

1981 JUNIORS CUP-LOCARNO



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## *Interview: Giles Butterfield*

● *Britain Hewland Strip*

● *Behind The Scenes*





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## 50 Not Out . . .

Until such time as some intrepid journalist gets out into space, this Editorial could justifiably be rated the most "long distance" Editorial scribbling for some time — I'm sitting under a shady Pohutukawa tree, some 12,000 miles away, and it's nearly thirty degrees! . . . The Lep International Superkart series has so far proved a roaring success, and has virtually guaranteed the "arrival" of Superkarting in New Zealand. Crowds of 20 — 30,000 (not bad for a small 3 million population) have enjoyed what has turned out to be a fine advertisement for the sport.

I suppose the over-riding discovery from a trip of this mileage is that the world really is a rather small place, and yes, karting really does exist and thrive outside European shores. There are times, I suspect, when we all take rather an insulated view of things, and what amount to relatively petty or insignificant problems take on a grossly inflated importance. Out of all this is rapidly coming New Year's Resolution 1983 for C. Lambden — I will ask myself "does this problem really rate *that* much hassle. Is it *that* important?" All of us who are involved in any level of karting and especially its administration, could well find such a resolution making progress that much easier . . .

50 not out — yes this is the 50th issue of K&S. To those few who only gave us a year, rhubarb — to the rest, hang about, our maiden century isn't far off! . . .

CHRIS LAMBDEN

### FRONT COVER:

The distinctive brown colours of Giles Butterfield's "Rugby Club of London" machine have been near the front of Superkart fields on several occasions. Following a season finding his feet, Giles is poised to figure well in 1983. Our interview with the current Superkart youngster begins on page 5.  
(Photo: R. Calvert)

Published by Kart & Superkart Ltd., Pindar Road, Hoddesdon, Herts. Telephone: Hoddesdon 444201 Telex: 817675 G TEL EXP MAG. Directors: M. A. and M. W. Hines

EDITOR: CHRIS LAMBDEN ADVERTISING: JAYNE SPEIRS

Distributed by Surridge Dawson Ltd., New Kent Road, London. Printed by The Enfield Printing Co. Ltd., Enfield, Middlesex.

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

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# KART AND SUPERKART

Monthly

No.50

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Personality/Technical Features

PUBLICATION DATE: 3rd MARCH

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



## Who, What, Where, and When?!

Anyone able to identify everything in last month's pictorial quiz did remarkably well. The answers are as follows:

1. Current World 135 Champion Mike Wilson with trophies won in 1976 at the Champion of Champions Series, Rye House.
2. Owen Jones, driving a one-off full bodied CTRP at the BBC TV event recorded in October 1981. Apart from sustaining hefty damage during the event, the body extended beyond the wheels, was deemed illegal and never appeared again...
3. Complex instruction kit accompanying a set of columnist Merlin's exhaust system product!
4. A trick one. Six times World Speedway Champion Ivan Mauger, driving Calvin Fish's Zip/Yamaha during a "Superstars" event at Donington, October 1978. Reported in K&S issue 001...
5. The number is the clue. Martin Hines (Zip/Komet K77) leading Stephen South, Rye House, circa 1966.
6. Former columnist John Pudney practising for a one-race comeback (see K&S April 1980). Kestrel/Komet is the machine being thrashed around Tilbury...
7. British 100 International Championship,

July 1979. Birel/Parilla mounted Mike Wilson — having come home from Italy for the event — leads Zip/TKM campaigner John Gravett. The race was won incidentally by Micky Allen.

8. World Championship '82, Kalmar. L to r: Messrs Bailey, Lane, Herbert, Alcorn, Fullerton and Brown.

9. Ahead of its time? The Hixmore Barlotti appeared at Silverstone, August 1979, made the front row and finished fourth, driven by one Philip Armstrong. Its bodywork proved effective.

10. Five times World Champion Francois Goldstein, pictured spectating at the 1980 event, Nivelles, Belgium.

11. Victor that day, Peter De Bruyn (Swiss Hutless/Parilla) heads "South African" entry Alan Gates and his works TKM/TKM.

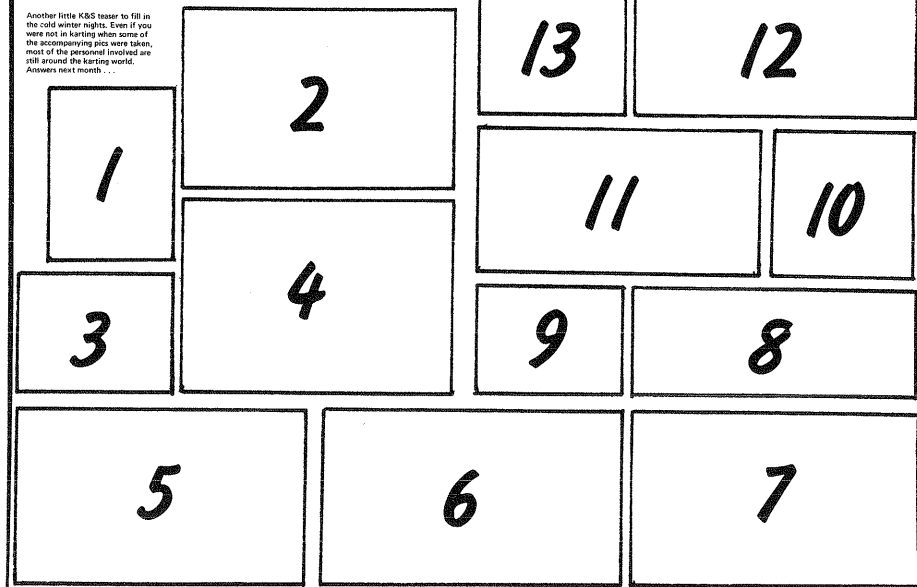
12. Roger Mills, Ron Steele, Glenn Beer and a spinning Mickey Allen. It was the first ever National kart meeting held at Ingliston, nr. Edinburgh in August 1965.

13. A young Terry Fullerton around the Flookburgh track for the British Championships in 1966.

If you managed to more-or-less get 10 right, well done. Award yourself a K&S subscription and next time you may get the lot!

### Who, What, Where, When?

Another little K&S teaser to fill in the cold winter nights. Even if you were not in karting when some of the accompanying pics were taken, most of the personnel involved are still around the karting world. Answers next month...



## In a Word...

Details are emerging about the newly homologated IAME engines. The Komet K30 will be of 135cc, with main differences in crankcase; the K35 is a reed valve version of the K30, for the American market.

The new TT31 Parilla meanwhile receives a new bore and stroke, of 49mm and 52mm respectively. First examples of this are due in England in the next few weeks.

Also new, thanks to relaxed Class Britain ruling, is a Britain Class Birel kart, expected to retail at about £330.

The Irish Kart Club are, interestingly, introducing a new "economy" class, based on the use of unmodified Yamaha 350cc watercooled, reed valve, twin cylinder engines. In this form the engine apparently produces some 50bhp.

The development of the class will be worth watching. An identical idea was tried in America, but the road engines proved rather unreliable under racing stresses and the idea fizzled out somewhat. Certainly, a good supply of cheap spares would seem to be a necessity...

Karts-to-cars Department: contributions to this trend are to be made by the Hayes and Harlington K.C. in '83 in the form of extrovert Superkarter Rae Davis, who threatens the lives of other MG Metro campaigners, and the former Club Chairman Darrell Dixon, who turns to the one-make Fiesta series.

DMA Racing of Burton-on-Trent have initiated a short-circuit series, at last, for 210 drivers in the Midlands. Final details are still awaited, but it is hoped the series will encompass 15 races (best 10 to count) at five circuits between March and November. A DMA Racing 210 Challenge Trophy will go the way of the series winner, as will a donated Snap-on tools chest, and other prizes have yet to be revealed.

Confirmation has been received of the Eastbourne Kart Club's 100 International Premier Series, and venues and dates are given in our pull-out centrespread calendar this month. Every meeting will offer a first prize of £100.00, with an attractive overall series winner's prize of a newly homologated D-port Hewland engine, donated by Hewland Engineering.

Entries please, before the end of February. All enquiries to: Roger Pope, Race Secretary, Eastbourne K.C., 49 Parsonage Road, Eastbourne, Sussex. Tel. Eastbourne 638518 or Jim Needham on Swanley 62451.

Burris Tyres (UK) Ltd., has now been taken over by WPT Racing, who will be trading at their premises in Wisbech. Tel. (0945) 860476.

The Lincolnshire K.R.C. has a new Competition Secretary, Mrs J. Leverton, 77 Birkin Avenue, Nottingham.

Bromsgrove K.C. has pointed out that it will actually be holding the RAC Junior National and 100 International Championships on 7th August and *not* 21st August as originally allocated by the RAC.

Separate races will be held for the 125 PR Championship at the Cadwell Park meetings on 27th February, 3rd April and 2nd October, if sufficient entries are received. We will publish the full programme of this Championship next month — the delay arises because of long circuit dates being confirmed, and changed, rather late.

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## Wombwell

### December 12th

The Wombwell Kart Club held their Christmas 'Turkey Trot' meeting on the 12th December and with the circuit blanketed in thick fog the frozen turkeys which were making up some of the prizes were not too far away from being returned to the freezer for another year. Luckily the fog began to clear slowly and practice got underway in the slick hands of the Wombwell Kart Club Officials.

All the competitors received a trophy.

#### Junior Britain

Having finished second in the final at last month's Wombwell meeting, Jason Elliott soon adapted to the very slippery track conditions and went out and won 2 of the 3 heats with Dominic Connelly filling second place in heat number 1 and Stephen Key in heat 2. The 3rd heat was won by last month's final winner (Wombwell) Patrick Walsh, with Key in 2nd place.

J. Elliott led the field away at the start of the 10 lap final followed closely by Walsh, Key and Hazlett, all in very close company for the early laps. With track conditions still very slippery, the race turned into a processional affair with the order being Elliott, Walsh, Key, Griffiths and Soar. With Key dropping out midway, Connelly began to move up the lap charts and at the finish had climbed to third with Walsh in second and Elliott the winner.

1st	Jason Elliott	Premier/Arrow
2nd	Patrick Walsh	Jeta/Arrow
3rd	Dominic Connelly	Premier/Arrow

#### Junior National

Only 3 drivers were entered in this class the drivers being J. Plato, D. Scott and N. Ellwis (Novice). All 3 heats were won by Plato, from Scott, with heats and final being run with the J. Britain. Plato ran out a clear winner in the final.

1st	Jason Plato	BM/Arrow
2nd	Darren Scott	

#### Senior Britain

Tim Pell with 2 heat wins and a third in the fourth heat, totally dominated this class and a front row position was in the bag. Winner of the third heat was Phillip Hogg and the other

drivers doing well were Dave Smith, John Aldred and Scott Banks.

Pell took control of the 10 lap final at the first corner, followed closely by Aldred, with these two drivers remaining in this order throughout the complete race. In third place in the early laps was Smith, Hogg, Banks, Smith having to give his place to Hogg on lap 3. Dave Eggleston left the track (by the brick wall) in spectacular style when the kart lost a rear wheel. On lap 7 a coming together with Smith and Hogg, leaving the door open for Banks to go through and take third place. On the slowing down lap Smith and Hogg took each other off for the second time. With fists being raised this time, both were excluded from the results.

1st	Tim Pell	UFO/Arrow
2nd	John Aldred	Jay/Arrow
3rd	Scott Banks	Premier/Arrow

#### 100 National

A good entry of 100 National drivers appeared at Wombwell for the final race of 1982 with the likely winner coming from the following drivers - D. Higgins, N. Hann, N & P Fletcher, S. Sykes and A. Wood. The heats were won by N. and P. Fletcher with Adrian Wood taking the third heat.

Twenty drivers started the rolling lap with one notable driver missing, namely Neil Hann. On the front row were the Fletcher pair. Could the Sheffield drivers make it a 1-2 placing.

A coming together at the first corner with Nicky Fletcher and Higgins gave Paul Fletcher the opportunity to open up a large lead as he approached the hairpin at the top of the circuit. In second place was Robert Mason from a quick restarting Nicky Fletcher, followed closely by Sykes. Nicky had regained second place by lap three with Sykes and Kershaw closing in on Mason and by lap 6 Kershaw and Sykes were up to third and fourth places. Lap 7 saw the Fletcher 1-2 placing go when Nicky Fletcher went missing at the corner. After Higgins' first corner melee, and restarting at the rear of the field, he carved his way through the field. By lap 5 he had climbed to 9th place and at the chequered flag climbed up to fifth place. In doing so he wins the Wombwell Club's National Championship. For Fletcher a very convincing win (flag to flag), Kershaw moving into second place, Sykes third and Mason fourth.

1st	Paul Fletcher	TKM/Parilla
2nd	Graham Kershaw	Premier/Arrow
3rd	Stephen Sykes	Premier/Parilla

#### 210 National

1st	Colin Poole	Zip/Villiers
2nd	Paul Waters	Star/Upton

CLUB CHAMPION: Paul Waters

#### 125 National

1st	Colin Croxford	Sprint/Rotax
2nd	Reg Totman	Zip/Rotax

CLUB CHAMPION: Colin Croxford

#### 250 International

1st	Gary Smith	Zip/Yamaha
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#### 100 National

1st	Gary Prior	Dart/DK TKM
2nd	Pat Reynolds	Dart/DK TKM
3rd	Gordon Chenery	Dart/DK Arrow
4th	Miles Townshend	Mustang/FE Parilla
5th	Robbie Adams	Dart/DK Arrow

CLUB CHAMPION: Gordon Chenery

CASTROL CHAMPION: Andrew Wilson

## Kalendar

### FEBRUARY

**6** FELTON (8 miles north of Morpeth, on A1)

**13** CHASEWATER (Pleasure Park, Brownhills, off A5)

ROWRAH (nr. Frizington, Cumbria)

TILBURY (Dunlop Road)

WOMBWELL (Dorothy Hyman Stadium, nr. Barnsley) - Winter Series

**20** NUTHAMPSTEAD (On B1368, Cambridge-Ware Road)

3 SISTERS (Off Junction 25, M1) Merseyside K.C.

SHENINGTON (8 miles from Banbury)

**27** CADWELL PARK (Midway Horn-castle and Louth on A153). Super-kart season opener.

FULBECK (8 miles from Newark) Winter Series

### MARCH

**6** FELTON (8 miles north of Morpeth, on A1)

**12** SNETTERTON (15 miles s.w. of Norwich, on A11) Full Long Circuit meeting

**13** CHASEWATER (Pleasure Park, Brownhills, off A5)

ROWRAH (nr. Frizington, Cumbria)

KIMBOLTON (10 miles s.w. of Huntingdon)

TILBURY (Dunlop Road)

WOMBWELL (Dorothy Hyman Stadium, nr. Barnsley) - Winter Series Round 3

**20** 3 SISTERS (Off Junction 25, M6) Bolton K.C.

NUTHAMPSTEAD (1½ miles east of Barkway, off B1368 Cambridge-Ware Road)

SHENINGTON (8 miles from Banbury)

**27** SNETTERTON (15 miles s.w. of Huntingdon) Opening round, Super One Series.

LLANDOW (4 miles s.w. of Cowbridge, off A48)

DUNKESWELL (5 miles from Honiton, Devon)

FULBECK (8 miles from Newark) Winter Series - Round 3

## Lambden's Home Win

If they had written a script like it, you wouldn't have believed it! With just one of the three meetings to go, Nigel Smith enjoyed a comfortable points lead in the Lep International Superkart series, in New Zealand. But you know what they say about the best laid plans...

The opening two-race meeting, at Bay Park, immediately confirmed the Lep International sponsored team of Nigel and Chris Lambden as the pair to beat, both qualifying comfortably ahead of leading NZ contenders, former bike road racer Ginger Molloy, and John Gordon.

Race one went to Lambden after a close tussle with his team mate, while Gordon and Molloy watched proceedings from a distance. In race two, Molloy featured more strongly, with his unique Yamaha 'H' powered machine hassling Smith, but meanwhile Lambden not only led, but broke clear - only to spin out of the race with Gordon spinning in sympathy. Smith therefore took the race, from Molloy and Mark Prowse.

Next, the Superkarts moved on to Pukekohe, to provide a support race to the prestigious New Zealand Grand Prix Formula Atlantic/Pacific car meeting. Again the Lep pair took the front row, this time with Lambden on pole, with a new circuit record to boot. But his joy was somewhat short-lived: the Rotax oiled a plug on the start line.

New Zealand Champion Gordon got the jump, but Smith soon moved through to lead. Lambden rejoined a lap down and, although it was too late to salvage a high placing, he tussled with Smith, much to the crowd's enjoyment. Behind Nigel, Gordon took second, the consistent Molloy third.



Strange colours, but familiar faces. Nigel Smith (69) and Chris Lambden (23), both in Lep team colours, side by side at Bay Park.

With Chris thus way down on the tenth row for the next outing (based on the previous race's finishing positions), victory looked certain for Nigel. But it was not all easy - as he burst on to the back straight, local Rotax pedaller Jim Rouse's engine "lit up" and he powered by into the lead. Smith soon snatched it back though and moved into the clear, as Rouse was caught by the pack. But all the time Lambden was catching up. One by one, he picked his way through the pack and by lap three he was in second spot and closing that gap...

The chequered flag got there first though, to end the short five-lapper in the order Smith, Lambden and recent UK visitor Phil Williamson, on his now sorted Zip/Rotax.

So the series looked settled. With the pair of races at Manfield remaining, Smith's title was surely assured. Lambden's misfortunes saw him in third place in the points, just behind Molloy, while there were another four possible contenders for second overall, which meant the final round was going to be critical...

### In a Word...

● The 1982 British Women Racing Drivers' Club Kartsport Kart Championship resulted as follows:

1st	Kim Taylor	74.5 pts.
2nd	Margaret Dell	70.0 pts.
3rd	Victoria Philip-Bates	68.5 pts.

As the various clubs and associations decide which individual restricted tyre policies to pursue, we hear that the North Western Association has opted for Carlises only in the Britain

classes, but for the full '83 regs. in the National categories.

Budding (or volunteered!) Stewards and Clerks of the Course could well benefit from a visit to one of a series of instructive seminars being provided by the RAC MSA. These will begin at 1430 hrs and run for approximately three hours, with the choice of local venues/dates being:

26th February	RAC MSA, 31 Belgrave Sq., London SW1.
27th February	Club House, Silverstone Circuit
13th March	Angel Hotel, The Market Place, Chippenham, Wilts.

Which it was - especially for poor Smith, who this time inherited the ill-fortune that had been plaguing his Lep team mate. Nigel only had to finish one out of the two races to take the series, but, in the eyes of the rules at least, he finished neither.

In one race he couldn't get started because of fuel separation problems, while Chris won easily. In race two, from the back of the grid, Nigel's problem recurred. Hastily, he borrowed a kart and, while Lambden again won convincingly, Nigel *did* finish.

Strictly speaking, however, it was illegal to borrow a kart. The Stewards were suddenly faced with an unfortunate political decision which would dictate the fate of the series, and settled down to think hard. But before they had reached a conclusion, Smith actually volunteered to withdraw from the second race. This meant that, at the end of a very strange script, Lambden was the star, by just two points. A script which had pleasantly showed that Sportsmanship still exists.

26th March Royal Scottish Automobile Club, 11 Blythswood Sq., Glasgow.

27th March Leeds - venue to be decided.

● Ever thought you really *ought* to brush up your PR work, and keep sponsors and local press well-informed, but never quite managed to find the time? RentaRep Promotions man Ron Bartlett tells us he'll do it for you and while the promotion outline we've seen from him is not the most sensational in the world, he *does* have press cuttings of sudden local-paper star, Superkarter Alan Eastwood, to prove his point. Worth a chat, perhaps, on (01) 850 3038.

continued...

#### Results:

##### Junior Britain

1st	Andrew Wilson	Wright/CORD Arrow
2nd	Steven Webb	Lancer/Arrow
Nov.	Kevin Segrave	Mustang Arrow

CLUB CHAMPION: Andrew Wilson

##### Junior National

1st	Ian Saville	Dart/TKM
2nd	Ken Bowes	Cobra/Zip 48

CLUB CHAMPION: Ian Saville

##### 100 Britain

1st	Martin Goodyear	Dart/CORD Arrow
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CLUB CHAMPION: Martin Goodyear

##### 100 National Novice

1st	Trevor Clarke	Cobra/Parilla
2nd	Robin Warman	Lancer/Parilla

## FRIGGIT





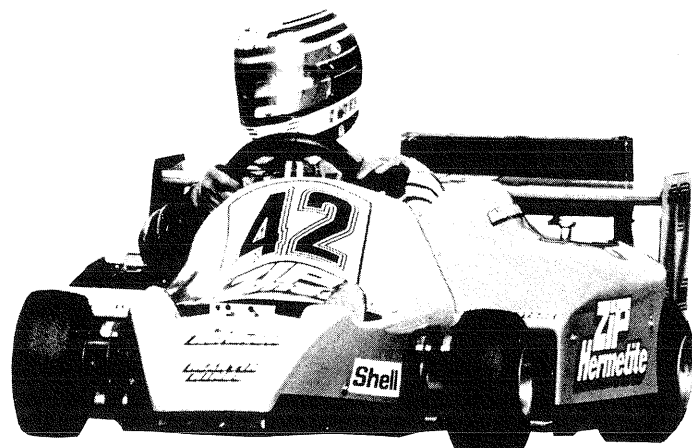
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Rob Kerkhoven	Chris Lambden	Graham Roscoe	Sandy Dalgarno
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## Snetterton only a winter's tale

A cold winter's day at Snetterton Kartway on November 28th, certainly didn't cool the action as the drivers fought out the final round of the Club Championships, none of which was closer than the 100 National which was settled on the last corner of the final. Great stuff!

### Junior Britain

Andrew Wilson took the heats by storm to record three wins and take pole for the final. Alongside Wilson, with two seconds and a third, sat Steven Webb. Behind these two came Gary Rickett and Shaun Nicholson with Dean Caswell, Glenn Taylor, Emily Newman and Kevin Segrave next.

Wilson powered away in the final to win every lap with ease, leaving Webb to lead the race for second place ahead of Nicholson, Taylor, Caswell and Newman. Webb and Nicholson pulled away to indulge in their own dogfight but with Nicholson unable to find that little bit extra needed to get by it was Webb who crossed the line behind winner Wilson. Taylor held on to fourth ahead of Segrave, Rickett, Newman and Caswell.

### Junior National

This class was once again dominated by Ian Saville whom I am pleased to report is well on the way to a full recovery with his damaged ankle. Beside Saville on the front row sat Trevor Lingley while behind came Darren Maryon, Ken Bowes, Darren Wenn, George Cubitt and Pauline Dand.

Saville flew away to quickly establish an impressive lead over Maryon, Bowes, Cubitt, Wenn and Lingley. Bowes pressed Maryon for three laps before finding a way past but with Saville stroking away with ease at the front Bowes had to settle for second. Maryon continued in third ahead of Cubitt with Wenn fifth and Lingley sixth.

### 100 Britain/National Novice

Regular front runner Martin Goodyear was forced to settle for grid 2 despite winning two heats as L. Atkins, with a win and two seconds earned equal points but took pole by virtue of

his better finishing position in the last heat. John Raper filled the third grid position in the lowest Britain entry this year.

Goodyear made no mistake in the final as he led from flag to flag. Atkins held second until lap eight when Raper finally found a way through to finish behind Goodyear.

In the Novices Mark Hinton and Trevor Clarke battled it out with Hinton taking two wins and a third and Clarke, a win and two seconds. With points tied it was Clarke with his better final heat finish who took pole ahead of Hinton, Robin Warman and John Green.

Clarke and Hinton arrived at the first corner together where a combination of speed, cold tyres and the outside line contributed to Hinton spinning out to leave Green second and Warman third. Clarke pulled away at the front while Warman pressured Green and his efforts were rewarded on lap 4 when he passed Green. As the laps reeled away Clarke eased the pace which allowed Warman to close the gap but not enough to challenge as the chequered flag came out to signal a well earned win for Clarke.

### Gearbox

After dropping the first heat to Roger Barrington, Colin Croxford made no mistakes in the next two and duly claimed pole position. Next on the grid was Barrington who had followed his first heat win with a third and second. Reg Totman occupied grid 3 and the rest of the field was Colin Mason, Graham Coleman and P. Bennett.

Croxford charged away from the line to lead from Totman with Barrington struggling to get away. At the end of lap one Croxford had opened up a good lead as Barrington moved up to challenge Totman, passing him on the next circuit. Mason passed Coleman on lap 3 for fourth place while Barrington slowly closed the gap on the leader but at mid distance the gap opened up again as Croxford put in a couple of quick laps and we settled down for a Croxford/Barrington finish. However, on lap 8 Barrington pulled off the circuit, promoting Totman to second and all eyes were then fixed on Croxford to see if he would go the same way. Realising the threat from Barrington had ceased he slowed for the final two laps to make sure of victory ahead of Totman and Mason.

The 210 class held a mixed bag of fortunes for the drivers. Colin Poole won both the heats he finished with Allen Poole second on each occasion. Ironically they both failed to finish heat two. Paul Trayhurn had a terrible time in the heats, failing to finish any while pole was taken by the ever consistent Paul Waters with a win and two thirds. Colin Poole sat on grid two with Allen Poole on 3 and Trayhurn 4.

Colin Poole blasted away and pulled out a huge gap over the rest who were led by Tray-

hurn from Waters and Allen Poole. As the leader increased his lead so Waters crept closer with each lap to Trayhurn and his efforts were rewarded when he found a way past on lap 8. Colin covered the last few laps with ease to run out a very comfortable winner from Waters, Trayhurn and Allen Poole.

### 100 National

What a situation for the final round of the Championship with just three points separating Gordon Chenery and Pat Reynolds at the top of the table.

Chenery won heat 1 from Gary Prior, Trevor Woodhouse, Reynolds, Robbie Adams and Miles (Ayerton) Townshend. Chenery's lead was now six points. Heat 2 was taken by Prior by half a kart from Reynolds, Chenery, Townshend, Adams and Barry Pallinger. Five points the deficit. Heat three and again it was Prior from Reynolds, Chenery, David Bambury, Woodhouse and Pallinger. Reynolds had pulled back to just 4 points behind Chenery and with the final, as always, counting double points the result was still wide open as the grid lined up in the order of Prior, Chenery, Reynolds, Woodhouse, Townshend, Haydn Smith, Adam, Pallinger, with the rest stretching out behind.

Prior reached the first corner just ahead of Chenery with Reynolds, Townshend, Woodhouse and Adams slotting in behind. The battle had commenced. Reynolds slipped past Chenery on lap 2 to set about attacking Prior for the lead while Townshend moved in on Chenery. Prior, with Reynolds glued to his bumper pulled out everything in the book to keep him there as Chenery now had Adams as well as Townshend to worry about. Still anything could happen. At the front Reynolds probed and Prior blocked while Chenery's position became a fraction easier as Townshend fought off

Adams. Entering the final lap the title looked to be Chenery's, Prior only had to block Reynolds for another thirty odd seconds. Round the top corners, through turns three and four, followed by the wiggles and the hairpin. Then the drama really mounted. On the exit from the hairpin Prior slid wide giving Reynolds the gap he had been searching for and the inside run in to the Chicane. It looked as if Reynolds was going to snatch the title. Side by side down the straight, into the Chicane with Reynolds just ahead, surely that was it. Prior had other ideas however, and he forced his way inside into the Pit Corner. Reynolds stayed with him on the outside, perilously close to the tyres, hoping to get the edge on speed on the run in to the flag. Onto the straight Reynolds tucked right under Prior's bumper before picking the moment to come out of the leader's slipstream - would he make it? Not quite, the yardage ran out and Prior held on to win by three quarters of a kart. Chenery must have heaved a great sigh of relief as he crossed the line in third to take the Championship by two points. Townshend held on to fourth ahead of Adams, Woodhouse and Bambury.

Next year looks like being a really busy one with major Championship rounds along with our own domestic Championships, so make a date now of our opening meetings - March 27th, Super One Series - Round 1 and April 24th Club and Castrol Championships - Round 1. Remember the Club and Castrol Championships are open to members only (cost only £5.00), and you must be a paid up member before the first heat for your points to count. Membership open now.

Derek Calver

John Davies

Kart & Superkart

## "Giles"

With the final move of Calvin Fish to the FF2000/F3 world, the mantle of Superkarting's "young charger" became vacant. But not for long. After a year or so in 210 ranks, Giles Butterfield stepped forward and in a relatively short time pushed the distinctive brown Rugby Club Zip into the lime-light. 1983 could be a good year for the ambitious young man from Milton Keynes. We recently spoke to Giles about his karting . . .

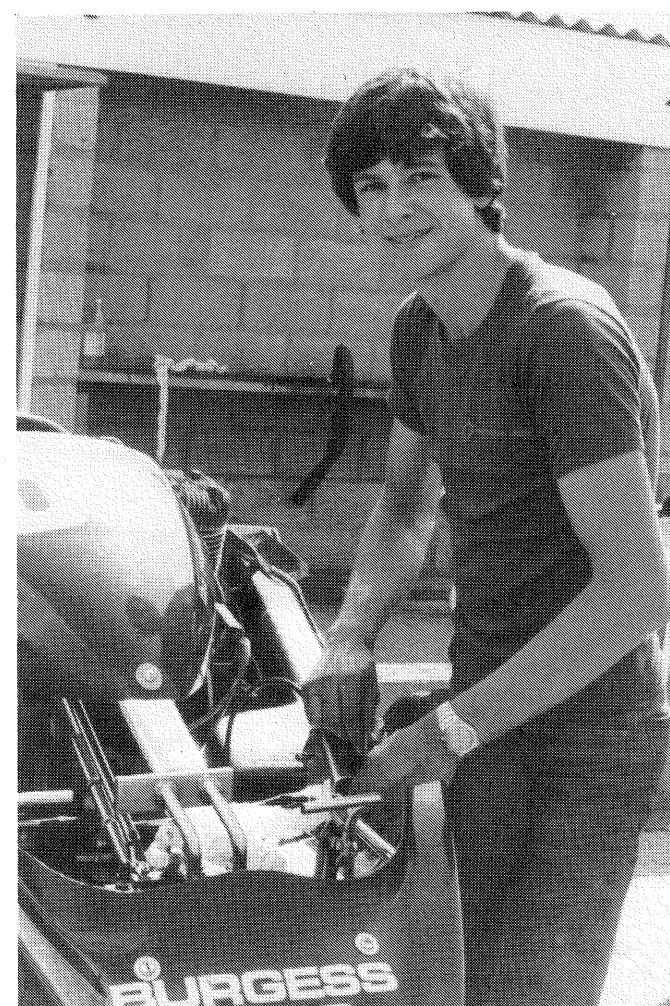
Giles Butterfield has just turned nineteen. In fact he's one of those people who enjoy a double celebration - his birthday is New Year's Eve . . . Before he was even born, the Butterfield name was well known on the international sports scene, because father Jeff was a member of the 1955 and '59 Lions Rugby teams to South Africa and New Zealand - captaining the party on the latter tour. In all he won 28 caps for England.

Young Giles was therefore born into a sports orientated family - but any ideas Jeff may have had of his son following in his rugby boots were probably ended in 1971 when eight year old Giles was taken to the F1 Grand Prix at Silverstone. This was for him - and the sooner the better! His first taste of motive power was behind the wheel of a battered Vauxhall Viva van, churning up the field adjoining the family house as an 11 year old, opposite-locking around the trees and occasionally adding to the poor old Viva's bumps and dents . . .

It became apparent that karting was the obvious route to an early motor sport involvement, but unlike most of the youngsters of his era, Giles didn't fancy the 100cc scene. Instead, an old 250cc Zip Silverstone/Montesa was charged around various airfields and farms until the magic age of 16 was reached, at which gearbox racing could begin.

Regulations confined that first season, 1980, to the short circuits and armed with a 210 powered Zip, Giles did the Rissington/Kimbolton/Fulbeck rounds "with limited success, but a lot of accidents! . . ." Even at this early stage, good friend David Baines, who lives just up the road from the Butterfield house, was on hand to help with the mechanics - he's still there today . . .

Aged 11 - that battered Viva, in typical Giles' stance!



The team headed straight for the long circuits at the beginning of 1981, with the passing of Giles' 17th birthday. "We did the first Cadwell and after that I didn't want to race short-circuit again - it was great."

The early part of the season was full of those mechanical afflictions that only 210 drivers know about, although a broken ring failed to dampen a good showing at Thruxton.

Grand Prix time arrived and with it a change of fortunes. "It was funny - we didn't do anything different to the motor. It just went - and kept going!" With a win and a second in

continued . . .

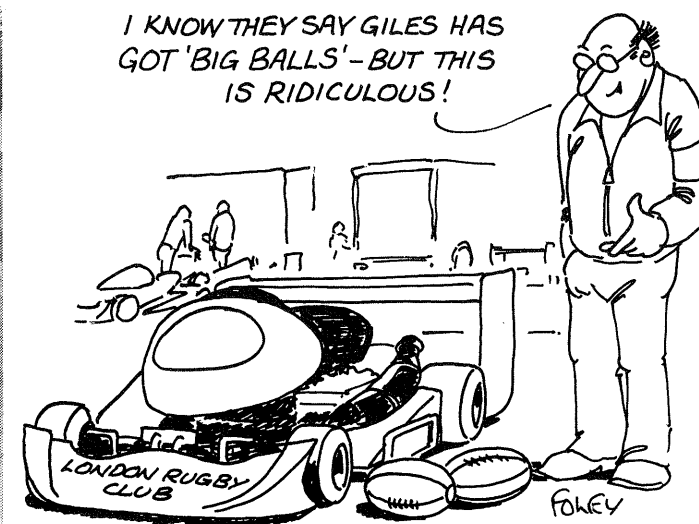
### OSEL CLASS CHAMPIONSHIP

Steven Webb	Junior Britain
Darren Maryon	Junior National
Robbie Adams	100 National
Boyd Barrington	125 National
Ian Jackson	210 National

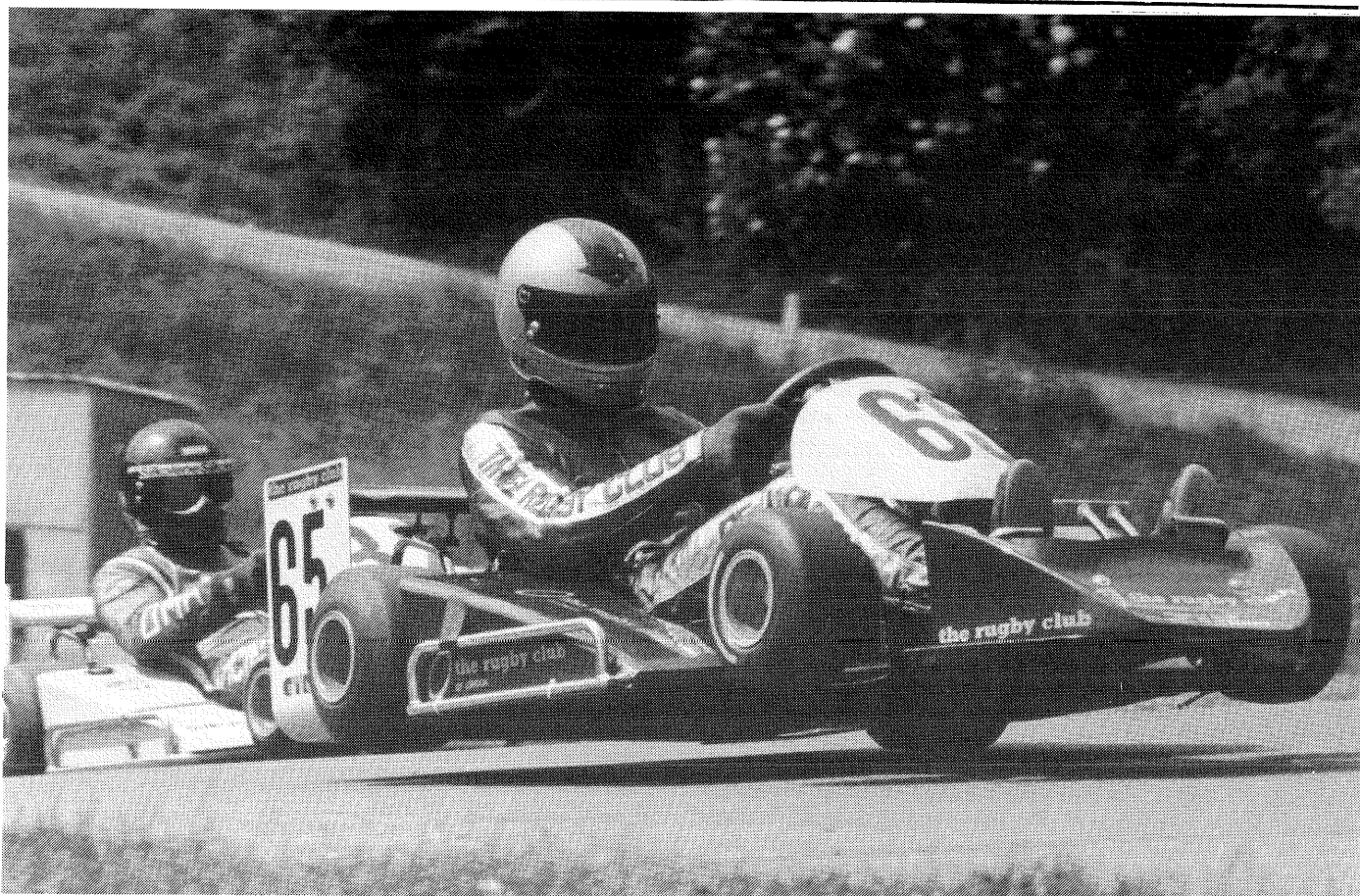
### CLUB CHAMPIONSHIP

Steven Webb	Junior Britain
Darren Maryon	Junior National
Trevor Woodhouse	100 National
Boyd Barrington	125 National
Ian Jackson	210 National

The Endeavour Trophy was presented to Marion Rump for being the best trier throughout the year and she in turn thanked her father for all







Cadwell Park – "I just can't get the Mountain right..."

his first two heats, the surprise of the meeting missed the third (only 2 count at Silverstone) to conserve everything for the 210 GP itself. Mike Gardiner dominated the race that year, whilst the Rugby Club liveried Butterfield machine finished fourth.

Oulton Park the following week provided another finish – 6th, but by now the decision had already been made. Superkarts were the next move and with the 210 sold, the last few meetings of '81 provided the first insight into life with Rotax horsepower. Ninth second time out at Donington was followed by competitive showings at the Brands BRSCC races. 1982 was eagerly awaited...

Two problems faced an eighteen year old about to take on the Superkart establishment. The first was obviously finance. However, Giles is in the enviable position of having parents who, while not great motor sport fanatics, are very supportive and so "The Rugby Club of London" – the successful club run by the Butterfields – embarked on its way as a Superkart sponsor.

The second problem was not so easy – "A" levels! Right in the middle of the year... With a certain amount of school effort required, the hours necessary for preparing the kart would be scarce – and Giles' preparation is thorough, with the machine always immaculately turned out. The solution lay in getting Chris Taylor to prepare it for 2 meetings at the vital time before exams. This compromise may not have been quite enough however; the year's karting results probably have to be considered more successful than the academic ones – Physics C, Chemistry E, Maths E... Oh well, that's motor racing...

Educational matters bring up an interesting aside. At the same time as Giles, another youngster by the name of John Alcorn was at Oundle School, near Peterborough. John of course went the 100/135 way, but both families are friends and occasionally turn up at each other's meetings to have a look. Giles, in fact, took in the 135 World Championship at Kalmar as part of the Alcorn's team of mechanics – where

Never published before – Giles the younger, pram driver!



Club P.R. people are invited to submit coverage of their events for inclusion in Club Scene. Contributions are requested as soon as possible after the event in order to keep us as topical as possible. Photographic support is welcome. Don't forget that you can ring us at any time (Hoddesdon 444201) with any snippets of news.



## Cambridge Dinner Dance

The Annual Dinner/Dance and trophy presentation of the Cambridge Kart Club was held at the University Arms Hotel, Cambridge, on Saturday 11th December 1982 and a good night was had by all with some dedicated members anticipating an early start the next day to

karting venues.

The trophies were presented by the President's wife Mrs Flack, who in turn was given a basket of flowers by Melanie Widdowson. The photograph shows from left to right the winners. Back row – Ron Bettis – 210 National Club Champion and overall Senior Club Champion; Pat Reynolds – 100 National Club Champion and winner of Roy Hayward Memorial Trophy; Brian Howard – second 210 National Club Champion; Harvey Loveday – 1st 125 National Club Champion; Martin Tyrrell – joint 2nd Roy Hayward Memorial Trophy; Mike Gurr – 2nd 100 National Club Champion; Allen Reeves – 1st 100 Senior Britain Club Champion. Front row – Rod Widdowson – joint 2nd Roy Hayward Memorial Trophy; Melanie Widdowson – 2nd Junior Novice; Martyn Curry – 4th 100 National Club Champion; Centre – Bob Wick – 2nd 100 Senior Britain Club Champion; Reg Adams – 5th 100 National Club Champion; Simon Harrison – 1st Junior Britain Club Champion and Dave Page – 3rd 100 National Club Champion; Steve Papworth – 1st 250 International Club Champion and Ian Saville – 1st Junior National and overall Junior Club Champion were unable to be present.

Members please note that Mr. Bob Wick of 31 Priory Avenue, Swavesey, Cambs., CB4 5RY is now the new Competition Secretary. Happy New Year to all karters from the Cambridge Kart Club.

Marie Curry

## DUNKESWELL Another busy season

1982 was yet another busy and successful season for the Dunkeswell Club with nine ordinary Club meetings, a Green Man round and the Plymouth Hoe 'Kartmaster' event. These last two events are not used in the following review. Of the nine Club events, no less than five could be regarded as wet thanks to the worse summer the West Country has seen in years!

A grand total of 848 drivers competed in these nine events, averaging out at 94 competitors per meeting, with a low of 81 in October and a high of 106 in August. On average these 94 drivers covered a distance of 1,692 driver miles per meeting, which totals out at 15,228 driver miles over the nine meetings. The total distance for all 848 drivers is 16,264 driver miles.

Last year the racing distance covered cost two broken bones, but although there were many shunts and bumps this season there were no broken bones!

On the equipment front, Dunkeswell reflected national trends. In the Britain class, which is very well supported in the low wage South West, the MM chassis scored 4 wins from the 2 each of Zip and Barlotti and the one of Reema. In the Juniors MM took 3 'A' final

wins from the 2 each of Kestrel and Barlotti and the one each of Dino and Sprint. Engine wise the Arrow dominated, with 6 Junior 'A' finals (DAP 1, Parilla 2) and ALL nine of the Senior Britain 'A' finals!

100 National had the honours more evenly shared with BM taking 4 'A' finals, Dart and Zip 2 each and DAP 1 win. The engine wins were Arrow and PCR 3, TKM 2 and DAP 1.

210 was evenly shared with Zip, Dale and Barlotti each scoring 3 'A' final wins.

125 saw Zip with 5 'A' finals from Barlotti's 3 and Magnum's 1. Needless to say it was mostly Rotax with 8 wins, from Yamaha's 1.

250 is poorly supported in the South West as can be seen by the fact that this class was run at only 7 meetings! This provided Zip with 5 'A' finals, from Dino and Aero at 1 each. This time however, the engine "boot" was on the

other foot, with Yamaha taking 6 wins from the one of Rotax.

On the driver front the Club's Class Champions and lap record holders are as follows.

<b>Juniors</b> .....	<b>Kim Talor</b>
<b>Lap Record</b> .....	<b>Richard Marsh, 36.2</b>
<b>Britain</b> .....	<b>Phil Sheldrake</b>
<b>Lap Record</b> .....	<b>Pete Rochford, 36.0</b>
<b>100 National</b> .....	<b>Arthur Wood</b>
<b>Lap Record</b> .....	<b>Graham Waldron, 35.0</b>
<b>210 National</b> .....	<b>Alec Sutcliffe</b>
<b>Lap Record</b> .....	<b>Steve Thornell, 34.8</b>
<b>125 National</b> .....	<b>Andy Bundy</b>
<b>Lap Record</b> .....	<b>Andy Bundy, 33.6</b>
<b>250 National</b> .....	<b>Pete Dedman</b>
<b>Lap Record</b> .....	<b>Pete Dedman, 33.0</b>
	<b>J. A. Kitson</b>

## Beccles Dinner Dance

On Saturday November 20th, the Beccles Kart Club held their Annual Dinner Dance at Hedley House, Carlton Colville. About 250 members, friends and family were treated to a sumptuous repast of Egg Mayonnaise, Minestrone Soup, Roast Beef and all the trimmings followed by Chocolate Eclairs topped off with as much coffee as you could drink.

There then followed a speech from our Chairman, John Osbourne, thanking the owners

of the land for the continued use of the circuit. Mick Beaumont and Ian Rushforth were made Honorary Life Members of the Club and John thanked everyone for their help and support throughout the past year and for the 1983 season.

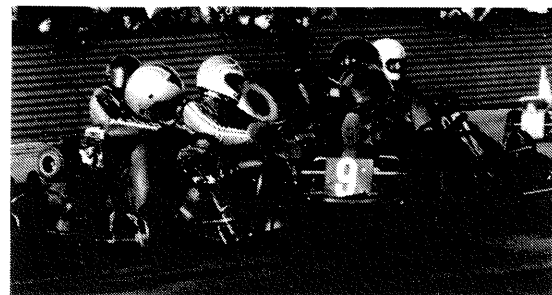
The trophies were presented by Mr. Doug Hampson, who is the "Guvnor" of Offshore Systems Engineering Ltd., who sponsor the Osel series which was won by Boyd Barrington. The results of the rest of the Osel and Club Championships are as follows.

### OVERALL OSEL CHAMPIONSHIP

<b>1st</b>	<b>Boyd Barrington</b>	<b>125 National</b>
<b>2nd</b>	<b>Ian Jackson</b>	<b>210 National</b>
<b>3rd</b>	<b>Steven Webb</b>	<b>Junior Britain</b>



# ARE YOU ONE OF THE 1,000's



of club or national level drivers whose ambition is to win at top international level?

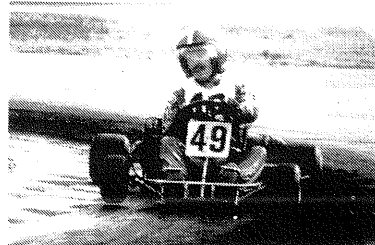
## IF THE ANSWER IS YES — THEN READ ON!

The World's top drivers are always the most difficult to satisfy as they require the most competitive equipment. At this year's World 135 Championship, **virtually 10% of the entry chose the 'ZIP 935!'** True, we did not win, but the 935 was the talk of Kalmar — it's impeccable handling made sure of that!

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## PROFILE

John eventually finished 10th. Why, when faced with such ex-100cc names as Patrese, Cheever, De Angelis etc., did Giles opt for the long-circuit scene? "I think that Superkarts now offer the better stepping stone for anyone looking to move on to car racing. The last few years have seen Superkarting gain that element of professional approach, and it now offers, in my opinion, the best possible training ground for young drivers wishing to go car racing. 100cc type racing offers good general race experience, but a lot more of the lessons from Superkarting are directly applicable to car racing — even down to using the same circuits."

The 1982 season is recent history, but the committed Butterfield approach has reaped its rewards. Brands Hatch in July was probably his best race of the year, scrapping with Styrin for second place most of the time, eventually finishing fourth. A flirtation with an untested full body set-up made the Silverstone GP the disaster of the year — but even this has its lessons. Giles exhibits that youthful exuberance of one yet to suffer a big "off", but there's a reasonable amount of shattered brown fibreglass to testify to the press-on approach! However, "them that knows" around the Superkart fraternity nearly all agree that Giles Butterfield could develop into a top challenger this year . . .

How does he find the Superkart world as a whole? "I think 250 is at a sort of crossroads at the moment. Does it become even more professional, at the risk of becoming too expensive for those who still basically do it for fun, with a reduced grid of "professional" minded drivers — or do we concentrate more on keeping costs down and numbers up? I tend to support the first — there are a few people currently running Superkarts who really shouldn't be out there . . . A system of graded licences is a good idea.

Whilst saying that, the timed practice business at the

European Champs seems a bit of a waste of time — and so does the pre-final. Neither really proves anything. I really prefer the usual heat/final system, with the faster drivers steaming through from the back."

On the subject of his opposition, the usual names appear . . . "Butty is obviously the man. His equipment is good and he's not at all ragged. Hines is obviously a good test driver. Testing is very important — especially for someone relatively new like myself, with no great experience on the circuits. I reckon I've got Brands about right, but Cadwell seems to be my bogus circuit — but a good bit of testing *should* be able to get it out of the system.

Obviously, having good, well set up equipment helps a driver no end. You can make up for a certain amount of inexperience if your equipment is good. The reverse is also true; there are some good drivers about with unreliable or suspect equipment who are perhaps under-rated because of it — Graham Roscoe has shocked me occasionally and I think Owen Jones is under-rated."

1983 begins with the same two problems as 1982. "I'm looking for a commercial sponsor — my parents have done a lot but it's not fair to expect them to bear the costs much longer. It's too expensive." Educational efforts also threaten to take up too much time — although Giles makes it clear what will suffer if need be . . . He is currently beginning a 4-year course at the Hatfield Polytechnic which ought to culminate in a BSc in Mechanical Engineering, if motor sport aspirations don't get in the way.

This year sees the first World Superkart Championship and this figures highly in the plans. And then, assuming the year has gone reasonably, Giles is looking towards car racing and the long haul as far up that ladder as possible. Move over Fishy . . .

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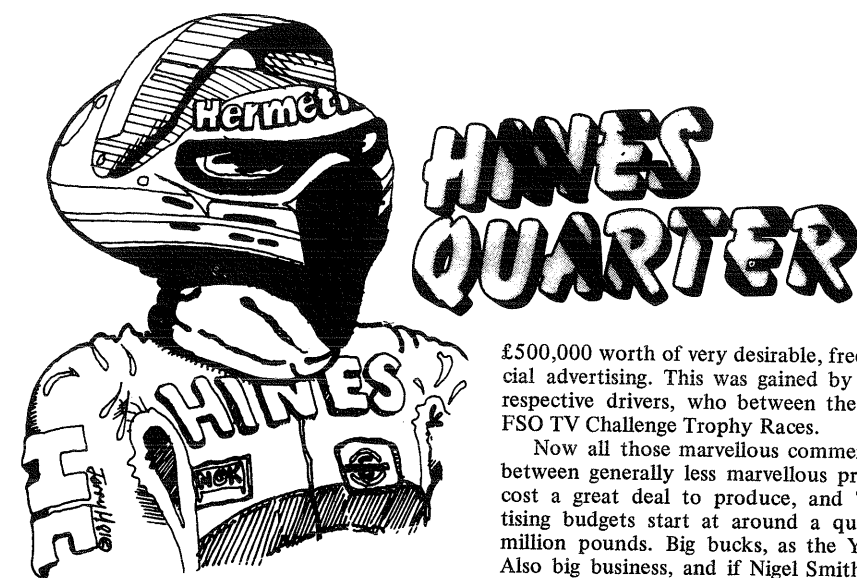
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This month I am going to turn the column over to Adrian Lumb, as he will become one of our regular columnists in the future.

Firstly, though, I would like to mention a few bits and pieces of interest. If you are planning to visit the World Championship Grand Prix in Denmark, the best way to go is probably on one of the package deals. The cheapest I have heard of so far is the tour put together by Circuit Travel. This is based around four people travelling in a vehicle not exceeding 19' 9" length or 6' height, and it covers four nights bed and breakfast plus a 4-berth cabin for the crossings. The cost is £139 per person and the Central Kart Club have arranged an additional discount for their members.

Practice makes perfect, they say, but it is becoming more and more difficult to arrange activities on Long Circuits. However, during February and March I will be organising two or three practice days at Snetterton, at the cost of £25 per day, or £22.50 for Central Kart Club members. Interested parties can telephone Zip Kart for details on Hoddesdon (0992) 463371 or 468503.

Finally, just a word of congratulation to Reg and Linda Gange who became the proud parents of a bouncing baby boy in December — named Martyn! Over to you Adrian...

Kart & Superkart is just starting its fifth year, and before you today another small chapter in its development unfolds. I have generously been offered the opportunity to compile an article for your interest and amusement. Provided the nation does not suddenly become littered with torn copies of K&S, others may well follow.

Sponsorship is something which has taken up a lot of my time since August; not that I am a budding Guy Edwards, who is a very successful sponsorship seeker, but I have had a modicum of success. Along the way I have gathered some useful information in my pursuit of sponsorship for the Drivers Championship. It may be of help to those of you who are fed up of seeing nothing but moths in their wallets. At this stage, however, I would like to point out that I have heard of Class One such as one Paul Carr Esq. campaigns, but because of its lack of bodywork this particular section mainly concerns the other kind of kart.

You will have read elsewhere that Memorex and Stocksigns have, for their own reasons, changed their individual allegiances. That particular black cloud, in my honest opinion, has an immense silver lining for the sport. The fact is that Memorex, being a large international company, have set a precedent, not by their involvement, but by their success. Both the aforementioned collected between them over

£500,000 worth of very desirable, free commercial advertising. This was gained by their two respective drivers, who between them led the FSO TV Challenge Trophy Races.

Now all those marvellous commercials seen between generally less marvellous programmes cost a great deal to produce, and TV advertising budgets start at around a quarter of a million pounds. Big bucks, as the Yanks say. Also big business, and if Nigel Smith can continually display a sponsor's name on TV for twenty minutes at £70 a second it makes him and his ilk a very desirable investment. It can also be said that the companies who now take up these opportunities will, unlike some of their forerunners, make full use of the coverage they receive. So prepare thy selves to see 9ft. tall images of Nigel, Dave, Martin, Mark and Giles grinning down on you from roadside advertising.

Advertising through TV commercials, billboards or in magazines is now practically an art form. The goal is to attract eye and ear, and millions are spent in pursuit of that. The

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latest development, as anyone who watches the 'Real World' will know, is the use of Graphic Computers, which are extensively used in the new Walt Disney film 'Tron'. The computer which produced most of the action costs £2000 per second, and is equally expensive when applied to the production of TV commercials. All in pursuit of providing an eye-catching and exciting advert. Racing karts are exciting: we had the karts, they got the money.

Before the optimistic amongst you tear down last year's calendar and start to scribble on the back amidst oily fingerprints, I must point out that the trick is presentation. Les Thacker, Competitions Manager at BP, for instance, receives approximately 23 requests a day for sponsorship during the season, which raises another point. The season is the sponsorship season that exists between August and November, after which time most of the big companies are fully committed. One then has to offer something pretty spectacular to get them to dip into their tea money. The same goes for the letter or prospectus with which you present your case. So provided the scantily clad delivery girl and the flashing lights have the desired effect, once the thing has been opened it has to have the potential within. Unless you could sell a moat to a Venetian, results and winning are the best carrots you can dangle, backed up by how much of a good job you pledge to do in spreading the company's word or, more specifically, put into presentation and publicity seeking promotion.

One driver I was talking to late last year had struck up a deal with a company for £500 worth of sponsorship for 1983. Great you might say — not so! The company did not care if the machine raced with their name on, or even

raced at all, as long as it turned up at a large number of exhibitions on their stand, resplendent in their brand name. The driver in question did not think that there would be much money left over to actually spend on racing. Plus there was the big disadvantage of reduced maintenance time.

Once a suitable sponsorship deal has been struck, then another pitfall raises its ugly head. It is a disease known in Motor Racing and Motorcycle Racing (where it is rife) as the Primadonnatoesis Strain. The main symptoms are a swelling of the head and ego. It is particularly nasty, and at our stage of development it could have a very damaging effect indeed. I wish I had a pound for everytime I had heard a motorcycle sponsor say he was to withdraw because he was fed up with the numerous ungrateful riders he had helped over the years — having had injury added to insult when they returned rusting and knackered machines to him at the end of the season. So beware!

The best bet is to put as much as possible into presentation and hope it is enough to maintain the sponsor's involvement and an increase for the following year, whilst winning as many races as possible. Well, no-one said it would be easy!

Dave Buttigieg will be only too ready to point out that is not always the case, but then again, who else puts that sort of money into a team just to amuse a small number of its personnel? I think I'll camp out at the back of that firm to see what they chuck in the dustbins!

Having picked up a rather fat copy of Autosomething or other for some Xmas reading, I found to my surprise it also contained two supplements. One was the Ford Competition Yearbook, all 58 pages of it. The first article was 'How to start in competition' and at the top of the page was, lo-an'-behold, a photograph of a hectic looking kart race in progress. The caption read: "Karting is the way in which more than one GP star has begun his career". Major understatement. Of the current F1 grid, over two-thirds started in karts, including the last two World Champions. Nevertheless, it was followed by another smaller, page topping photo which read: 'Karting — a good single seater beginning!' The article covered four pages but did not mention karting in its text. However, our photo was at the top of that first page, and you know what they say: "A picture's worth a thousand words."

I noticed at Silverstone and Oulton Park last year that the number of private video film makers are on the increase. I say that in the best possible taste! Whilst owning such a set of portable equipment myself, I recently read of an exciting new development about to hit our shores, Digital Video. The excitement lies in its superiority and lightweight. Mine is as light as they come, especially the camera, but to give you some idea of the new models the cassette is physically the size of a present audio cassette.

So if you're in the market hang on a bit for the digitals; if you've got to have one now, buy a domestic VCR and trade it in later.

Whilst on the subject of karting on film, I received a letter from John Rowlinson, who is an assistant sports editor at the BBC. He says the 'Beeb' can't fit any more in this year because of a full sports calendar, thank you very much.

I know I'm biased, but maybe the Kenny Everett cobweb covered fogs sketch is fairly near the truth after all. Some misled youth once asked if the inhabitants of Belgrave Square were used in that sketch. He was told that our enthusiastic and lively band of leaders were not actors, they were for real!

Adrian Lumb





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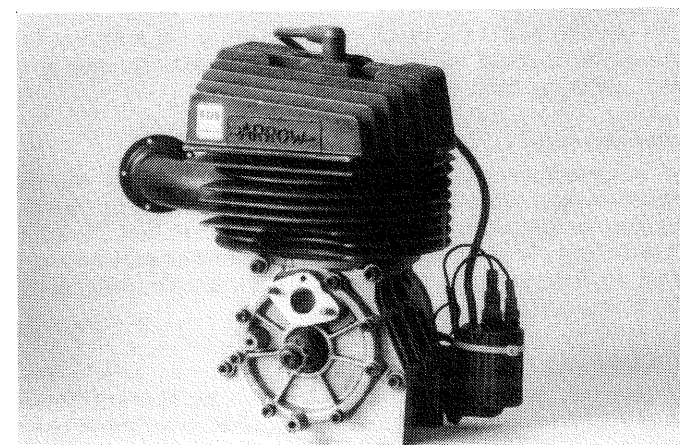
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## TECHNICAL

### Hewland Exposed!

The Hewland engine has dominated 100cc Britain class racing in England for some time now. We recently visited Evans Racing Engines' workshop in Surrey, where Dave Evans tunes and prepares 100cc and 135cc engines for an expanding range of customers. Following his "apprenticeship" at Hewlands, Dave is something of a specialist in these engines. He outlined to us the important aspects of maintenance on the Britain engine as applied to and illustrated by Piers Hunnisett's Green Man winning example.



Engine itself.

#### PLUGS

Arrows should not be run on plugs with extending electrodes (e.g. B9EV). Champion N52 and N54 and Motorcraft AG403 and AG603 are recommended for this country's climate.

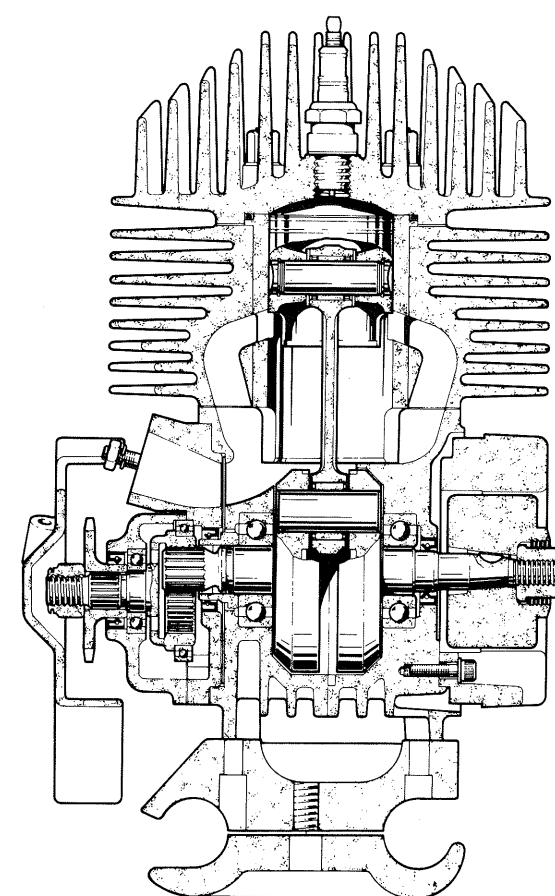
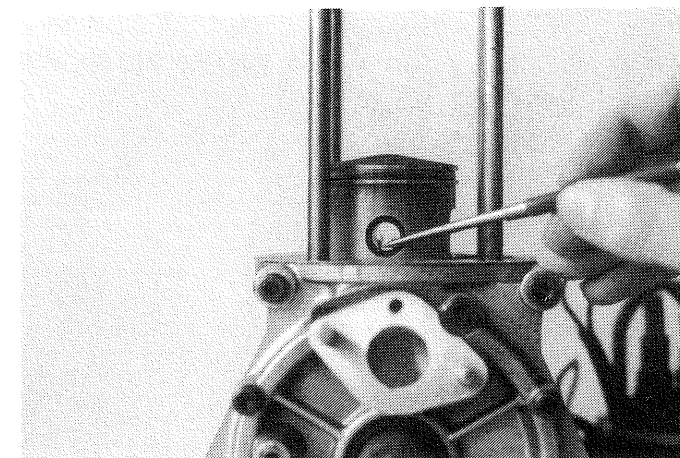
#### CYLINDER HEAD

Sometimes you may have trouble with the 'O' ring popping out of its groove on the outer edge of the liner. This is cured simply by "reverse-twisting" it, so as it unwinds it grips into the groove. The cylinder head should be torqued down to 14 ft.-lbs.

#### PISTONS

These should be changed every four meetings. In the case of Britain engines, boost port "windows" should be checked during meetings as regularly as possible as cracking from gudgeon pin bore to corners of window is the most common

Piston circlips should be fitted with "ears" at top or bottom.



failure.

#### RINGS

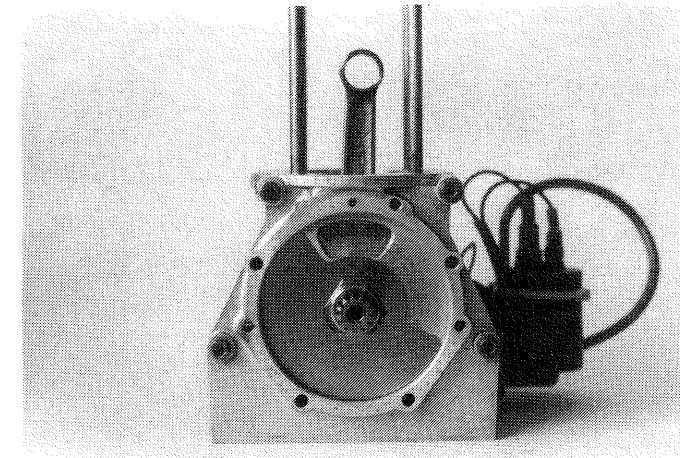
Rings should be changed every two meetings and gapped at .004". Also check for "light-tightness" - place ring about 1" down bore and hold up to the light to see if ring seals all around the bore.

#### SQUISH CLEARANCE

Squish should be .030" ideally, but anything between .028" and .032" is alright. Make sure you allow for base gaskets to compress (on average Hewland produced gaskets compress about .002" each). If you miscalculate you will end up with the piston hitting the head!

#### SMALL END

Small end has no aluminium spacers like a Parilla (end float is set on the big end) and is made up of just a thrust washer either side of the needle rollers. This assembly is changed every



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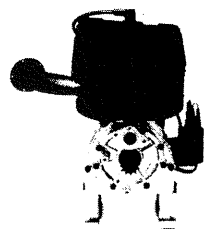
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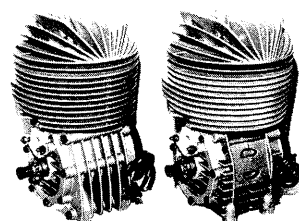


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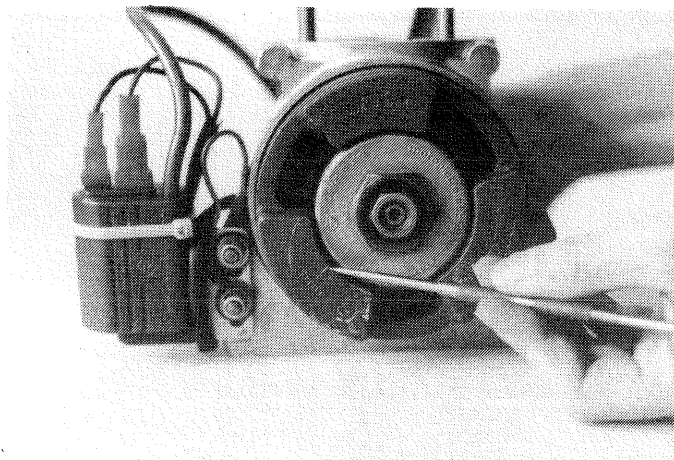
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Ignition takes place when the lines are aligned.

major rebuild.

## CIRCLIPS

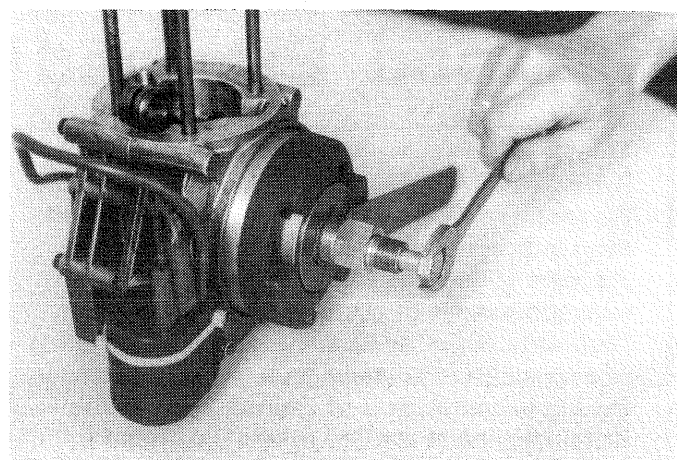
Do not refit circlips after they have been used once. Always fit new ones so that 'ears' are at top or bottom of gudgeon pin bore.

## BORE AND LINER

Bores should be checked regularly because although the Arrow liner is fairly hard, you can easily have to miss a size out because of too much wear across the ports. This is brought about by excessive running between rebuilds.

## RODS

Hewland rods have a long life — but don't run away with the idea that they are indestructible. You must remember that these days we are all pulling much higher revs than a few years ago, when an Arrow rod could have quite easily been left in all season with no worries. They are still good for at least 8-9 hours hard running which is excellent value for £19.00 when compared with the equivalent part from some other manufacturers at up to £82!



Removal and replacement of ignition (above) and drive sprocket (opposite page) is aided by the correct tools.

## BIG END

The big end bearing is usually changed every 4-5 meetings and should be checked for "bruising" around the cage and silver plating flaking from edges.

## CRANKPINS

It is recommended to change crank pins after two big end replacements. This is because the Hewland has by far the tightest interference fit between pin and crank half, therefore it is being twisted to a greater extent during crank true-ing. If you do not change the pin regularly it can eventually break, flush with one of the crank halves.

## CRANK ASSEMBLY

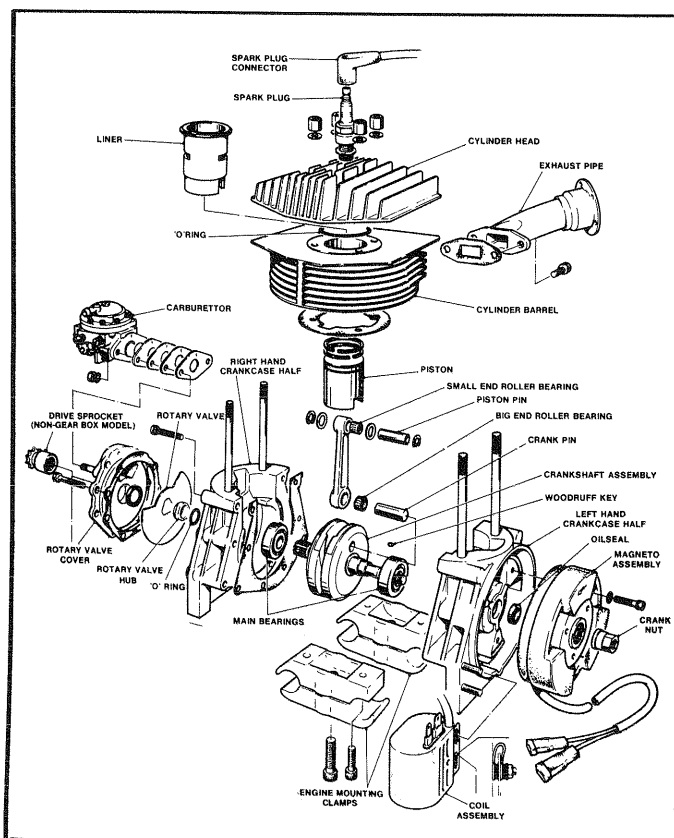
Your crank should be checked for trueness during every rebuild. It should also be checked after a heavy seize or a flipped chain.

## MAIN BEARINGS

Main bearings should last for 5-6 meetings, but should be automatically changed after a wet meeting or a heavy seize. Make sure they run freely — if they feel at all gritty then change them.

## OIL SEALS

The ignition side oil seal wears out very quickly and should be changed every meeting. Unfortunately, being a metal case seal, you cannot remove it unless the engine is fully stripped.



people in the sport, Ron's involvement does incur some financial expense, although as he says "I do receive some expenses, but the rest is more than compensated for by the great amount of companionship and enjoyment derived."

There are some things which make him angry... "The most frequent of these is what I call dirty karts — that is outfits that show a distinct lack of basic preparation." Looking to the future Ron hopes that manufacturers use even more flair than has already been shown in the design of bodywork etc. — with a continuing emphasis placed on the safety aspect of their products.

Good health will, he hopes, allow him to continue for many years to come, something which would obviously give him great pleasure. His most pleasurable moment of 1982 was witnessing Butty take the European Championship in such fine style...

So, with scrutineering over, no problems and the meeting about to blast off. Not, however, before the long-suffering marshals, first aid people and the eagle eyed lap scoring and timekeeping crews are seated in their palatial race control centre. The breakdown trucks are in position ready to snatch up the broken karts and disappointed drivers after each race. Photographers now get themselves into what sometimes look like suicidal positions in order to capture the action for posterity...

Who, though, will skilfully unravel the mysteries of kart racing and its various classes and personalities to the watching public? None other than one Donald Briggs, the "Voice of Karting" and known to most as just Don.

Don's entry into commentating happened by accident around March 1978 at Snetterton.

Don is another Norfolk lad and after trying his hand in Class 1 with his brother realised that there must be more to life than a succession of broken limbs! He therefore moved across to the organising side of things and it was from there he took up the mike. The late Paddy Gunstone was due to commentate at that Snetterton meeting in '78 but illness prevented him attending. As a result Don was more-or-less pressed ganged into service and has never looked back since, nor been stuck for words.

He soon found himself ousting Donington's resident mike man, Ian Titchmarsh, from the main box at a Beccles meeting and as Don points out, "It just sort of grew from a chance outing and I'm still doing it." Usually accompanied by his wife Jackie and children Theresa and Gavin, Don is quick to recognise their value. "As a lap scorer, I would put Theresa against anyone for efficiency and accuracy and I'm sure she would come out on top."

The real value of a wife and family around was really brought home to Don at Mallory last May. He travelled to that one in his wife's old mini and sleeping accommodation was a small tent. Breakfast was not up to the usual standard either — no bacon and eggs this time, just cold cornflakes. I realised then just how much I owe to Jackie in our travels around the circuits with the caravan. She, of course, is the one who has to listen to my ranting and raving when things go wrong...

Don's preparation for meetings is quite extensive. Having built up a comprehensive file of information over the years, a walk round the Paddock prior to the "off" is always good for a few last minute bits of useful information. Being closely involved with the Central/Beccles Clubs he does usually receive from Ian a sort of

pre-programme with race order and grid positions. This enables Don to check for any movement of drivers between classes, changes in racing numbers and any new Sponsors etc.

1982 was the first time Don had commentated at the Silverstone Grand Prix meeting and he is grateful to Keith Mercer of Hermetite for the introduction. "I had four people in the box helping out, but even then found it was a constant battle against time to use the vast amount of information sent through to me from all sources!" Last season also brought Don into closer working contact with that other man behind the mike, John Roberts. "I thoroughly enjoyed working with John — we had a good line of patter flowing and I feel it went very well."

As with all the others I spoke to, Don gets an enormous amount of pleasure from his karting activities. "I suppose it must have cost me quite a bit over the years but I still consider it excellent value for money. I'm sure a family could not get the same level of entertainment elsewhere at similar cost."

When he is not karting Don works as a metal salesman covering Norfolk and Suffolk, an area in which he has lived for all of his 37 years. He and his family enjoy caravanning, which is just as well in view of the time spent in one during a season. Christmas '82 was due to see the Briggs family off in search of snow in Scotland and to try a bit of ski speed for a change...

The overwhelming feeling to emerge from my chats with these interesting people is the fact that they all regard karting as very friendly and enjoyable sport for all the family. Long may it stay that way...

Mike Smith

# FRED'S

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continued . . .

the sport is heading in some areas, he still takes it all in his stride and gets a lot of enjoyment from it. He wouldn't do it otherwise.

The mid-sixties were when Ian Rushforth first started racing karts, following the well worn path through Class I to Class IV, and culminating in him designing and building his own chassis. A friendship was formed with one Hedley Mickleburgh and between them they set about building a chassis which they hoped would take them to victory in the Snetterton 9 hours. The Bullitt was born . . . and in 1971 at the first attempt a creditable second place was achieved at the Norfolk track. A year later and the goal was reached, Ian sharing the winning kart with Hedley and Paul Cooper. Replicas were soon produced and sold but shortly afterwards came the parting of the ways, yet in an amicable manner. Hedley wanted to continue full time production but Ian was firmly established in a good job at Rowntree Mackintosh as a Research Engineer which he did not wish to give up. So Hedley did carry on alone until a certain Company by the name of Zip bought up the design and as Ian recalls, "They then shelved the project."

Ian, meanwhile, continued to design and build chassis for himself and friends and that was when the Lancer came into being. Again not wanting to give up that job, Andy Lovell became involved with Ian and development of the Lancer continued.

Only a couple of years ago did Ian give up racing himself to devote more of his spare time

to the chassis and to running the 125 team of Boyd Barrington and Peter Tippell. "I would love to see one of those lads win a major Championship on one of my outfits. I have a great respect for their ability and feel 1983 could be their year."

Ian devotes so much time to karting that he finds other interests are just not possible, time being unavailable for anything else but his wife Andrea and children Simon, Matthew and Gemma.

Like John Shaw he has some strong words to say on some aspects of the sport . . . "I dislike the apparent wheeler-dealing that goes on in privileged places regarding allocation of major Championship meetings. Between us, Central and Cadwell look after over 75% of all long circuit meetings, yet when the big ones come round we don't get a look in." The chance to organise a major International ranks high amongst his ambitions . . .

On a more general theme he says, "Basically I think karters are a bloody good lot and I enjoy the family atmosphere and friendliness coupled with the element of being competitive and trying to beat the next man."

The criticism from a certain quarter on last season's Brands meeting really made Ian and the whole Central crew see red. "I dislike the negative, obstructive utterances from one individual and it does the sport no good whatsoever." The answer to that little outrage which Ian refers to is best seen in the 1983 fixture list . . . July 23rd, Brands Hatch, organised by the Central Kart Club . . .

Having looked at what is involved in actually setting up an event let's turn our attention to

some of the other equally important people who make it all happen on the day . . .

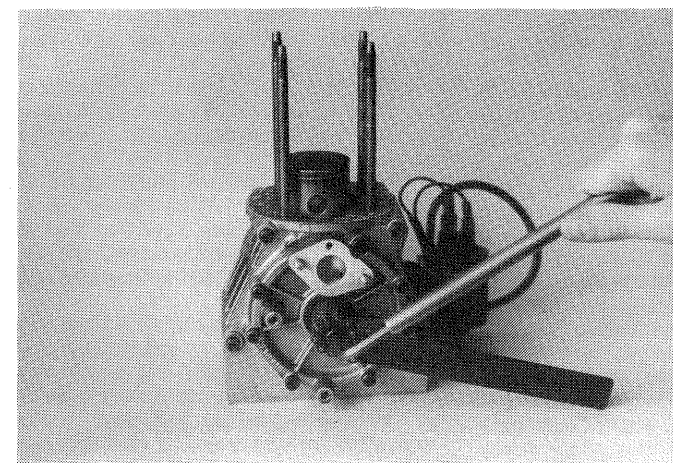
The aforementioned gateman is probably the first person you will come across as he either punches holes in your pass or takes your admission money, as I said, depending on which side of the armco you spend the day! The ladies and gentlemen who then have the task of seeing that all drivers and officials are duly signed on come into the reckoning next. It is then that the often criticised small group of officials, the scrutineers, lay themselves open to more verbal abuse.

A very familiar face in that department is that of Ron Brassey, a much travelled 34 year old self-employed Building and Electrical Contractor from Cheshire. Married to Christine with two young daughters, Ron reckons he must have covered some 10,000 miles in the last couple of years.

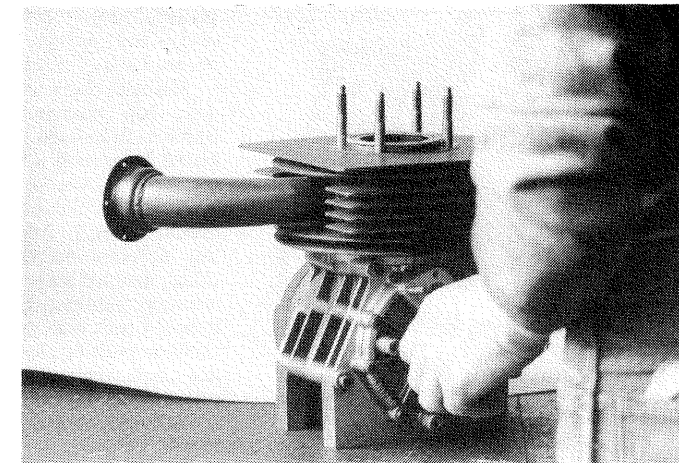
Now Chairman of the Lion Kart Club, it was at Tern Hill, an RAF base close to his home, where Ron first became involved with karts and the Lion Club. His keenness could not be restrained and it was pedal power that took him to that very first meeting just 17 miles from home.

Over the last five years he has attended just about every long circuit meeting in addition to as many short circuit venues as he could fit in.

Ron has of course reached the dizzy heights of RAC Kart Committee membership, a position turned down by a number of other people at various times. "I do feel as a Committee member it is my duty to attend as many kart meetings as possible, both long and short circuit, so that I am hopefully in a better position to air my views on the various classes." Like most other



Valve should just be about to close, with engine at t.d.c.



The engine should spin over freely in this state.

The new "hard" seal for the valve side lasts for at least 9-10 meetings, often longer, but is quite pricey at £3. Fitting the hard seal is fairly tricky and is best left to your tuner as you can easily destroy the outer edge if you haven't got the hang of it.

## VALVE

To fit valve at correct timing get engine to t.d.c. and fit the three-sided drive with one point to the top. Fit valve so it is just about to start closing. For anyone in doubt, the etched 'Hewland' faces the crankcases.

## SPROCKET

The sprocket does not have the normal taper common to I.A.M.E., P.C.R. etc., and some people are led to believe that you either have to use great amounts of Loctite on the splines and threads or over-tighten the M6 retaining cap screw. Neither are correct as tightening normally with a small "tommy" bar is more than enough to keep it in place.

## TIMING

Timing is set up using a dial gauge and should be at 2mm

b.t.d.c. Line up scribe lines on rotor and stator plate and tighten.

## EARTH STRAP

Some people remove the earth strap and rubber washers but it is suggested that they are left on as they remove a lot of the vibration to the coil. If you fit the coil directly to the crankcases you will end up with a cracked coil bracket and a replacement coil will be necessary.

## RESTRICTOR

At present the RAC regs. have no "+ or -" limits, so theoretically you can be disqualified with a restrictor only .001" oversize. The Hewland version comes out at .004" under 19mm so if you leave it alone you should be alright.

## GASKETS

Gaskets are not expensive so you should use new ones every time your engine is rebuilt. If possible, use a micrometer to measure the one you are taking out, so that you know the correct size to fit. This includes crankcase gaskets, as different thicknesses are used to achieve correct crankshaft end float.

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## RUNNING IN

**Running in a rebuilt engine is crucial for good performance. ERE recommend the following procedure for engines they prepare.**

**STAGE 1:** Initial preparation: Your engine should be set up on the chassis exactly as it would be for racing, using expected carburettor settings etc., and an oil/fuel ratio of 20:1 (using Castrol R30 or R40 or Shell-Sport 'R' only). Carburettor running settings with standard or modified carbs are: High speed, 1¼ - 1½ turns open. Low speed, 1 - 1 1/8 turns open.

**STAGE 2:** Upon starting, accelerate hard for 200 - 300 yards to clear out the excess oil which has been deliberately applied to the engine internals during assembly. When it has cleared the engine will no longer be blowing out a heavy smoke. Recommended plugs are: NGK 'R40371' or Champion 'N54R'. It is now necessary to run for about 5 minutes at a fast 'rolling lap' speed (about 10,000rpm) using short bursts of full throttle to maintain speed.

**STAGE 3:** Allow the engine to cool down until it can be comfortably touched before attempting to remove the cylinder head and barrel. Removal of the head when the

engine is too hot can distort the barrel and can cause subsequent engine failure under racing conditions.

Remove the cylinder head and barrel, taking care to avoid damaging the barrel base gasket. Inspect the piston for high spots having wiped the oil film off with a clean cloth (paper towelling is ideal for this). These should show themselves as highly polished areas. Likely areas are at the exhaust side of the piston opposite the centre of the exhaust port, just below the bottom ring, and in the land between the rings. Other areas to look for are on the front of the piston, just in front of the gudgeon pin on either side. Protect the crankcase with a piece of paper towelling. Gently remove the rings and then rub down the high spots with fine 'wet & dry' emery paper dipped in petrol. It is important that you should not be too heavy-handed when eliminating these high spots, for whilst such areas must be removed to eliminate seizure, they are usually only a few ten thousandths of an inch high. Thoroughly clean the piston and ring grooves with clean petrol, then reassemble the engine having lightly oiled the bore.

**STAGE 4:** Run the engine for about ten minutes driving the kart hard through corners and then continuing down the straights at your approximate corner exit speed by alternately accelerating at full throttle, then

slowing again. (Engine speed about 13,000 rpm.) The use of full throttle ensures that the piston gets hot, without which the high spots will not appear. When the engine has cooled follow the same procedure as in STAGE 3 for inspecting and removing the high spots.

**STAGE 5:** Run the engine for a further ten minutes as in STAGE 4 but this time drive through the corners at full race speed, continuing to blip the throttle down the straights to hold the exit speed (about 15,000rpm). When the engine has cooled again inspect for high spots and remove them.

**STAGE 6:** If no further high spots are appearing then the engine is now nearly run in. If high spots still appear then further ten minute sessions, progressively faster should be completed until this state is reached. The final session should be about 7 minutes, starting at the speed of your last session for a couple of laps, then increasing speed until the last five laps are run at full racing speed. When running flat out it is advisable to choke the carburettor lightly towards the end of each fast straight during this period.

Your engine should now be fully run in and ready to race. Check once more after this final session to make quite sure there are no further high spots appearing, having run flat out.





"Silverstone's  
pit wall  
is still  
under threat"

Before finishing off last month's offering, purely by chance I stumbled across the fact that the two or more year association between Paul Molloy and Roy Wooldridge – both past 125 Champions – was coming to an end. It seems likely that Molloy is to form some sort of connection with Peter Heywood and Bob Banbury of Kart Pro, presumably in the manufacture of their new chassis, which Paul Elmore is due to drive.

This means the end of the Magnum chassis which proved to be very competitive in the 210 Class though not quite so effective in the 125 Class for which it was designed, obviously due in part to the dominance of Luby and Ziemelis in this category. I didn't mention it last month as one of the parties most affected was not aware of the fact! I get the impression from Roy Wooldridge that he is not shedding any tears over the break, apart from the other factors, experience in small production runs of chassis manufacturing and the various headaches involved is something he is unlikely to repeat.

Not one to waste any time after the discovery, Wooldridge has already obtained a new Grand Prix Zip chassis which is now undergoing preparation for the forthcoming season. With the new increased weight limit, are we about to see a revival of the 125 star of 1981? His various drives that year were every bit as convincing if not more so, than the two luminary figures who emerged last year.

Having banged the drum as much as anyone in the cause for centre mount engined 250 chassis, purely on the basis of being one who appreciates a spirit of innovation during a period of stagnation in actual chassis design brought about by rather unimaginative and tight regulations, in what some people would like to be an "anything goes" Superkart Class. The news is good

however, centre mounts are not dead. Silverstone's pit wall is still under threat, Vern is laying out a simpler new chassis to take the exquisite bodywork from Nigel Smith's last season's project which we can expect to be ready and proven before Silverstone, many lessons having been learned.

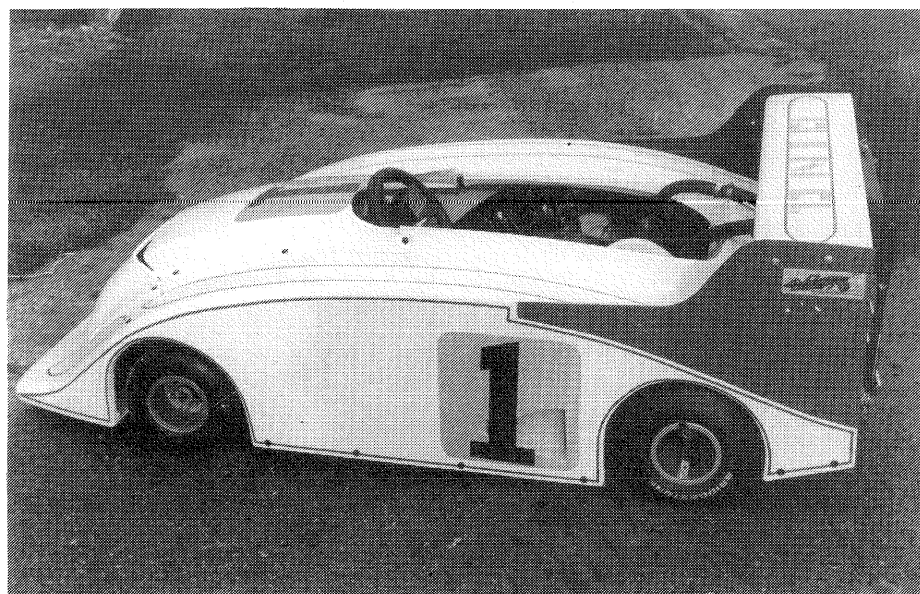
Richard Hope from Greenfield, near Rochdale, has purchased from Sweden, Lennart Bohlin's little used centre mount Aero chassis. Initial inspection of the chassis has indicated one or two areas for improvement. Rigid where it should be flexible and flexibility where it should be stiff. Added to that the wheelbase was different on one side compared to the other, coupled with quite a large degree of presumably unintended toe-in of the rear wheels – it had a split axle you will remember!! Only a small amount of alteration of the seat position and angle achieved what they reckon will result in a much improved weight distribution.

Richard and father Jeff, whom I once mentioned as being the owner of a rather magnificent Aston Martin, are well qualified to apply their sound engineering knowledge of the finer points of chassis sorting. Their family business includes the preparation and restoration of all types of classic and competition rally and racing cars. Whilst neither of them would consider themselves capable of giving Dave Buttigieg any sleepless nights or grey hairs when it comes to driving, their progress with this kart will obviously add a little spice to the season.

Some time ago Nigel Smith went on record in an interview, I think it was after one of the Television races, as saying he would like to team up with Buttigieg next year. At the time that seemed a most unlikely thing to happen – Nigel being more than settled and happy with the Waddon Erhlich engine and Stocksigns backing, and Dave Buttigieg with Memorex and Peter Berry feeding the "gee-gees" in his Rotax. Situations change however, in a totally unforeseeable way.

Stocksigns have withdrawn their support, Waddons and "The Doc" have had their differences and parted company, leaving Nigel without an engine man capable of keeping him at the front. Peter Berry and Dave Buttigieg meanwhile, didn't come to an agreement to their satisfaction with Memorex for the 1983 season and as Buttigieg's season of racing ended with the last Championship at Oulton Park, Peter Berry was seen assisting Nigel at the late season Brands Hatch meeting, at the last of which Nigel actually drove Buttigieg's kart and

*The new Dino/Rotax body. Though it looks rather "solid", I think a different colour scheme would eliminate this impression.*



engine, causing much speculation as to whether the European and British Champion had retired on the crest of a wave. The reason for this was that Nigel's own kart was safely nailed up in preparation for its voyage to New Zealand. Though Smith didn't come away from Brands Hatch with silverware, he did come away with the feeling that "Berry Power" had longer legs than his Waddon-Erhlich. As a consequence Peter lent Smith an engine to use in New Zealand.

Nigel won the first two rounds of the Lep International sponsored "down under" Superkart Championship. Chris Lambden won the third and last round and clinched the title, which must have been very satisfying in front of his home crowd.

Wishing to continue racing with Dave Buttigieg and with a very keen eye on the World Championships, Peter Berry has bought from Memorex, all the equipment from last year – one kart and engine has been sold to Nigel Smith, with the understanding that the engine will be maintained by Peter and the rest will be used by Dave Buttigieg who will probably restrict his racing to the TV meetings and the World Championship Series, which of course will cover the Silverstone Grand Prix and the European Championship.

The only tangible sponsorship to date is from W.P.T. of Wisbech who are prepared to supply bodywork, sprockets (which they make), entry fees and Burris tyres which they are now handling, following Tony Smith's departure to the Florida sun. There may also be some tie-up with Kelgate and Derek Barnett in the form of brake equipment. Whilst there have been two or three offers of sponsorship in the form of the supply of one or more engines from the 'quasi' Rotax concerns, negotiations in this department have yet to be finalised – or if they have they are dependent upon satisfactory testing. Whatever is settled in this respect, it does mean that Buttigieg's engine will have the benefit (if indeed it is) of access to a dynamometer, which was not the case last year.

On the way home from New Zealand, Nigel Smith is scheduled to visit Burris Tyres in California to try and negotiate a deal on tyres for this season. With these two likely candidates for World Championship honours aligning themselves to Burris one can expect Bridgestone, the Series' sponsors, to bring out some trick stickies for a few of the favoured other hot-shots.

A quick reckoning up suggests that in four or so years the Dino chassis have been covered by

## BEHIND THE SCENES

### The show must go on...

**When you next attend a kart meeting either as a spectator or competitor, spare a thought for the army of people in the background who between them have made the event possible. Right down to the man on the gate who examines your pass or takes your money (depending on which side of the armco you spend the day!) each and every one has an important part to play in the smooth running of a day at the races.**

**Mike Smith recently spoke to a few of the people behind the long circuit scene to find out just how much time and effort is put into the organising of a season's programme and what problems if any they encounter.**

As far as the mountain of paperwork is concerned prior to an event of this type, two individuals stand out as being very heavily involved – Ian Rushforth of the Central Club (responsible for Snetterton and Brands) and John Shaw, Secretary of the Cadwell Club. Between them they will in 1983 be in the thick of it for around 80% of all full kart meetings held on long circuits. John will, in addition, be in attendance at almost all other events in his capacity as Scrutineer.

For both Ian and John the season starts early, in fact so early that one season is barely over before plans are formulated for the next one. Cadwell's dates are now reasonably settled and usually at the October meeting the following season's fixtures are known. Problems do arise of course, as they did with regard to the 1983 dates with much shuffling of the pack before the programme was finalised. As Ian points out, "Unfortunately karts still come last in the packing order for the major circuits and we usually have to wait for our dates to be allocated. We do, however, know if dates will be available, so we can at least apply to the RAC for Championship events provisionally."

Before the end of the year the finer details are settled; things like entry fees, race order etc. Meetings are held with any Sponsors to discuss presentation and financial matters. On the question of cost and in particular that of hiring circuits, Ian feels that many people just do not realise the large sums involved – well into four figures per day in most cases. On behalf of the Central Kart Club in particular he exhibits grateful thanks to Martin Hines when he says, "Too many people are ready to knock him, but I can assure you he has ploughed a lot of cash back into the sport with his financial underwriting of meetings."

John Shaw feels that karting is still very much a competitor sport and as such will not attract huge crowds of spectators. Therefore, the burden of running costs will continue to fall on the drivers by way of entry fees etc. He would obviously like to see more new faces at the wheel and hopes they may well be encouraged by the increased TV coverage.

It is indeed the drivers who figure next in the preparation schedule, when during January

literally thousands of sheets of paper containing regs., instructions and sundry information are despatched to all those who supported the previous year's events.

In the case of Central Club meetings the other half of the organising duo now comes into the thick of it. Peter Carter, Clerk of the Course sets about securing the services of all necessary officials and arranging facilities, vehicles etc., with the circuits. Permit applications are forwarded to that hot bed of authority and administration, the RAC at Belgrave Square.

The respective Clubs, Cadwell and Central, have over the years got together a group of very efficient, willing and hard-working people. "I couldn't run Cadwell without them," says John. "It was following the sad death of Sydney Taylor that I took on the post of Secretary and found a first class team always ready to give 100%." Ian's praise of his own team is just as high. "Little has changed since the early days with the great strength of the team being in its compact efficiency – each one knowing his/her job precisely. We also owe a lot to the late Syd Taylor for it was he who offered guidance



when we embarked on the very first Snetterton meeting."

With Cadwell having the traditional season opener in February, Ian finds that the bulk of his entries arrive after that one, although the early birds will already be in probably having entered for the whole season's events in one go. In the weeks leading up to an event it is usual for both Secretaries to spend as much as thirty hours per week in preparation. A whole mass of paperwork has to be dealt with; programmes compiled, grids worked out, trophies organised and of course passes and final instructions sent to drivers and officials. As John once remarked to me at a meeting, "They ring up on Friday and ask if they can enter. I don't mind that so much – it's when they arrive and then moan that they are not on the grid sheet nor in the programme!..." Ian observes that it is usually the long-suffering driver's wife who carries the can for late entries – "You would be surprised at the number of drivers who ring up with the plea, "Can you fit me in – the wife has forgotten to post my entry."

Both John and Ian can draw on a huge amount of experience in karting dating back to a year they would probably not care to think about. It certainly makes my short experience look a bit thin and emphasises just how valuable

such people are to the sport in general and to people like me in particular...

1983 will be John Shaw's 21st year as a Scrutineer, a similar time landmark reached by the Cadwell Club last year with its Club Championships. Born and bred a true Lincolnshire yellow belly, John began his karting interest at Fulbeck and Blyton. After a few visits to the old Stockcar based kart track at Cadwell, he decided to move into the preparation side of things rather than continue to risk his neck on the tarmac. By the mid-sixties JS prepared motors held most of the local track records due to the efforts of drivers such as Brian Redshaw, Peter King and Pip Cannon. The works Ossa engines were also developed by John with more illustrious names like Parnell and Esser representing the British Team in Scandinavia etc. John believes that racing in those far off days was just as costly and very competitive with Peter Burgess, John Morrell, Graham Liddle and Kelvin Hesketh all there to be beaten, if they could...

The early seventies brought a change of full time employment for John and it was then he decided to devote his time to being a Club Official with three years as Chairman at Fulbeck. However promotion made it impossible to continue beyond that.

Being in at the start of Long Circuit racing and the introduction of Superkarts gave John a great deal of pleasure and he has a lot of respect for his Chairman Chas Wilkinson and the late Syd Taylor who were the instigators of it all at the Lincolnshire circuit. He is the first to admit that Cadwell does not offer quite the same level of facilities as found at other, newer venues, but is adamant in his view that "Cadwell is a great test of a driver's skill and nerve – if you can win here I feel you have proved yourself a driver."

Looking to the future, John does express some concern at the way the sport is moving, in particular with regard to the cost at the top level of Superkarting. "If we are not careful we are going to get ourselves into a Formula One situation with qualifying tyres etc., especially where events are run to CIK regs., with timed practice and two finals. It is inevitable that only a certain number of drivers will be able to remain competitive because of the additional costs. Where does that leave Joe Bloggs?" At the risk of causing a few ripples, John also feels that present day Superkarts may look very nice but questions their reliability. If what we sometimes hear is true then John thinks it's a joke that engines have to be rebuilt and tyres and chassis discarded after only minimal use. "Unless someone comes up with something that is reliable and will last longer the future of big circuit racing will be in doubt, simply because few people will be able to afford it." Donning his 'happy hat' for a moment he is pleased at the way the 125 class has progressed with two grids now usual at most events.

When he is not occupied with karting matters John works as an Engineer with Lincolnshire County Council and lives near Boston. In his spare time, whenever that is, he enjoys a round of golf but hasn't the time to develop his game to challenge the likes of Nicklaus. Motoring is another form of enjoyment, John packing a fair mileage into each year both at work and play – that is if you can call his karting involvement play. The house and garden are always in need of some attention and take any remaining time he might have.

Despite occasional misgivings on the way



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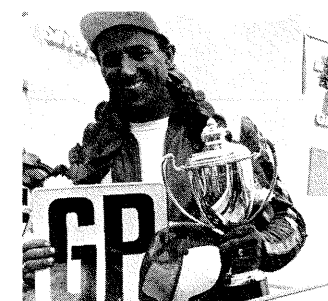
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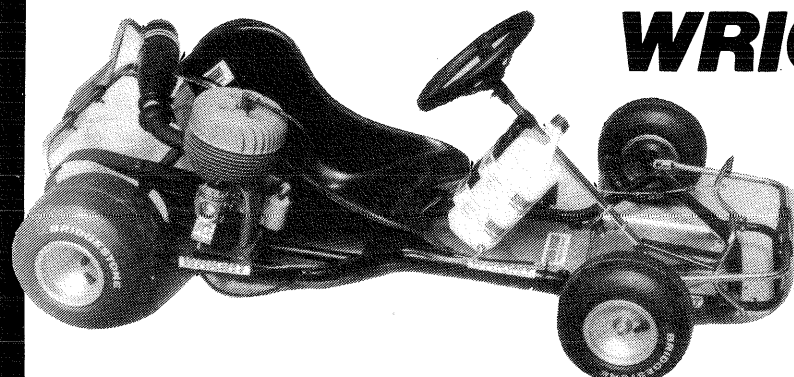
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# Carr Comments

*“Really serious drivers put the kart in the tent and sleep outside”*



WE'RE GOING TO HAVE TO WATCH OUR COSTS, TITANIUM, CARBON FIBRE, COMPOSITES, CHEMICAL ETCHING, POWDER METALLURGY - ALL UP IN PRICE - AND WE MAY HAVE TO CUT DOWN ON OUR WIND TUNNEL TESTING.

“How much does it cost to race in top level 100cc karting in this country?” This question is often put to me and in an attempt to find a broader opinion on the matter I included the topic in this year's Kart & Superkart drivers' questionnaire. The question is usually asked by those who race at Club level and would like to race in a major series or take a crack at the British Championship title – but who are not sure how much it will hurt financially to move up a grade. The question is also a key one in view of the lack of material reward in the sport compared with other branches of motor racing.

There is also a fair amount of speculation about what the top driver spends to get where he is and it is very interesting to look at the range of replies I received to my enquiry. It is encouraging to note that those who spend the most money do not always enjoy the best rewards! In looking at the various responses I excluded the very few drivers who receive substantial works backing; the average sum spent by the remainder was £1,310 for the 1982 season, covering about seven major meetings. The thought of spending about £190 per meeting could be a bit daunting; it might seem even more so when I tell you that most people did not include in this figure any allowance for depreciation of equipment, or for initial outlay on kart and motors. The range of sums given, from £600 to £3,000, covered engine rebuilds and maintenance, travel and accommodation, and tyres, with some allowance for other miscellaneous expenses on various items.

Leaving those areas on one side for a moment, it's perhaps worth making a rough estimate of the initial outlay needed for kart and motors. By and large, the equipment required for either Club or National level will cost about the same; the real difference lies in buying extra power and performance in motors and having a stock of spares, chain, sprockets and wheels. Having said that, there are an awful lot of very competitive motors to be seen at Club level! For about £1,000 you can set yourself up with

the average kart and two motors and pay around £200 or a whole lot more to make those engines do what you want them to do. Beyond this, the outgoings shown in the survey are probably a fair reflection of what can be expected, depending on your use and abuse of equipment over the season!

This leads us on fairly logically to the subject of depreciation – not a happy one since most secondhand karts and motors are difficult to get rid of once they've served their purpose in top level racing. I would allow, again for your average kart and two motors, something in the region of £330 over the period you are likely to want to use them and if your equipment can last two or more seasons this depreciation is drastically reduced.

Returning to the survey, let's take a closer look at the areas of highest expenditure and possible ways of reducing particular expenses or at least trying to control them. Asked to list the items on which they had spent most money during the season, most drivers gave the following (most expensive first):

1. Engine rebuilds and maintenance
2. Travel and accommodation
3. Tyres

To some extent there is little you can do to reduce the real costs of engine maintenance. Motors are, after all, the crucial factor on which results ultimately depend and since you have to finish the race in order to win it we are talking about reliability as much as about performance. It is a very false economy to allow a motor to become tired, hoping that as long as you don't take the head off and look inside it, nothing will go wrong in there! Preventative maintenance is perhaps the key to making the most of the motors you've got, noting the amount of time each component has been used and replacing it when its time is up. If you're sufficiently well-organised it's not a bad idea to keep some kind of a data sheet for each motor, noting performance, adjustments and replacements of com-

ponents and detailed results of any comparative testing you do.

Travel and accommodation allow for some flexibility – not so much in petrol costs to get from one end of the country to the other, but in terms of what you do when you get there. Some of us have been known to spend a far from comfortable night in the back of a van, in a rain-sodden tent or under a table in the nearest pub! Really serious drivers have been known to put the kart in the tent and sleep outside in the wet... Whether any of this does much for your driving on the day is debatable, but it's certainly character building and it's one way to cut costs. However, if a weekend at Dunkeswell is all your kids are going to get by way of a holiday and your chief cook and bottlerasher is about to down tools when the tent has collapsed for the third time, you might consider it safer all round to invest some money in a local B & B and consider it well spent! On a more serious note, it's sometimes worth considering sharing transport, and/or begging a bed for the night from a good friend.

Tyres probably represent the most controversial aspect of the expense of racing in recent years – hopefully now beginning to resolve itself somewhat. Most major meetings will now involve the scrutineering of one set of tyres and although certain people have been known to find devious ways around such limitations, tougher tyre compounds mean that most people can now get through at least two meetings on one set of covers, without detriment to performance. As each set becomes worn it can be phased out and used for practice – in my view more sensible than running a new set of tyres until the canvas shows and having to rush around to find a replacement. By keeping a few sets, each a bit fresher than its predecessor, some can be sold off as they become unnecessary extras.

At National level just as at Club level, there are some costs that just can't be reduced – and they tend to be higher as the level gets higher. Entry fees are one good example of this – practice fees, petrol, use of track catering and other facilities etc. In general terms, I suppose, there are certain savings that are just commonsense but are well worth remembering. If you have any ability at all and most karters have by nature of their interest, do as much work as you can for yourself and save on labour costs. Advice – and often practical help – is usually readily available from other drivers for the price of a pint. There is nothing a karter likes more than to explain to you why his technique/preparation/choice of equipment is better than anyone else's.

Since I'm really talking here to those people who are well up in the Club stakes and are wondering whether to take the plunge into a major series this year, let's look at a very rough estimate of the cost difference. Assuming you have the basic equipment to start with, you're talking about doing seven or eight 'big' meetings instead of about a dozen local Club events over the year. This will represent an extra cost of at least £400 and probably around £650. It then becomes a question, purely and simply, of what else you could do with the money (apart from giving it back to the Bank Manager!). You could of course do more Club racing and build up more of a local reputation and a fine collection of trophies. You could invest it at 10% (to earn £65!), or you could enjoy a real holiday, redecorate the house, update your car, afford another baby, or buy a video to record all the programmes you're missing while you're racing at Club events. One thing's for sure; most drivers who have enjoyed any measure of success at a local level are hungry to have a go at the 'big boys' and most of them aren't happy 'til they've done so.

Paul Carr





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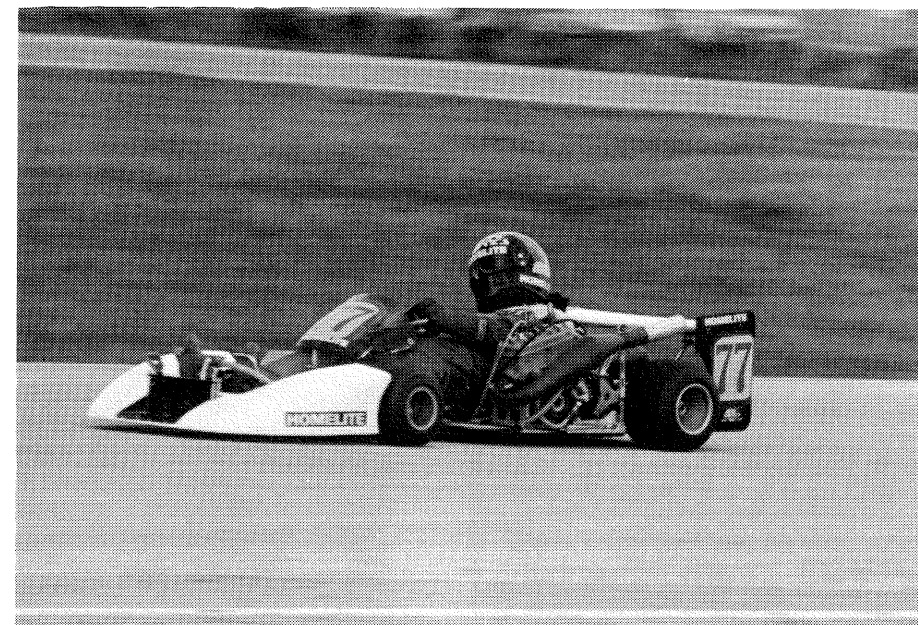


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continued . . .

four completely different designs of fibreglass, if one remembers the original shapes of the Gola Team. The accompanying shot illustrates the latest example. As was said in an earlier column it is the work of Dick Rainer who used to be with Fibre Flare, though it is actually made from his patterns at a Birmingham firm. The picture on close inspection, shows that this is on a chassis with an off-side engine mount for the Continental market, though alternative near side mount versions are being made. It is likely that a Dino Rotax will be entered by Ed Duckett of Dino U.K., to be piloted by a driver well up in last month's Top Ten, though hands have not been shaken on this yet. Suffice to say he is a driver of considerable accomplishment and potential. The body is certainly different and provides plenty of room for sponsors decals!



John Gibson at Daytona with his new, 141mph special — note 12" rear tyres and front-mounted radiator. (Pic. Steve Holt)

The annual Daytona event was this year won by two Yamaha men despite the Rotax now being legal tender. Scott McCook and Taylor Andrews each achieved a 1st, 2nd and 3rd place to tie for overall honours. Andrew drives a Dino and Scott McCook still has the ex Martin Hines Zip which friend John Gibson took home some two years ago. Could this be the genuine ex Martin Hines kart? John Gibson offered no threat in the race as his new lay-down kart was not finished in time for the Superkart race. However his new kart, whilst using quite a few Zip components is totally his own chassis. Powered by a CTRP Rotax he was allowed to race in the 'C' Open Class against the 270cc twin 135cc engined karts. Whilst he didn't win this 1 hour enduro, he led easily up 'til halfway when some 'junk' chain stretched forcing a pit stop.

His top speed on the Daytona 'straightaway' was timed at 141mph — considerably quicker than the Superkarts though his fastest lap was slower due to the difficulty he experienced driving through the twisty section of the track, not being used to the semi prone driving position. The rubber he used was Bridgestones on the front and the new 12" Burris on the rear as can be seen in the picture.

John Gibson started the kart 19 days before Christmas and burning much midnight oil got it more or less complete on Christmas Day, to load it up to drive from Carolina to Florida,

as he put it — "I sure have been up to my arse in alligators building that rig!" His performance did apparently drive home the speed and reliability of the Rotax to the Yanks who until now have viewed it rather sceptically, compared with the trusty Yamaha.

Chris Merlin

P.S. My wife reads SHE magazine, when I've finished with it! The latest Feb. issue has done a really excellent 2 page job on Carolyn Grant-Sale. One of the best pieces I have seen in a non motoring mag.

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CONGRATULATIONS to CHRIS TOMKINSON on winning the 1982 PR Championship using a DINO — of course!



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# KART AND SUPERKART 1983 RACE CALENDAR

## FEBRUARY

27 CADWELL PARK - 125/210/250 Superkart  
Long Circuit season opener

## MARCH

12 SNETTERTON - 125/210/250/Superkart  
Full Long Circuit meeting  
27 SNETTERTON - 135/100 Junior, Britain, Nat.  
Super One Series - Round 1

## APRIL

3 CADWELL PARK - 125/210/250/Superkart  
Full Long Circuit meeting  
WOMBWELL - 100 National  
Bridgestone/K&S Championship - Round 1  
VALENCE (France) - 135 International  
European GP Championship - Round 1  
10 CLAY PIGEON - 135/100 Junior, Britain, Nat.  
Super One Series - Round 2  
16 DONINGTON PARK - Superkart World of Sport  
TV Series - Round 1  
17 SHENINGTON - 100 International  
Eastbourne K.C. Series - Round 1  
24 SNETTERTON - 125/210/250/Superkart  
RAC Long Circuit Championships - Round 1  
DUNKESWELL - 100 National  
Bridgestone/K&S Championship - Round 2

## MAY

1 RYE HOUSE - 135 International/Junior  
Global Cup  
LITTLE RISSINGTON - 135/100 Junior, Britain,  
National Super One Series - Round 3  
BRANDS HATCH - Superkart BRSCC Cup  
Round 1  
15 CADWELL PARK - 125/210/250/Superkart  
RAC Long Circuit Championships - Round 2  
JESOLO (Italy) - 135 International  
European GP Series - Round 2  
8 WOMBWELL - 100 International  
Eastbourne K.C. Series - Round 2

22

SNETTERTON - 100 National  
Bridgestone/K&S Championship - Round 3

29

FELTON - 135/100 Junior, Britain, National  
Super One Series - Round 4

30

MORECAMBE - 125/210/250 Superkart  
World Cup - Short Circuit

## JUNE

5 JYLLANDS RINGEN (Denmark) - Superkart  
World Championship - Round 1  
12 HAMBURG (Germany) - 100 International  
European Team Championship  
18/19 SILVERSTONE - 125/210/250/Superkart  
British GP, Round 2 World Superkart Championship  
European Superkart Championship  
19 RYE HOUSE - 100 National RAC Championship  
26 DUNKESWELL - 135/100 Junior, Britain, Nat.  
Super One Series - Round 5  
FULBECK - 125/210/250/Superkart  
RAC Short Circuit Championship  
SNETTERTON - Superkart BRSCC Cup  
Round 2

## JULY

3 LITTLE RISSINGTON - 100 National  
Bridgestone/K&S Championship - Round 4  
9 DONINGTON PARK - Superkart World of Sport  
TV Series - Round 2  
10 HOREM (Germany) - 100 Int./Junior Int.  
Junior and Ladies World Championship  
17 DUNKESWELL - 100 Britain RAC Championship  
23 BRANDS HATCH - 125/210/250/Superkart  
RAC Long Circuit Championship - Round 3  
24 LAVAL (France) - 100 International  
European Championship  
FULBECK - 100 International  
Eastbourne K.C. Series - Round 3  
31 CADWELL PARK - 125/210/250/Superkart  
RAC Long Circuit Championship - Round 4  
CLAY PIGEON - Junior Britain/International  
RAC Championship

## AUGUST

7 LITTLE RISSINGTON - Junior National/100 Int.  
RAC Championship  
DONINGTON PARK - Superkart BRSCC Cup  
Round 3  
MONDERCAGNE (Luxembourg) - 135 Int.  
European GP Series - Round 3

14

ROWRAH - 135/100 Junior, Britain, National  
Super One Series - Round 6

27

OULTON PARK - 125/210/250/Superkart  
RAC Long Circuit Championship - Round 5

28

KIMBOLTON - 100 National  
Bridgestone/K&S Championship - Round 5  
LEIDOLSHEIM (Germany) - 135 Int./'Heavy'  
European GP Series - Round 4  
European 135 'Heavyweight' Championship

## SEPTEMBER

3 ZANDVOORT (Netherlands) - Superkart/125  
Dutch Grand Prix  
4 MAGIONE (Italy) - 125 European Championship  
Intercontinental 'C'  
World Championship - Formula 'C'  
10 FELTON - 135 International RAC Championship  
11 DONINGTON PARK - Superkart World of Sport  
TV Series - Round 3  
CADWELL PARK - 125/210/250/Superkart  
Autumn Championship  
FULBECK - 135/100 Junior, Britain, National  
Super One Series - Round 7  
17 SNETTERTON - 125/210/250/Superkart RAC  
Long Circuit Championship - Round 6  
17/18 LE MANS (France) - 135 International  
World Championship  
24 OULTON PARK - Superkart BRSCC Cup  
Round 4  
25 FULBECK - 100 National  
Bridgestone/K&S Championship - Round 6  
SNETTERTON - 100 International  
Eastbourne K.C. Series - Round 4

## OCTOBER

9 WOMBWELL - 135/100 Junior, Britain, Nat.  
Super One Series - Round 8  
16 PAUL RICARD (France) Superkart World  
Championship - Round 3  
3 SISTERS - 100 International  
Eastbourne K.C. Series - Round 5

## NOVEMBER

13 PERTH (Australia) - 100 International Asian  
Open Championship  
20 BRANDS HATCH - Superkart BRSCC Series  
Round 5

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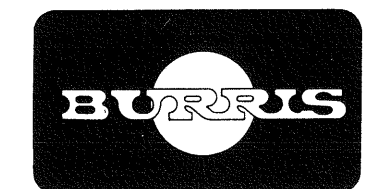
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