in a class that traditionally features the rough and tumble of karting. Secondary effects are the opportunity for non-finalist, mid-field runners to score heat points and an increased premium on preparation and mechanical reliability. However, despite this assistance to the average competitor, the cream still always rises to the top and the end of the series should find a winner who has certainly earned his title.

With the London Club putting up some superb trophies for the day's final, competition in the heats was hard. Top local pair Mark Tredwell (Dartford Karting Zip/Fullerton SS20) and Wayne Homer (Sisley Karting Cobra/SS20) were expected to be very hard to beat, and so it looked, until both seized engines in their third heat. Success was coming to those who picked their way through, without pushing their engines too much.

Roger Moth was having only his second meeting with a new Cobra chassis having replaced his own 'Romoth'. As usual, he was pinning his faith in Hewland Arrow engines, and after the 15th heat, had won pole position for the 'A' final with a first, a second and a third. Alongside was Paul Carr, with two wins and a fourth, running Redhill prepared Parillas on a Sprint chassis. A second and two thirds were good enough for Steve Davis and his Zip '79 GT/Zip 48 equipment to earn third spot ahead of Nick Paul (Kestrel/SS20), Guy Tipping (Eagle/Arrow) and current British Champion, Neil Hann, using Arrow engines instead of his usual Komets on the Mistrale Racing BM.

After dropping a heat each Tredwell and Homer both had to come through the B final. This presented no great problem to both, and it was a 1-2 finish, with Tony Boyce third, having led the early laps.

All the ingredients were mixed for a superb final – Moth, Carr and Davis up front, with Tredwell and Homer, obviously the two fastest men on the circuit, lurking ominously at the back. Thirty laps, and a heap of valuable points to add to those already won.



Luck wasn't with Paul Carr in the final, with carburettor problems slowing him in the dying stages. (Photo: D. Callingham)

Moth and Carr arrived at the first corner together, but Moth had the best line and was first into the hairpin. Steve Davis dived inside Carr, and as they swept round to complete lap one, Moth led Davis, Carr, Paul, Hann, Tipping, and the rest, nose to tail. Further back, Tredwell and Homer were making short work of the mid-field and by lap four Tredwell was on Tipping's bumper, with Homer only three places behind. As Tredwell's charge continued, picking off one driver a lap, Carr moved back past Davis at the end of the straight.

Lap six and Tredwell was past Hann and then Paul. Homer was pressuring Tipping and was soon past.

One third distance, and for the first time Roger Moth's lead was threatened as Carr closed right in. He wasn't quick enough to pass easily, and it became a matter of waiting for the mistake – which

never came. Davis was back about five seconds, and fast coming under the attention of Tredwell. Homer was a few seconds away next in line, having just dived past Hann, whilst Tipping was out. Lap 15 saw Tredwell into third, to be followed through by Homer a couple of laps later.

Up front, the pressure was off Moth as Carr had fallen away slightly, with the first signs of what was to become a major carburettor fault later on. The brilliant Tredwell swept past soon after into second place and closed in to three seconds behind the leader.

Lap 22 changed the pattern of the race. Tredwell was lapping team mate Tony Boyce, but found himself being badly baulked. In frustration he waved to the officials to blue-flag Boyce, but as he did so, lost concentration and control, sliding

National Champion Neil Hann, here in a damp first heat, made regular use of the kerbs. (Photo: D. Callingham)

