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June

10 ROWRAH (4 miles from Frizington, Cumbria) Round 4 Green Man Championship. Round 3 Road & Racing Junior Championships.

RYE HOUSE (Rye Road, Hoddesdon, Herts) Hayes and Harlington International 6 Hour Endurance Race.

CHASEWATER (Pleasure Park, Brownhills, Off A5).

KIMBOLTON (15 miles north of Bedford).

TILBURY (near Tilbury Docks)

17 SHENINGTON (8 miles from Banbury, off A422) Round 3 Kart & Superkart Magazine 100 National Championship.

ELLOUGH (2 miles from Beccles, Suffolk)

Where and when to see Karting in the next few weeks.

NUTHAMPSTEAD (1 1/4 miles east of Barkway)

23 SURBITON (Worcester Park Road, Surrey)

24 FULBECK (8 miles from Newark)

30 DONINGTON PARK (off M1 at East Midlands Airport turnoff) Bridgestone RAC Long Circuit Championships. Day 1.

July

1 DONINGTON PARK Bridge-stone RAC Long Circuit Championships. Day 2.

RYE HOUSE - Club trophy meeting.

FELTON (7 miles south of Morpeth, on A1).

TIBBENHAM (2 miles from Long Stratton, south of Norwich).

LITTLE RISSINGTON (Air Force Base, nr Stow on the Wold).

LYDDEN (6 miles south of Canterbury, near A2).

8 CLAY PIGEON (On A37 between Yeovil and Dorchester) Round 5 Green Man Championship, Round 4 Road & Racing Junior Championships.

Kalendar



Few organisers of International events can have faced problems of the magnitude recently encountered by the Irish Kart Club in putting together the European 250 Championship meeting. The fact that the meeting is taking place at all is a tribute to the tenacity of the organisers, faced, as they have been, by a multitude of hurdles, due in the main to the political situation in Eire. There is no postal service at all, the petrol supply has been minimal, and there's absolutely no diesel fuel anywhere.

Organising the entry has been an interesting exercise in itself. Postal entries have had to be sent to a Northern Ireland address, from where they have been driven down to the organisers in Dublin, processed, and then driven back over the border for posting! Arrangements were being made to bring petrol down, across the border, for the meeting itself in case the local supply (of doubtful octane rating anyway) dries up!

The clash with a Cadwell Park meeting can't have given them great hopes of a large entry either, but fortunately it appears that all the major contenders have entered. Direct television coverage has apparently been arranged and so it seems that despite all the problems, the 1979 250 European Championship is going ahead in style. It certainly deserves to!

Karting, as we know it at top level, looks set for its biggest change for many years with the imminent release of the regulations governing the new 135cc 'Formula K' class.

The class looks set to develop into an equivalent of the Formula 1 circus, with a band of 'professional' drivers contesting the World Championship and four or five 'Grand Prix' events around Europe. Participation in these events will automatically exclude the participants from any other C.I.K. (i.e. European and World Championship) 100cc events, although they will be able to compete in other international 100cc events.

What effect it will have on the support and appeal of traditional 100cc competition remains to be seen. In any event, it now seems definite that we can look forward to a first 135cc World Championship in 1981. It should certainly be interesting. . . .

CHRIS LAMBDEN

FRONT COVER

Despite the loss of his Team Frost sponsorship, Rob Kerkhoven is putting in some classy performances in the major Superkart events. Cadwell Park provided him with a fine win, and he is now installed as a very possible European Championship winner. (Photo: A. Davison).

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Pindar Road
Hoddesdon
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Tel: Hoddesdon 44201
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Kart & Superkart Ltd 1979

KART AND SUPERKART

Monthly

No. 006

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- European 250 Championships
- World Cup

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The Six-hour Approaches

The Hayes and Harlington promoted six-hour Endurance event, at Rye House, is now upon us. With timed practice on Saturday 9 June and the race itself starting at 11am the following day, it provides the first international event of this type for some time, in Britain.

The Endurance specialists from France and other European clubs are entered, to take on the British Endurance mob, most of whom are based within the host club. Long time Endurance combination of Reg Dormer/Duncan Harland are entered, plus one or two interesting entries from non-endurance specialists – how about Dave Buttigieg/Nigel Smith, with McCulloch engines! Bruno Ferrari is making a comeback, with a Komet K55 reed engine powered Zip.

Possibly the biggest threat to the established specialists comes with a last minute entry from Terry Fullerton/Ayerton Senna da Silva (Brazil), with a Fullerton chassis and DAP water-cooled T73 engines! Da Silva, who provided the big surprise at last year's World Championship, will come to England with Fullerton, straight after the Champions Cup in Jesolo.

There was a rumour that if Fullerton entered, then we would see Mickey Allen and Doug Spencer in a works Sprint/Sirio entry!

The stage seems set for a classic confrontation

between the endurance specialists and the sprint-race kings! Who will be there at the end of six hours? We don't dare predict....

Footnote: The French Cabourg Club, specialist runners of endurance events, are bringing their entire lap scoring crew over to take care of this aspect of the meeting. So if you've got any queries on your position in the race, better make sure you can recall the old 'un, deux, trois, quatre, ...' from your schooldays!

Swiss Championships

The first round of the Swiss Championships were run recently at Locarno. Max Busslinger (Birel/Parilla) convincingly won 100 International, taking all three finals. Heini Sutter (Swiss Hutless/BM) was quickest in practice, but could not contain the experienced Busslinger in the racing.

Arnold Meier (BM/Parilla) took the 140 kilo (heavyweight) category after a struggle with Hans Schweizer (DAP/PCR).

For the first time in recent events, everyone was on the same brand of tyres (Bridgestone) and there was no problem.

In a Word...

● A unique way of running timed practice is being pioneered at this month's Champions Cup in Jesolo, to replace the two lap system that demands qualifying tyres for best results.

Several drivers will be on the track at a time for a 12 minute 'session'. The first three laps will be ignored, but all the subsequent ones will be timed. The best six times will be averaged to give each driver his qualifying time!

It's a good idea – as long as having up to 10 on the circuit at once doesn't lead to confusion. See our on-the-spot report on Jesolo next month to see what happened!

● From the States – the first major encounter between the established 'B' and 'C' Open karts and 250 Superkarts is due to take place about now at the 2.4 mile Mid-Ohio circuit..

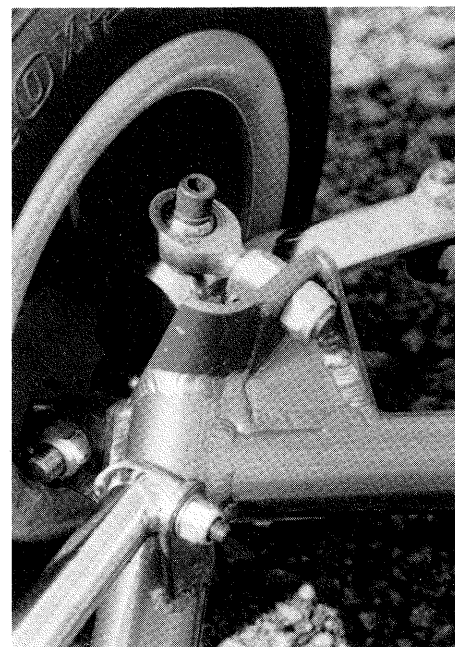
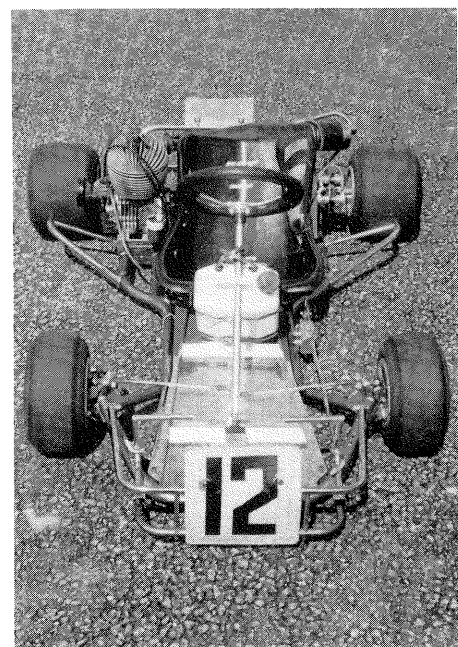
We've also had several letters from US readers after John Pudney's praise of the clutches on most US karts, mentioning that they're not quite all they're cracked up to be. 'Expensive, unreliable, and an unnecessary evil' seems to be the consensus. So there!

● The Sigma GP in Olomuc (CSSR) was recently won by Austria's Toni Zöserl, with two Germans, Detlef Gruhn and Josef Bertzen, second and third. However, Zöserl was not, as expected, fastest in practice, this honour falling to Germany's Thomas Neubert (BM/Parilla).

STOP PRESS

WORLD CUP RESULT

1st Dave Buttigieg
Sprint/Wk Yamaha
2nd Reg Gange
Barlotti/Yamaha
3rd Graham Roscoe
Zip/Peak Revs Yamaha
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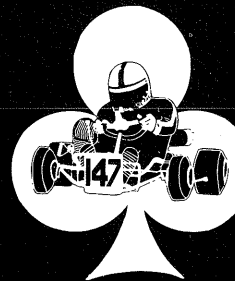
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Cronus Award

The *Toshiba Global Cup* International meeting suffered from entry problems - some seemingly brought on by the promoting club's approach - but through all the problems, one person worked harder than anyone to put the event together and ensure that regardless of who was or wasn't there, the day went off as well as possible. He provided the liaison with the sponsors, who put a great deal into the event, and did all the public relations work necessary.

If for no other reason than the work put in by this person, the meeting deserved to succeed - a more relaxed attitude by the powers that be in the promoting club could make all the difference next year, and let's hope there is a next year.

This month's Cronus award - a Cronus 2D stopwatch and case, valued at £79.50, goes to Alan Kilbey.

In a Word...

● A quite unique 250 chassis is taking shape at Merlin Developments' workshop. It is being built by Merlins to specifications submitted by a customer. Construction is at a very early stage, but as usual we hope to have the first pictures of this interesting creation fairly soon. It's all a bit secret, but we know it's not chain driven, and there's more than one bit to the back axle. . . .

● A short announcement from an anonymous friend - 'We are pleased to inform the 250 International brigade that Roberto "Superwop" Oddi, the spaghetti eating champion is to marry Jane "Burden" Durden, the famous skier from London. No change is expected in the familiar Italian driving style. We wish them the best for the future.'

● ACR Engineering Supplies are sponsoring Roger Doran's 250 Superkart exploits this year. Roger is campaigning a Zip chassis, with Yamaha engines prepared by Merlins.

● The BBC 'Driver of the Year' programme on 19-20 June contains a sequence of driving using four 210 karts, set up with wings and fairing by *Peak Revs*. Dave Buttigieg is used as the 'expert', who sets up a standard time for the contestants to aim at.

● The Dunkswell track is currently being resurfaced to the same specifications as Clay Pigeon, in readiness for the RAC Short Circuit gearbox championships.



Superkarts were introduced to France recently with a demonstration at the new Folembay circuit, north of Paris. As anyone who reads *Autosport*, *Motoring News*, or *Grand Prix International*, will know, the event attracted huge publicity with *Formula One's* Patrick Depailler, and *Motorcycle* star Michel Rougerie present. Both drove a 250 kart for the first time, with all the above publications featuring shots of Depailler (above) circulating in the Hines Hermetite Zip. The Frenchman's comments were extremely complimentary, likening the set up and 'balance' of the Superkart to a *Formula One* car. He admitted to finding it all at least as thrilling to drive as *Formula two*, and although he was naturally unable to push the kart to its maximum ('Guy Ligier would have a fit!'), felt that with a bit of testing, he could put it on pole at Monaco!

Other kart representatives present were Malcolm Turner, and Jack Barlow, who took the opportunity to unveil the immaculately constructed Barlotti bodywork (below). It has yet to be used in competition and so we will have to wait and see what aerodynamic advantage it has to offer.

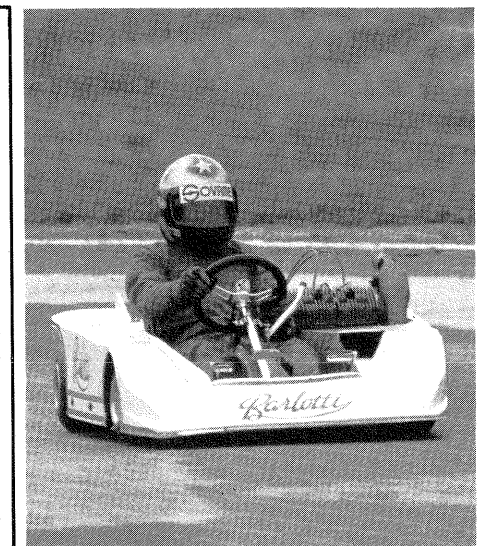
New face in German Champs

The German Championships (100 International), which automatically decide the German World Championship Team, have so far produced a surprise leader. Ex-Junior Champion, Jurg von Ommen, is proving the man to beat, with a sensational first round performance to nett 40 points, clear of Peter Beule (18) and Martin Bott (17).

Things were not quite as clear cut at the second (of five) round. Von Ommen still leads, but Thomas Neubert has closed up considerably. The current standings are:

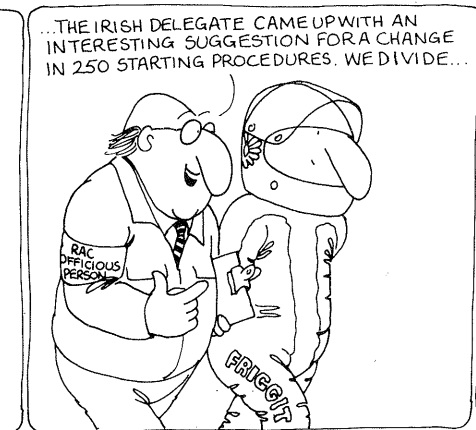
Von Ommen (Mach 1/Komet)	55 pts
Neubert (BM/Parilla)	46 pts
Beule (Allkart/Petry)	38 pts
Zwelbar (Swiss hutless/BM)	33 pts

The 125 category was led convincingly by D. Ihle after one round.



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Sprint	£250	**£370	**£395	£440
Kestrel	**£250	£355	*£425	£465
Barlotti	—	£335	*£405	£475
Lane	£250	£320	**£400	—
Mamba	—	**£375	£400	—
Zip	£250	**£375	£455	£485

*Fitted with all magnesium parts as standard.
Prices are for Karts supplied as rolling chassis complete with tyres, No. plates. Chain guard and sprocket of your choice.
Tyres are 350/600 German Goodyear for National 400/710 Dunlop for International.
A discount will be allowed for customers not requiring wheels or tyres. We also stock all spares for these models including bumpers, stub axles and steering columns.
**Denotes models permanently kept in stock.

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Parilla	TG14	229.00
	SS20	249.00
	TT23/22	340.00
Factory selected	TT23	395.00
Komet	K88	249.00
	K80TT	340.00

All engines come with carb. and motoplat ready fitted from the factory.

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Motoplat Ignition	34.00
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" " Bored 25/26/27	15.00
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	2/50	2.00
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	3/75	2.50
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Cast alloy rims — Machined true—extra strong	ins/mm	per half
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	2 1/4/54	3.00
Rear 5" dia.	2 1/4/54	3.00
	3/75	3.25
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Liners TT	29.50
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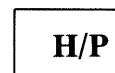
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24-hour Sponsored Drive

Starting on 20 July, a 24-hour Kart Drive is to be attempted at Clay Pigeon, by Dave Pollock and Andy Cross. It is being run in conjunction with the National Photographic Centre Appeal, and the proceeds are destined to provide facilities for the disabled at the Centre, in Bath.

Lynx karts are loaning two chassis for the drive, and will provide mechanical back-up.

You can sponsor this event - with a choice of pence/lap, pence/5 laps, or pence/10 laps. Total number of laps should be somewhere between 1,000 and 1,500. Anyone sponsoring 1p/5 laps or better, may enter a competition to guess the number of laps completed in the first ten hours (N.B. Average lap time expected to be 45 - 50 seconds.) The winner will receive a new Agfa 901 motor pocket camera, donated by Agfa Gevaert Ltd.

Simply fill out the form below and, if you qualify, have a guess at the number of laps in two hours. Post to: NPC Appeal Kart Drive, c/o D. Pollock, Netherwood, Stones Lane, Westcott, Dorking, Surrey.



Photo caption: Sue Lawley of BBC's Nationwide is a member of the Appeal Committee, and is helping with publicity for the drive.

24-hour Kart Drive Sponsorship Form
(please print)

Name.....

Address

.....

.....

Phone

Amount (please state amount per lap, 5 laps, or 10 laps)

.....

Estimated number of laps completed in the first 10 hours

.....

The Kart and Superkart Magazine 100 National Championship Round 4 - Blackbushe, 15 July

● Entries close 9 July.

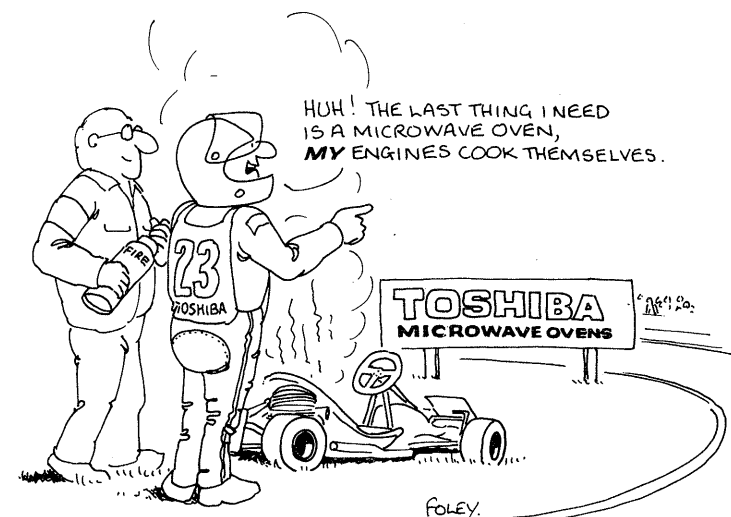
Entry fees: £4 for the meeting.

£1 for Saturday practice.

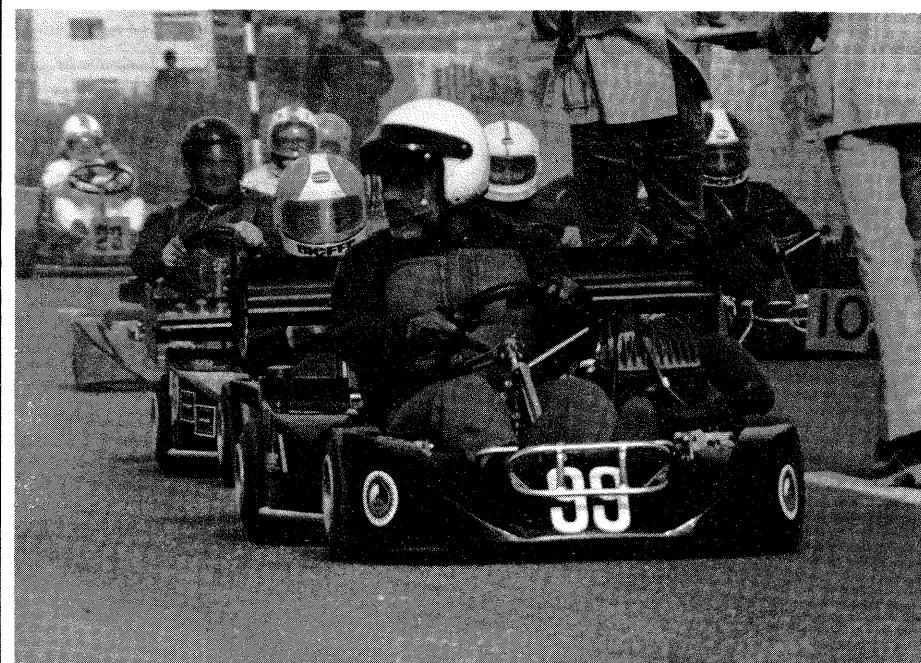
N.B. The airport authority makes an additional charge for karts entering the circuit, and this has been agreed at £3 for the weekend.

● Send to: Competition Secretary,
Len Oliver,
31 Benedict Drive,
Bedfont,
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Middlesex.

Don't forget round three, Sherington, 17 June. The top of the table is unbelievably close. Come and see the top National drivers fight it out.



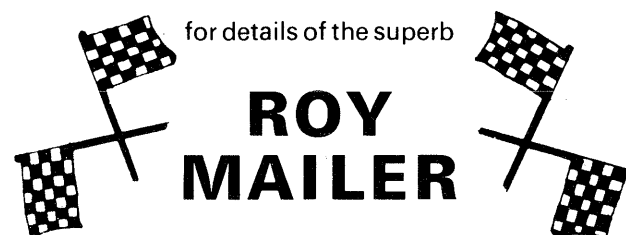
Sport of Kings?



To raise money for the International Year of the Child, the Royal Automobile Club of Jordan recently ran a sponsored one hour endurance event in Amman. The event was given additional sparkle with the announcement that His Majesty King Hussein (a keen kart fan) was to take part. The King started from the front row, in kart No. 99, but unfortunately seized after ten minutes. The race was won by Derek Ledger (Zip/Bultaco), in temperatures of around 35° centigrade! After Queen Noor had waved the chequered flag and laps were totalled, over £18,000 had been raised!

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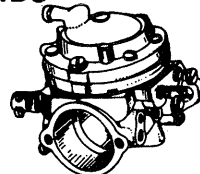


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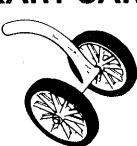
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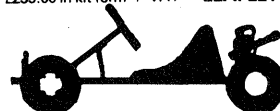
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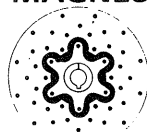
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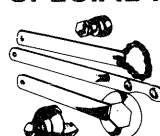
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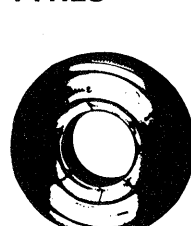
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continued...

Junior National

- | | |
|-----------------------|------------|
| 1st Gary Foster-Jones | Zip/SS 20 |
| 2nd Mark Shaw | Zip/SS20 |
| 3rd Nigel Davison | Sprint/TKM |

National 100 'A' Final

- | | |
|-----------------------|--------------|
| 1st Ian Williams | Zip/SS20 |
| 2nd George Price | Dap/GEPSS20 |
| 3rd John Gallagher | Sprint/SS20 |
| 4th Andrew Fairless | Sprint/SS20 |
| 5th Terence Laybourne | Sprint/Komet |

100 International

- | | |
|------------------|-------------|
| 1st Brian Parias | Barlotti/BM |
| 2nd Tim Parrott | Zip/PPSS20 |

125 National

- | | |
|------------------|-------------|
| 1st Paul Wanless | Blow/Yamaha |
| 2nd Mike Henry | Star/Yamaha |

210 National

- | | |
|-----------------|-------------------|
| 1st Bill Cole | Barlotti/Villiers |
| 2nd Des Davison | Zip/Villiers |
| 3rd Ron Coxon | Blow/RC Villiers |

250 National

- | | |
|----------------------|--------------|
| 1st Robert Johnstone | Barlotti/ARD |
| | Yamaha |
| 2nd Stuart Cruddis | Star/Yamaha |
| 3rd Jacky Simpson | Zip/Yamaha |

S. Poole

Chasewater

Brilliant sunshine met the 70 or so competitors for CHASEWATER's May meeting, which turned into a belated, long over-due Summer-style day, giving spectators and competitors an enjoyable day.

Unfortunately, the re-surfacing of the circuit has been stalled off due to unpredictable weather conditions during APRIL — sooner this than have a new surface damaged by the Winter weather then being experienced. This obviously didn't upset the competitors too much.

Junior Britain racing separately for a change, gave way to some fast and nail-bitingly close racing. Mark Beddall, finishing first in all his heats gained pole position for the final, which he won followed by Jed Smith from Leicester and 11 year old Chris Callow. This was Chris Callow's first face and certainly his is a name to look out for in the future!

In the Junior National class, I must compliment ALL Juniors on their rolling lap discipline. Some Senior competitors could take a leaf out of their book! Rob Cooper, Jonty Millward and Andy Rollason battled it out for the first three positions after close racing throughout the day. The final line up gave Jonty Millward first position, Rob Cooper a close second and Andy Rollason third.

The 100 Nationals should have the prize for re-starts! One in the heats and another in the finals! However, the racing was good when they did get going — Martyn Anker, in colourful new personalised DAP leathers (very smart) had a first and second in the heats and a close win over Andy Crockett and Martin Styles in the final.

CLUB SCENE

YER I KNOW IT'S UP-SIDE-DOWN. BUT IT'LL BE THE RIGHT WAY UP BEFORE I FINISH THIS RACE.



Results:

Junior Britain

- | | |
|------------------|---------------|
| 1st Mark Beddall | (Stourbridge) |
| 2nd Jed Smith | (Leicester) |
| 3rd Chris Callow | (Solihull) |

Junior National

- | | |
|--------------------|--------------|
| 1st Jonty Millward | (B'ham) |
| 2nd Rob Cooper | (Gt. Wyrley) |
| 3rd Andy Rollason | (Walsall) |

100 National

- | | |
|-------------------|-----------------|
| 1st Martyn Anker | (Brownhills) |
| 2nd Andy Crockett | (Droitwich) |
| 3rd Martin Styles | (Walsall) |
| 4th Derek Shaw | (Brierley Hill) |
| 5th Nick Trickett | (Birmingham) |

100 International

- | | |
|--------------------|--------------|
| 1st Nick Carter | (Northwich) |
| 2nd Richard Clarke | (Walsall) |
| 3rd Mark Allen | (Werrington) |

210 National

- | | |
|---------------------|--------------------|
| 1st John Ostins | (Sutton Coldfield) |
| 2nd George Bradbury | (Walsall) |
| 3rd David Bailey | (Burbage) |
| 4th Glyn Collins | (Stalybridge) |
| 5th David Rowbottom | (Walsall) |
| 6th Steve Lewis | (Sutton Coldfield) |

250 International

- | | |
|------------------|-------------|
| 1st Bob Kennings | (Warley) |
| 2nd John Cassidy | (Burntwood) |

Val Lee

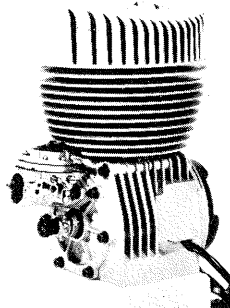
Martyn Anker [DAP/DAP T80] won a close battle in the 100 National final. [Photo: Mike Pritchard].



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	125 Nat.	3rd James Hoy	Sprint/PH Rotax
Wombwell			
13th May	Green Man	3rd Simon Wright	Sprint/Wright TKM
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	Junior Nat.		
Kimbolton			
13th May	210 Nat.	1st Will Hoy	Zip/PH/Upton
	125 Nat.	1st James Hoy	Sprint/PH Rotax

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Who Flooded The Lake?

Mickey Allen walks away to an easy Toshiba Global Cup win. Jackie Brown surprises many with an impressive second, ahead of Internationals Coyne and Smart. Carl Kilbey rises to the occasion. Unfortunate withdrawal of Speed and Forsmann.

Report: Chris Lambden

The weather forecast was fine and sunny for 5 and 6 May. At the time, it seemed to be the only thing going right for the Hoddesdon Club's promotion. Entry problems had been followed by a shattering telegram from World Champion Lake Speed. A serious flood had devastated his home town of Jackson, Mississippi, and his trip to the U.K. was off. To crown it all, it was learned a couple of days before the meeting that Lars Forsmann, the other top overseas entry, would also not be coming - presumably following Speed's withdrawal!

However, the meeting went ahead and notwithstanding the small entry and lack of international flavour, the finals did produce exciting competition. It also provided a chance for the up-and-coming British drivers to run in an international-style meeting, with its associated pressures - the long practice and testing, nerve racking timed laps, and three lengthy finals.



The flag goes up for the first final, with Grice (40) getting the jump from pole man Gravett. (Photo: D. Callingham)

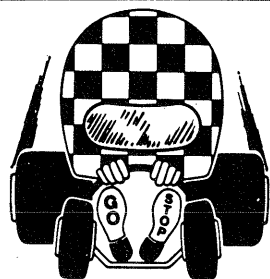
Lap two of the first final. Grice already has a small gap over the leading bunch of Allen, Coyne, Smart, Harris and Brown. (Photo: John Pudney)



Saturday was taken up with free practice and time trials. After, in some cases, three days of testing, the timed laps could be expected to be fairly trouble-free, but as usual, funny things happened to one or two!

First out was Mickey Allen, whose only problem was that he had to do his two laps twice - the timing apparatus suffering a hiccup first time up. However, both set of times were much the same, and he put up 36.23 secs as the time to beat. The Sprint team leader was running the new Sirio ST51 engines, which Paul Deavin was sure were better on the circuit, though dyno tests showed the ST50 fractionally ahead. With Mickey's Dunlop contract, qualifying tyres were available for him.

Another dozen or so drivers put in their times, with Roy Mailer (36.35) closest to Mickey's time, before John Gravett rocked the establishment with a 36.02 sec lap! Gravett had done extensive testing with his Zip/Sirio equipment, and in addition had, shortly after the World Championships, obtained a once-used set of Bridgestone qualifiers. They were carefully tested, then



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HOW DID RICKY GRICE DO IT?

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Dave Coyne (eyes shut!) pushes inside Grice. (Photo: D. Callingham)

continued...

preserved for the right occasion. His time was set on the first lap, with a bounce over kerbstones removing any possibility of improvement on the second.

Jackie Brown had Bridgestone qualifiers available, but they seemed past their best and he opted for normal Bridgestone fronts and Dunlop rears. He moved into third spot, with a creditable 36.28 on race tyres.

However, both Brown and Allen were demoted two places late in the session, when Ricky Grice and Martin Smart popped up with almost

identical 36.11 and 36.12 times respectively. Grice, on his usual Lane works equipment (Lane Aerospace/Parilla) seemed to have superb grip. Much against pit rumour, the Lanes insisted that he was on 'race' tyres - a question that was later answered when the 'race' tyres 'went off' after comparatively few laps in the first final.

Martin Smart tried various tyres before opting to use an old set of Bridgestone qualifiers. He was driving his usual works Zip chassis, with his Mistrale prepared BMs pulling rather exciting revs!

Best overseas entrant was Denmark's Flemming Nielson, just missing the top ten, with a 36.62 sec lap. Nielsen is Denmark's top driver at

present and on his day can beat the best, but somehow he couldn't seem to get to grips with Rye House, forcing his Dino kart round in a series of highly exciting opposite lock slides.

At the end of the day, the top ten looked as follows:

John Gravett	Zip/Sirio	36.02
Ricky Grice	Lane/Parilla	36.11
Martin Smart	Zip/BM	36.12
Mickey Allen	Sprint/Sirio	36.23
Jackie Brown	Zip/Parilla	36.28
Biff Harris	Barlotti/Sirio	36.34
Roy Mailer	Sprint/Parilla	36.35
Dave Coyne	Sprint/Sirio	36.37
Paul Jackson	Sprint/Parilla	36.46
Chris Needham	Zip/Parilla	36.46

Race day dawned fine, dry, and almost warm, with the possible forecast of showers never eventuating. Overnight, however, the track had changed complexion and several drivers were circulating under 36 seconds on race tyres in the morning practice. Mickey Allen, Martin Smart and Ricky Grice were all claiming 35.9 secs, whilst an ecstatic Dave Coyne popped a 35.8 and immediately stopped practising! Pole man Gravett seemed unable to match these times, so an interesting first final seemed on, with one or two predicting an enormous first corner incident!

The morning's heats for the slower qualifiers provided little excitement. Main interest centred on one or two name drivers who had struck problems in their timed laps and needed a good performance to get into the main event. This provided no problem for Martin Homewood, who won both his races comfortably. The same could not be said for Paul Knapfield, 'whose problems were compounded by a 'dead' engine and then involvement in a multiple pile up, caused by the over-zealous driving of Roger White. In the end, it was too much, and Paul became a spectator.

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continued...

Sandy Dalgarno in more long circuit events, despite this meaning a 200-mile journey from the North of Scotland before he even reaches the English border.

This illustrates the enthusiasm of Sandy and the other Scots drivers who compete regularly in England at long circuit events, even though it involves long seven-hour drives to get home after the meeting is finished.

Alistair Mathie

P.S.

News has just reached us that following representations, the Scottish Championships will now be awarded to the highest point scorers from the best three out of the following four meetings:

- Round One - 24 June - Golspie
- Round Two - 5 Aug - Summerlea
- Round Three - 19 Aug - Knockhill
- Round Four - 23 Sept - Boyndie

At each meeting there will be four races per class. Points will count from the first place downwards counting 9, 6, 4, 3, 2, and 1 for every race. The classes to be recognised for the Scottish Championship Trophy will be determined on the first two rounds with a minimum of five signed-on drivers per class constituting a class. Once constituted, the class will be recognised through the remaining two rounds.

Little Rissington

On Sunday 6 May the Bromsgrove Kart Club held its second meeting of the year at Little Rissington. The weather was perfect for a good days racing. 185 karters had entered the meeting which included the Keith Chandler Trophy for 250 Internationals and, for the first time, The Pelican Trophy for 100 National drivers. This will become an annual trophy.

Results:

100 NATIONAL B

- | | |
|--------------|-------------|
| 1st M Bryant | Sprint SS20 |
| 2nd D McGee | Sprint K88 |
| 3rd R Arkell | Sprint SS20 |

100 NATIONAL A (Pelican Trophy)

- | | |
|-------------------|------------------|
| 1st Norman Box | Zip Parilla |
| 2nd Gary Parker | Corniche/Parilla |
| 3rd M Hazel | Zop Parilla |
| 4th Dave Medlock | Zip Komet |
| 5th Dominic McGee | Sprint/K88 |

JUNIOR BRITAIN

- | | |
|------------------|-------------|
| 1st Paul Andrews | Zip/Manx |
| 2nd Lee Cranmer | Kestrel/TKM |
| 3rd N. Harvey | Zip/T70 |

JUNIOR NATIONAL

- | | |
|-------------------|-------------|
| 1st John Herbert | Kestrel/K88 |
| 2nd Derek Higgins | Zip/Parilla |
| 3rd Paul South | Towler/TKM |

100 INTERNATIONAL

- | | |
|--------------------|----------------|
| 1st R Austin | Sprint/Parilla |
| 2nd Richard Wilcox | Sprint/K78 |
| 3rd S Maund | Barlotti/K77 |

Junior Scene

Things are beginning to look a bit active at last, with a lot of the Summer tracks now opened, and of course the Road and Racing Championship under way.

I arrived at Fulbeck to see Mark Shaw lying on his back on the track. I thought he was tired! He was! - unconscious. He'd had a mighty shunt and was whisked away to hospital for a check up. He must have been OK as he raced the next day - and won well. John Herbert earned second, after fending off Kevin Warner throughout the race. Sutton's race from the back was superb. These four lads proved they have the composure and ability to sort things out under stress. - I fancy one of them to lift this Championship, which looks likely to be one of the most exciting for years.

Told you that Junior Britain Bailey was the one to catch! It was the first time I've seen Michael Little - very impressive, aggressive little chap, worth watching.

Wombwell. What a cracker of a meeting - Junior racing at its best. Sutton, Herbert and Shaw still seem the ones to beat in National, but who is going to beat Bailey in Britain?

Had a letter from a novice Junior, who did a meeting at Camberley in April. He wanted to buy a standard Tillotson. One dealer quoted £13, another £16.50 for the same carb. He asks 'Jock - could you explain why there is £3.50 difference for the same carb?' Well, I thought, let's have a look. I picked up my Kart and Superkart and looked through the ads. Dartford Karting sells the Tillotson HL317A carb for £12, and Sisley Karting the Tillotson HL317A carb for £15. Now John isn't that peculiar - it's not only Camberley where

prices are a bit funny is it!

I think I will leave the answer to your problem with 'Dartford' and 'Sisley' Karting - maybe they can explain the vast difference in price of the same item. Possibly we could hear from the £16.50 dealer at Camberley!

A little story - I once heard two drivers talking and one said 'So and so sells his bits cheaply, doesn't he', to which the other simply said 'No he doesn't. Everyone else is greedier than he is!' Food for thought, isn't it!

Nothing has been fixed up for the Junior team yet, although there are all sorts of rumours. Meanwhile give this some thought - to go adequately prepared for a Junior World Championship, I would think the minimum equipment necessary is: two karts, four engines (at least), five sets of the best tyres, plenty of carbs and boxes of chain. You've got to drive a round trip of about 2,500 miles (a few quid in petrol!), and if you're not at a hotel, you'll need food for 10 days.

How many of our Juniors are physically strong enough to stand four days' continuous non-stop karting - two days' practice, two days' racing, and on Formula Europe tyres?

I'm not trying to put anyone off - but I am realistic enough to know not to go anywhere unless you are fully prepared for it. I know of one Junior who went to last year's World Championship with one set of tyres! Pathetic - he should never have been there.

It's an expensive jaunt, but if you have the money and equipment, I wish you the very best of luck.

Jock Mailer

210 NATIONAL

- | | |
|--------------------|----------------|
| 1st Colin Hoare | Zip/Villiers |
| 2nd Mark Allen | |
| 3rd Steve Thornell | Barlotti/Upton |

250 INTERNATIONAL (Keith Chandler Memorial Trophy)

- | | |
|---------------------|-------------------------|
| 1st M Jenkins | Zip/RWB Yamaha |
| 2nd N Jenkins | Zip/RWB Yamaha |
| 3rd Billy Joe Moses | Barlotti/Ashmore Yamaha |

125 NATIONAL

- | | |
|--------------------|------------------|
| 1st Mark Allen | Dale/GBRD Yamaha |
| 2nd Stephen Coward | Barlotti/Cow/KAS |

N. J. TOMKINS

Holiday Weekend at Felton

The 6 and 7 May saw two days of exciting racing at Felton in spite of rather unsettled weather. On Sunday, teams from Guernsey and Scotland were welcome visitors. We had hoped for more national teams but they were committed elsewhere and unfortunately the Irish team had to withdraw at the last minute - we will hope for better luck next year. However the Northumberland 'A' team were joined by a very enthusiastic 'B' team, formed at rather late notice. There was a good crowd of spectators who enjoyed the experience of watching some really good team racing. This enjoyment was marred in the tenth race when after an accident approaching the first bend Roy Dickson was taken

to hospital with a broken ankle. However we hope he will recover very quickly and be back racing as enthusiastically as ever at Felton. As well as the 100cc teams, there was some gearbox racing with teams of local drivers, competing, I understand, for private wagers!

The results of the Inter-nations team racing were:

- | | |
|---------------------------|------------|
| 1st Northumbrian 'A' team | 93 points |
| 2nd Scotland | 147 points |
| 3rd Northumbrian 'B' team | 246 points |
| 4th Guernsey | 260 points |

In the gearbox racing, the 210 National Red Plates, led by Bill Cole, beat the Yellow Plates, led by Gordon Brown, by 57 points to 65 points. The 125 National Red Plates, led by Malcolm Irving, beat the Yellow Plates, led by Drew Liddle, by 39 to 68.

On Monday there was individual competition, when the 116 drivers included many of our visitors from the team racing the day before. This proved to be a very exciting day's racing, although again it was spoilt rather by a few accidents, including one to Ron Sharp, who went to hospital suffering from a leg injury. We hope he is soon back to full strength.

RESULTS

Junior Britain

- | | |
|--------------------|-------------------|
| 1st Michael Little | Barlotti/LDR Manx |
| 2nd Terry Stamper | Barlotti/Manx |
| 3rd Chris Marsh | Star/WRE Parilla |



1st Final

Pole man Gravett hesitated as the flag waved, and the left-hand queue got the jump, with Grice and Allen getting round Stadium bend ahead of Gravett, Coyne, Smart, Harris, and Brown. Further back, a major incident eliminated Mick Worth and the unlucky Dave Evans immediately.

Gravett had already bent his throttle pedal right back, on Mickey's rear bumper, and fell away rapidly as he operated the throttle by hand.

Lap 3, and Grice was 2 seconds in front! Coyne caused a stir by diving inside Allen, only to be repassed almost immediately. Any likelihood of a runaway by Grice soon disappeared as Allen's Dunlops warmed to the task, and Grice's 'race' tyres started to go off rapidly. The Global Cup was virtually decided on lap 5, when Mickey closed onto the leader's bumper, dived through at the hairpin and began to pull effortlessly away.

But there was most definitely going to be a race for second! Grice gradually slipped away and was passed first by Coyne, then at half distance by the duelling pair of Brown and Smart. After his superb start, Biff Harris had disappeared, while Gravett, having twisted his throttle back into shape, was being hammered by Carl Kilbey - driving the race of his life after a recent succession of engine problems.

Lap 20 - 5 to go - and Mickey was 5 seconds clear of Coyne, who now had Jackie Brown sitting on his bumper. Grice's race ended with the throttle jammed full open.

Three to go and suddenly Jackie was past Coyne. Whilst Mickey contended with a gaggle of last minute back-markers, Coyne stabbed from side to side, to try and get back, and took a final do-or-die lunge on the last corner. He crashed into the side of the Junior Champion, but succeeded only in spinning himself off, but as Brown slid wide, Martin Smart sneaked in to take second. Coyne was able to restart and still hold Kilbey out for fourth.

- | | |
|------------------|--------------|
| 1st Mickey Allen | Sprint/Sirio |
| 2nd Martin Smart | Zip/BM |
| 3rd Jackie Brown | Zip/Parilla |

2nd Final

With finishing order of the previous final determining grid positions, who was likely to offer a challenge to Mickey Allen? Answer: nobody!

Jackie Brown glued himself to the Sprint's rear bumper at the start, and forced his way inside Smart, who slid wide, allowing Coyne through as well. One lap down, and as they snaked into the midfield corner, Brown was suddenly facing the wrong way. The entire field was past before he could do anything about re-joining the chase.

After a frustrating weekend, Doug Spencer rocketed forward, to come into the picture, passing Roy Mailer for fourth.

Lap 6. With Allen 2 seconds up on Coyne, Smart began pushing hard for second place. After two unsuccessful stabs inside at Stadium, he finally made it, around the outside! Next lap and both Spencer and Mailer moved inside Coyne as he fell back, obviously in trouble, eventually to stop with a broken throttle cable.

Action aplenty as Spencer, charging hard, shunted Smart off at the hairpin. With Mailer hitting Smart, Spencer was now clear in second place.

With different tyres on, Grice was also running hot, and on lap 12 slid past Kilbey into third. And there, this race settled - Mickey Allen comfortably, cautiously, pulling away, Spencer equally comfortable in second, with a large gap to Grice. The action was coming from the next group as Kilbey fought to hold back Dave Mellish (Zip/Parilla), Ralf Holmstroem



Martin Smart battled it out for second overall with Brown and Coyne. (Photo: D. Callingham)

(Sweden: BM/Parilla), and Martin Smart, chasing up the lap chart again.

Two laps to go, and as Mellish seized, Smart dived to the inside of Kilbey on the fast Stadium bend, only to find the door slammed, bolted and barred in a very pointed way. He flew skywards, but fortunately landed on the wheels, only losing a place to Holmstroem.

- | | |
|------------------|--------------|
| 1st Mickey Allen | Sprint/Sirio |
| 2nd Doug Spencer | Sprint/Sirio |
| 3rd Ricky Grice | Lane/Parilla |

With two out of the three finals counting, as at the World Championship, the title (as widely predicted) had gone - to Mickey Allen. Not to decry the standard of the rest, Mickey's experience placed him well clear of the field and it would have been something of an upset had he not dominated the final outcome.

The winner was obvious, and the 3rd final, to him, academic. But the places were far from sure, with 9 drivers in a position to dispute second overall!

On the rostrum, the winners, l to r: Brown, Allen and Coyne. (Photo: D. Callingham)



3rd Final

The best aggregate points from the previous two finals earned the best grid positions and it was an interesting grid, with some new names well up after two consistent heats:- Allen, Smart, Spencer, Kilbey, Mark Windle (Mamba/Sirio) who had come from the morning heats, Brown, Holmstroem, John Aitkenhead (Zip/Parilla) and so on!

As normal, Mickey got into Stadium bend first, with Spencer on his tail. However, poor Doug was tapped from behind and spun, creating havoc! when the dust settled, Gravett, Holmstroem, and Harris could be seen in the heap, and although all restarted, they were obviously now out of contention.

Allen led Smart, Kilbey, Coyne, Brown, Windle and Grice as they came around to complete lap one. Mickey cleared away again, whilst Coyne charged through to second by lap 6. Carl Kilbey's great efforts ended as an ignition fault appeared, and he slowed dramatically.

By mid-distance the race had settled again, with a two second gap from Allen to Coyne and a similar gap to Smart. Four seconds back, the two former Junior Champions, Grice and Brown were having a superb battle, passing and repassing at will.

As the race ran out, it seemed likely that Coyne was headed for second overall - but fate was to even the score for the earlier indiscretion at Brown's expense. With only a couple of laps to go, Smart's engine coughed and stopped, and Grice's steering broke, promoting Brown to third - enough to tie on points with Coyne, and in fact beat him on a count-back!

So Mickey came in for a perfect score, ahead of Coyne and Brown, with Derek Price, Martin Homewood, and Flemming Nielsen moving into the results for the first time.

- | | |
|------------------|--------------|
| 1st Mickey Allen | Sprint/Sirio |
| 2nd Dave Coyne | Spring/Sirio |
| 3rd Jackie Brown | Zip/Parilla |

Overall Result - Toshiba Global Cup

- | | | |
|------------------|--------------|--------|
| Mickey Allen | Sprint/Sirio | 0 pts |
| Jackie Brown | Zip/Parilla | 6 pts |
| Dave Coyne | Sprint/Sirio | 6 pts |
| Martin Smart | Zip/BM | 8 pts |
| Carl Kilbey | Sprint/Sirio | 9 pts |
| Doug Spencer | Sprint/Sirio | 9 pts |
| Mark Windle | Mamba/Sirio | 14 pts |
| Derek Price | Sprint/BM | 14 pts |
| Flemming Nielsen | Dino/Parilla | 17 pts |
| Tim Davey | Cobra/K 80 | 17 pts |

THE **ZIP** SHADOW 250

We will not bore you with column after column of results and track records, as you will see these for yourself in every race report you read. *But we'll mention yet another top 250 International Driver who has changed to the Shadow 250 — Nigel (Sideways) Smith, who may now have a problem living up to his name as he was heard to say on his first outing — "God this really does go round corners, even in the wet".*

THE **ZIP** SHADOW 250 — SIMPLY THE BEST

★★★★★

THE **ZIP** SHADOW 210

The 210 National Class is becoming a carbon copy of the 250 International Zip success story. *Whether it be Owen Jones, Will Hoy, John Newton, Peter Haywood, or Roger Hall they all have two things in common:*

1. *They are excellent drivers who require the ultimate in equipment*
2. *They all choose the fabulous*

ZIP SHADOW 210

★★★★★

THE **ZIP** SHADOW 125cc

IN THE 125cc CLASS ALL WE NEED SAY IS

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£3.50 NOW AVAILABLE.**

CLUB SCENE



100 National. Jim Hodder presses on while Richard Preston smokes his tyres under braking. (Photo: P. Baylis)

100 Britain

1st	Nigel Cleveley	Eagle/Arrow
2nd	Steve Bierrum	Remrod/TKM
3rd	David Pollock	Kestrel/Dap T70

100 McCulloch

1st	Nigel Smith	Sprint/McCulloch
2nd	Stuart Smith	Huntless/McCulloch
3rd	Stuart Olley	Huntless/McCulloch

100 JUNIOR BRITAIN

Poleman William Hewland was unable to take the initiative at the flag as Lee Cranmer driving a Kestrel/TKM took the lead closely followed by Hewland, Peter Studer, Rob Childs, Dave Chitty and Scot Petford. The pace was hot enough to have a lap time of 25.0 accredited to Cranmer on lap seven. There was nothing to split the first four who had a lead of the home straight over James Chitty, now in front of Petford and his brother Dave. On the last lap Child's motor cried enough and seized. He was joined on the sidelines by James Chitty, who also seized, a few seconds later. At the line it was Lee Cranmer, William Hewland and Peter Studer in that order. The first novice home was Mark Handyside in a very good seventh place.

1st	Lee Cranmer	Kestrel/TKM
2nd	William Hewland	Eagle/Arrow
3rd	Peter Studer	Barlotti/Dap T70

100 INTERNATIONAL

Tim Parrot took the lead for the 100 International final with Len Jarman, Peter Funnell and Robert Smith all in contention for the lead. The second bend of the first lap saw four drivers spin out with Cliff White, Austin Metcalfe and novice Ken Collyer all restarting some way behind the field. Parrott pulled away clocking a 24.0-second lap on the way. Ian Hunt passed Ian Martin to take up fifth place on lap four. With Parrott now taking things easy out in front Peter Funnell overdid it trying to take second place and spun on the back straight followed by second-place man Jarman a lap later. This left Ian Hunt to take second ahead of Martin and Graham White, who had been seventh on lap one, Robert Smith and Funnell, who had been able to restart, but had lost too much to make any impression on the leaders.

1st	Tim Parrott	Zip/Parilla
2nd	Ian Hunt	Lane/Parilla
3rd	Ian Martin	Zip/Parilla

100 NATIONAL 'A'

This was the major final of the day. With two drivers from hard fought 'B' final through to the 'A' it would be interesting to see how they would cope with the twelve drivers ahead. John Perry was on pole driving a Lynx/Dap T80 with John Hurt alongside him. Perry led away from the flag followed by Hurt, Jim Hodder, Mark Sayer and Guy Tipping. 'B' finalist Andrew Kennedy was up into eighth place while the other 'B' finalist, Vic Rawle, was in tenth. Colin Church passed Tipping on lap two to move into fifth place and two laps later went into fourth ahead of Sayer. Tipping dropped further back as first Brian Hooley and then Kennedy demoted him. As the leader, John Perry, pulled away with a time of 24.9 seconds on lap four, six drivers fought it out for second place. At the end of lap seven these six came out of the corner almost side by side and Mark Sayer was forced up the banking rolling his kart in the process, fortunately without injury. With John Perry safely through the pit hairpin on the last lap on his way to a great win Hodder took the inside line past John Hurt. However, so tight was his approach to the corner that he stalled right in the path of the pack. Out went John Hurt, Colin Church and Brian Hooley, as well as Jim Hodder, leaving Andrew Kennedy to take second place after a fine drive from the back of the grid. Guy Tipping eventually took third after being back in ninth place only four laps earlier!

1st	John Perry	Lynx/Dap T80
2nd	Andrew Kennedy	Tornado/Parilla
3rd	Guy Tipping	Eagle/Arrow
4th	Mr Gorvett	
5th	Vic Rawle	Zip/Parilla

Margaret Dell

● The Norfolk and Suffolk KC have a new Secretary — D. Calver, 13 Debenham Road, Crowfield, Ipswich, Suffolk IP6 9TD, phone Helmingham 639.

The Competition Secretary is F. Elderfield, 61 Ranworth Road, Norwich, Phone Norwich 55317.

● The RAC blue book has the wrong phone number for the Surbiton Town Club's Competition Secretary, Mr T. Tucker — it should be 01-398 1328.

Scots Corner

This column is intended to bring news from time to time of karting in Scotland. At present there are six clubs whom together form the *Association of Scottish Kart Clubs*. The Association governs the registration of drivers, allocation of racing numbers, and arrangements for the Scottish Championships. There are three permanent tracks — one (the newest) at Golspie in the North of Scotland, one a little further South at Boyndie Circuit for the Banff and Moray Club, and one in the centre of Scotland near Glasgow at Larkhall for the West of Scotland Club. In addition, the Kingdom Kart Club use part of the Knockhill long circuit to form an exciting short 900 yards circuit which incorporates uphill and downhill hairpins. The recently revived Stranraer Kart Racing Club has a circuit near Stranraer but have met difficulties in having it surfaced properly.

Scottish Championships

The format for this year's Scottish Championships was decided at a Special General Meeting of the Association. It was decided to have five one-day meetings at each of the circuits including Knockhill and Stranraer.

However, two complications have arisen since then. One is the complication as regards Stranraer circuit not being available and the other is the conflict in some of the dates allocated with major meetings elsewhere. For example, one round coincides with the World Cup on 27 May, and another with the British Long Circuit Championships on 1 July. A further round clashes with the *Daily Express* Hermetite Grand Prix on 5 August, all of which are of interest to a number of Scottish gearbox drivers.

A proposal has been put to the Scottish Association for the gearbox classes (and possibly also Class 1) that the format should be altered to provide for the best three out of five to count. In effect it is really a 'league championship' type of title since, in terms of the regulations, not only do points in the final count but also points in the heats. This is an experiment this year. In previous years two two-day meetings or one single two-day meeting have formed the basis of the Championship.

Standards of Competition

Generally, standards of attainment are lower in Scotland than England, particularly since the top Class One International drivers and 250 International drivers are not competing regularly north of the border. Nonetheless, competition is keen and it might well be that some of the Scots drivers, if competing regularly against the top flight British drivers, would be on even terms.

The best known Scottish driver is George Bett (in the 210 class) who has come very close to winning the World Cup and British titles on a number of occasions. Last year Granville Grubb was pipped at the post in the 250 National British Championship at Sherington.

At the recent Cadwell on 27 February the Scottish 250 Champion Sandy Taylor, competing for the first time on a long circuit, finished eighth in very good company and ahead of some very well known names. He will be competing along with

continued...

Easter Shenington

After several cancellations, Shenington's first meeting of this season got under way with exceptionally good weather and a large number of entrants.

The practice session was marred by an unfortunate accident in the 210 Nationals. The club wishes Ken Smith a speedy recovery.

The **100 Britain Class** was won by Terry Williams who led from start to finish, followed closely by ex-210 National Pete Rochford.

1st	Terry Williams	
2nd	Pete Rochford	Barlotti/Manx

Martin Smart followed his heat win and two seconds in fine form by leading the **100 Internationals** from flag to flag. A very good second place was obtained by Paul Jackson who fought his way from fifth on the first lap, after starting well down the field due to bad luck in his heats.

1st	Martin Smart	Zip Mistrale BM
2nd	Paul Jackson	Sprint Parilla
3rd	Roy Austin	Sprint Parilla
4th	Tim Parrot	Zip SS20

A very good win in the **210 Nationals** for Martin Wall, despite a last lap effort by an unfortunate Mark Allen, followed by Ian Hunter on his first outing at Shenington. Third place went to John Tunstall who had led for six laps.

1st	Martin Wall	Sprint, Villiers
2nd	Ian Hunter	Zip Villiers
3rd	John Tunstall	Barlotti/Upton
4th	Ed Duckett	Zip DMA
5th	Peter Hammond	Barlotti/Upton
6th	Allan Daules	Special/Villiers

Due to the large entry of **100 National** two finals were run. The 'B' final being won by Nick Browning. British Champion Neil Hann led the 'A' final from start to finish in fine style, from Dominic McGee and Peter Christo. Fourth place went to Paul Wilkes who had worked his way up from midfield.

'B' final		
1st	Nick Browning	Rapide/TKM
2nd	Craig Leclere	Zip/Dap
3rd	Andrew Povey	Sprint/Parilla
4th	Gary Mathews	Rapide/TKM

'A' final		
1st	Neil Hann	BM/Komet
2nd	Dominic McGee	Taifun/Parilla
3rd	Peter Christo	Lane/Parilla
4th	Paul Wilkes	Sprint/Parilla
5th	Philip Bourne	Birel/TKM
6th	Malcolm Ankrett	Zip/TKM
7th	Mike Mulhearn	Stingray/Dap T70

The **Junior National** class was won by Gary Ward who had previously triumphed in two of his heats. John Herbert, another Shenington member, came second followed by Gary Foster-Jones.

1st	Gary Ward	Sprint/Parilla
2nd	John Herbert	Kestrel/K88
3rd	Gary Foster-Jones	Zip/Parilla

With two heat wins to his name, **Junior Britain** Paul Andrews lead the final from start to finish followed by a very consistent Nicholas Crabtree who had been second in all his races.

1st	Paul Andrews	Zip/Manx
2nd	Nicholas Crabtree	Lane/Parilla

Due to a clash with Cadwell the small entry of 250's necessitated these classes being run together with the 125's. The **250 International** was won by Graham Reynolds followed by novice N. A. Lytle.

Mark Allen in his first year in the **125 Class** had a fine win from M. Stretch.

125 National		
1st	Mark Allen	KR Dale/GBRD
2nd	M. Stretch	Zip/Yam

250 International		
1st	Graham Reynolds	Zip/Yam

250 National		
1st	Philip Spurge	Corniche/Bultaco
2nd	John Ottery	Zip/Bultaco

Our thanks to all officials who made possible a fine Easter Sunday meeting.

P. A. Jackson

Bank Holiday Surbiton

Bank Holiday race meetings at Surbiton are always special and Easter Monday 16 April was no exception with 114 entries and many spectators crowding the sunlit banks around the circuit. John Herbert (Junior National), Nigel Cleveley (100 Britain) and William Hewland (Junior Britain) all had maximum heat points with three heat wins apiece. With 41 entries in 100 National, 'C' and 'B' finals were run with Roger Hunt winning the 'C' final and Vic Rawle the 'B' final.

100 JUNIOR NATIONAL
For the finals the Juniors were split into their respective classes. Four drivers started the final out of the six entered. John Herbert driving a Sisley Kestrel led from flag to flag followed by Kevin Warner on a Barlotti/K77. Herbert drove steadily with Warner settling for second. The only excitement in this race came from Andrew Saville as he nearly spun coming into the chicane on the last lap but managed to regain control without losing third place to novice driver Barry Moynihan.

1st	John Herbert	Kestrel
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210 NATIONAL
There was nothing to split the 12 drivers on the first lap of the 210 National final, led by Steve Davis. Roger Dade passed Tony Sinclair on lap two to take second place. By lap four Dade and Sinclair were past Davis and Colin Ling inherited

The two Junior classes ran their heats together. Junior National Mark Handyside holds off a pair of Britains, headed by William Hewland. (Photo: P. Baylis)



third place. Kelvin Lax driving a Barlotti/Upton, having won two heats (but failing to finish the other), had to battle his way through the field. By the penultimate lap he was in third ahead of Ling but was unable to catch Dade and Sinclair as they crossed the line almost side by side to finish in that order.

1st	Roger Dade	Barlotti/Villiers
2nd	Tony Sinclair	Barlotti/Upton
3rd	Kelvin Lax	Barlotti/Upton

100 BRITAIN/MCCULLOCH
Second poleman Steve Bierrum made a great start and led Nigel Cleveley and Alan Dell into the first corner. Fifty yards further and Cleveley, driving his Eagle/Arrow superbly, took the lead never to be challenged again. During the third heat Cleveley had recorded a time of 24.42 seconds which would have put him well in contention for the lead of the 100 National final. Bierrum pulled away from Dell and Peter Pringle. The first McCulloch was Nigel Smith in seventh place, leading a tight pack of the rest of the McCulloch entries. On lap six Alan Dell's motor expired taking a closely following Pringle with him. Pringle restarted in seventh place. David Pollock moved into third with Smith in fourth overall. Cleveley took the flag in his stride with Bierrum second and Pollock third. Nigel Smith crossed the line in front of the next Britain home, K. Turner. Stuart Smith was the second McCulloch home in sixth place.

Kerkhoven's Cadwell



Rob Kerkhoven marches to superb Cadwell victory. Martin Hines trails to second. Paul Elmore makes it a Hermite Zip 2-3. Derek Rodgers shines again. Colin Olden and Rae Davies show well.

Report: *Phillip Bingham*
Photos: *Dave Smith*

On Easter Sunday the gentle hills of Lincolnshire echoed to the tortured screams of 240 karts, as rounds 2 of the Superkart Championship and the Mansfield-Wilkinson 210cc Championship were contested on the slopes of the Cadwell Park 1.5 mile club circuit. The racing was as hot as ever, and even the weather was hot! And through it all swept a refreshing breeze of variety from Rob Kerkhoven, who took a very popular clamber back on to the winner's rostrum whilst other front runners were plagued with various problems.

Around the paddock

In the shade of the wooded paddock there were a few changes since the last meeting.

Sadly, Team Frost's smart portable workshop was conspicuously absent, and Steve Stylin and Rob Kerkhoven were found nestling in a tent alongside the Green Belt Racing Developments coach. Frost Asbestos have tumbled into liquidation, and so 'Team Frost', as such, has also melted, leaving the professionally turned out Stylin/Kerkhoven partnership to salvage works support from Zip and GBRD. Many people couldn't help wondering, or fearing, whether the track performances of Stylin and Kerkhoven would suffer as a result of this severe blow. But Rob was later to have the last word in this matter - and very clearly was it spoken, too!...

Colin Mills allowed no-one else a look-in, winning both heats comfortably. Brian Heerey compensated for an unusually fraught time in the heats with a conclusive march to victory in the qualifying race.

In the final, the second round of Cadwell's Mansfield-Wilkinson Championship, the action started even before the Union Jack had been raised. One of the favourites, Phil Ansell, contrived to spin, complete the warming-up lap, and then retire yards before the starter's flag. In what was to become a race of attrition, this meant that there was already a vital ingredient missing from the race.

John Newton made a smart getaway from the Union Jack, and the hectic jostling and wheel banging of lap one saw Newton notch his way down through the 'box, opposite-lock around the 180° hairpin, and grab back up through the gears with Clive Leeson, Owen Jones and Kevin Jones streaming by in tight formation right behind him. Owen Jones disappeared at the fast downhill sweep at the back of the circuit in his efforts to pass Leeson soon afterwards, and so as the snarling pack merged into a mass of helmets under braking for the hairpin for the second time Newton led Leeson, a hard-charging Colin Mills, Kevin Jones, Bill Longden and Brian Heerey.

Into lap four, and Leeson had dropped out of the action, whilst leader Newton now had Brian Heerey inspecting his rear bumper after making truly superb progress. However, things were far from easy for Heerey, because Colin Mills seemed to feel quite strongly that second place should be his!

By one-third distance Newton had made the most of a clear road to pull out 3.5 seconds from the rest of the pack, who were delaying each other in their squabbling. Whilst Newton reeled off the laps in a neat show of dominance the interest was focused on the scrap for the next placings.

Colin Mills managed to snatch second place back off Heerey at Park Corner on lap four, but next time round Heerey made a brave, successful bid to reclaim the spot. At the same time, a furious nose-to-tail and wheel-to-wheel battle between Bill Longden and Kevin Jones, for third spot, resolved itself in veteran Longden's favour as Kevin dropped by the wayside.

So, at half-distance John Newton had pulled out a cushion from Heerey, Mills and Longden. But then sadly Heerey, who had been gradually closing on the leader, added to the list of casualties in what was rapidly developing into a 'survival of the fittest' type exercise. Meanwhile, an almost unnoticed John Hughes was preparing to threaten the established order....

Lap three, and John Hughes had been tenth. By the next tour he had wriggled through to seventh, and only two laps later was still looking like a surprise waiting to happen in fifth position! Then when Heerey retired he was up to fourth. And he was still storming.

Backmarkers caused Newton to pull even further ahead, whilst Mills, Longden and John Hughes bunched up in the closing stages. As this tightly knit, closely matched pack accelerated up the hill to Charlie's Bend with only two laps to go the charging Hughes nipped cheekily by Longden, kept his right foot firmly to the floorboards, and pulled alongside Mills! Mills was less easy prey, though, and slammed the door stubbornly in Hughes' face.

Newton's Law

The 210cc heats brought little in the way of surprises, and also exhibited unusually well-spaced racing. The main source of interest was that front-runners Phil Ansell and Owen Jones were drawn together in the same 'section', but the expected conflict didn't really materialise, with Ansell winning in both cases without too much trouble. The British Champion and Grand Prix winner, needless to say, was next up on the list of favourites, though. In the other half of the entries

continued...

But then the order, as expected, changed again. The brilliant Hughes had closed the vital gap to Colin Mills, and through the fast downhill plummet at the back of the circuit he lined up for another poke at second place. This time he was successful, and that was the end of the engrossing argument.

So, at the chequered flag, the conclusive victor was John Newton, who set fastest lap of the race in 1 min 15 secs on his way to tidily pulling out 4 secs from the next man. Next man was, of course, John Hughes, who had put in the most inspired drive of the race, with Colin Mills and Bill Longden battling all the way to the flag behind him. Roger Hall scrambled through from twelfth on lap two to finally claim fifth in his smartly turned out Shadow, with a steady George George three lengths behind him, showing home what was otherwise a well-spaced pack.

210cc Results:

1st	John Newton	Zip/Upton
2nd	John Hughes	Barlotti/Upton
3rd	Colin Mills	Barlotti/A.P.V.
4th	Bill Longden	Barlotti/Upton
5th	Roger Hall	Shadow/HRP Upton
6th	George George	Zip/Upton
Fastest lap: John Newton 1:15.0		

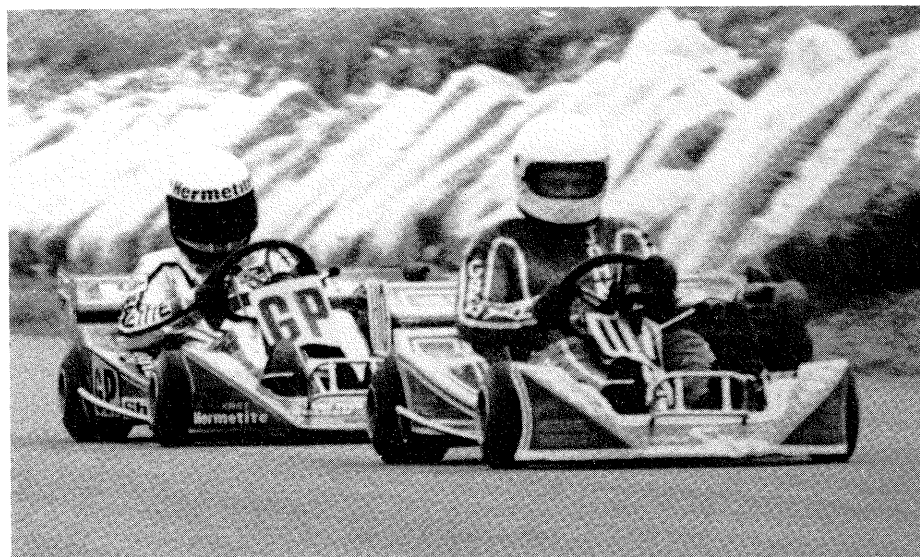
Easily Elmore's

As usual, the 125's and 250 Nationals were run together, and could all be squeezed onto one grid. Heat one went to 250cc pilot George Smith, who pulled out a healthy margin from battling class companions Tony Missin and Chris Willie, whilst promise in the 125's came, emphatically, from Steve Elmore.

David Calland claimed heat two, with Steve Elmore latched to his rear bumper after charging through the ranks. Dave Currie took third, with novice Brian Hill showing great promise in fourth: could be a name to watch closely in future. 250 honours went to an on-form George Smith again.

To the final. The two classes were started off separately, and although the 250's were eating away at the 125's by mid-distance, the field remained basically recognisable as two separate races.

Steve Elmore was quite simply in a class of his own in the 125's and pulled away neatly from the rising Union Jack to set fastest lap of 1:14.0 (two



Paul Elmore (GP) hounds John Simpson for the lead in their second heat.

seconds faster than the 125cc 'bike lap record), at 72.97mph, on his way to a ridiculously easy victory.

Behind him, though, things weren't quite so simple. David Calland struggled valiantly to keep Elmore in sight for the first few laps, with Dave Currie chasing him hard, and Roy Wooldridge chiselling away at the gap to them, chased by Anthony Blewitt and Mike Doble who were squabbling side by side.

By lap eight Elmore was sailing away with a 15-second lead, and things were made slightly more comfortable for second-placed Dave Currie when his pursuer, Wooldridge, almost spun at the tricky hairpin, losing about four seconds.

However, Wooldridge didn't give up, and provided engrossing entertainment as he got his head down and made a determined effort to catch Currie again, and this he managed to do on lap 10, after Dave had been held up by backmarkers—one of whom he had lightly tangled with, which didn't do the Pacemakers much good!

Then came a further surprise. With only half a lap to go Wooldridge pulled his act together, made a late burst down Park Straight, and snatched second place from an unsuspecting Dave Currie! These two trailed in 25 seconds behind the brilliant

Steve Elmore, with Colin Kay taking a steady fourth place, chased by Mike Doble.

In the 250's, Tony Missin grabbed an early lead, but by lap two both Bob Phair and George Smith had squeezed past, with Peter Featherstone brushing Missin's rear bumper to make the lead open to any of the four. Further back usual front-runner Dave Durance was plagued with engine maladies, and struggling to keep in touch.

The dice for the lead between Smith and Phair saw Smith come out on top, whilst Phair then dropped completely out of the running at mid-distance. And that, unfortunately, was effectively the end of the 'race'. Leader George Smith showed Tony Missin the way for the last six laps, whilst Chris Willie passed Peter Featherstone for third at mid-distance. After a long wait, the ailing Dave Durance trailed across the line in fifth.

Not the most exciting of races.

125cc Results:

1st	Steve Elmore	Zip/TVM
2nd	Roy Wooldridge	Zip/Yamaha
3rd	Dave Currie	Zip/Yamaha

Fastest lap: Steve Elmore, 1 min 14 secs/72.97 mph

250 National Results:

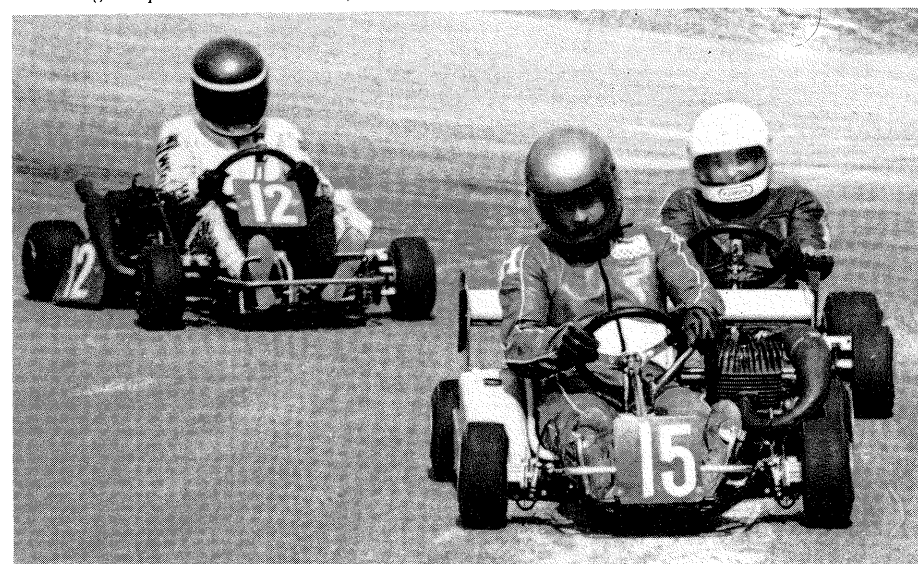
1st	George Smith	Barlotti/T. Smith Bultaco
2nd	Tony Missin	Zip/Fyson Bultaco
3rd	Chris Willie	Lynx/KTM

Kerkhoven cracks it!

There was the usual arrangement of a total of four heats, with the grid split up so that each driver raced in two. A qualifying race gave those who had a troubled time in these heats a further chance to squeeze onto the grid for the final.

One of several drivers to get dragged into a first corner fracas in heat one was Steve Stylin, who was forced to retire with a savaged rear wing and axle. Dave Buttigieg also failed to reach the finish, taking an over-enthusiastic trip into the scenery at Park Corner.

Benefiting from the absence of these two front-runners, an on-form Martin Poole took a win after early leader Chas Eddie retired, with Donovan Collier, John Ball and Malcolm Turner chasing him. Turner is inching his Aero nearer to the front of the pack with each appearance, and on this occasion was racing without any form of front end bodywork. 'We'll see some fireworks in the final!' he optimistically predicted.



Boyndie

Eighty-nine drivers, a large turnout of spectators and a fine sunny day set the scene for a superb day's racing at Boyndie. Late-comers found it very difficult to find a suitable parking space as the crowded pits were a mass of colourful new equipment. The club officials were faultless in getting scrutineering etc. over with, and the racing started at two minutes past one o'clock.

JUNIOR BRITAIN

1st	Elaine Buchan	Zip/Arrow
2nd	A. McLean	Zip/T70
3rd	Jimmy Sutherland	Zip/T70

100 JUNIOR NATIONAL

1st	Kenny Graham	Zip/K88
2nd	Phillip Paterson	Sprint/T70
3rd	Bob Knowles	Star/Ace SS20
4th	J. Robertson	Zip/Komet

100 NATIONAL

1st	Gordon Murray	Kestrel/Ace SS20
2nd	Colin Robson	Sprint/TKM
3rd	Alan Corrieri	Kestrel/Ace SS20

100 INTERNATIONAL

1st	Alan Brown	Zip/Parilla
2nd	Graham Foubister	Zip/TKM
3rd	Tony Donoughue	Sprint/TKM

210 NATIONAL

1st	Henry Fyfe	Zip/Upton
2nd	Robert Grubb	Sprint/Upton
3rd	Roy Gallant	Zip/Upton
4th	Bill Stoddart	Barlotti/Upton

125 NATIONAL

1st	Dave Barron	Zip/JKS Yamaha
2nd	Paul Winner	Zip/Yamaha

250 INTERNATIONAL/NATIONAL

250 National

1st	Granville Grubb	Sprint/Bultaco
2nd	Jim Murray	Blow/Bultaco

250 International

1st	Sandy Taylor	Zip/JKS Yamaha
2nd	Sandy Dalgarno	Lynx/Yamaha
3rd	George McKay	Barlotti/Butty Yamaha

Jenny Taylor

Tibbenham – April

100 Junior

1st	R. Lincoln	Goff/TKM
2nd	N. Palmer	Zip/Parilla
3rd	A. Chenery	Goff/K88

100 National

1st	S. Greet	BM/BM
2nd	R. Smith	Zip/Komet
3rd	D. Calver	Goff/TKM
Best Novice: A. Simpson, Goff/TKM		

125 and 210 National

1st	G. Thexton (125)	Barlotti/Ashton
2nd	P. Farrow (210)	Zip/Powermax

Andy Hale

CLUB SCENE



Paul Carter walked away with the 125 final at Ellough. (Photo: R. Cable)

The 125 Class is very popular at Ellough—here Viv Gray leads the bunch. (Photo: R. Cable)



Easter Beccles

At Beccles KC's Ellough circuit, on Good Friday, we were blessed with a shining sun and blue skies (really!) as 70 drivers got down to the business of fighting out four races each, all to count towards the final results.

Results:

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2nd	Roy Barber	Zip/Villiers
3rd	Tony Prue	Barlotti/Upton
	Ken Austin	Blow/Villiers

250 International:

1st	Peter Carter	Race Lancer/Yamaha
2nd	Barry Trundle	Barlotti/Yamaha

125 National:

1st	Paul Carter	Race Lancer/Carlton Motors Aspes
2nd	Boyd Barrington	Zip/Honda
3rd	Mick Meadow	Race Lancer/Aspes

100 Junior:

1st	Nick Bacon	Sprint/Dap T70
2nd	Kevin Warner	Eagle/Hewland Arrow

100 National:

1st	Miles Townsend	Zip/TKM
2nd	Ian Beaumont	Birel/Parilla
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Heat one, part two, saw more shunts at the first corner, the narrow 'hairy-pin' as it became known (!), but Martin Hines survived to lead for three laps, until ignition problems slowed him sufficiently to let twelve drivers by. Another troubled potential front-runner was Calvin Fish, who had his engine nip up as the first of a series of problems which kept him from starting in the final.

Paul Elmore saved face for the Hermetite Zip team by winning, with John Simpson and Rob Kerkhoven in pursuit, followed by Mick Goy and Rae Davis.

As was the case with all the other classes, the start was moved from just past Mansfield Corner to the hill leading up to Charlie's Bend for the second heats, and, as hoped for, the result was less drama at the first corner dash.

Heat two for the first half of the entries gave Rae Davis a flag to flag victory, with Mick Goy making a good impression as he snatched second from Roger Doran on the last lap. Breathing down Doran's exhaust pipe was Jon Dixon, who was in turn harassed by Reg Gange. The hard-trying Dave Buttigieg landed himself with a trip in the qualifying race by taking another look at the Park Corner scenery.

Heat two, part two, saw Nigel Smith, John Simpson and Steve Stylin all have a burst at the head of the pack, until Rob Kerkhoven flew by his team mate to win. Second was Stylin, with Martin Hines closing on him after starting 50th on the grid, with Nigel Smith, Derek Rodgers, Malcolm Turner and Paul Elmore tucked in behind.

Steve Stylin won the qualifying race, but things weren't easy for him for John Ball applied ruthless pressure all the way in an excellent drive that netted him second. Roger Doran held a steady third, with local driver David Chapman next up, followed by Dave Buttigieg who had made superb progress from the rear of the grid.

Then, for the first time this season, we had a Superkart final without ice, snow, or rain on the circuit!

Rae Davis made a fine start, and all eyes rested firmly on his beautiful Silver Merlin bodywork, wondering how long he would be able to stave off the stern challenge from Rob Kerkhoven, Paul Elmore, Derek Rodgers, John Simpson and Malcolm Turner, who flashed by in that order at the end of lap one.

Lap two saw the silver Merlin machine demoted, as Rob Kerkhoven nipped by to lead Davis, Elmore and Rodgers. Behind Rodgers Malcolm Turner was delivering the promised 'fireworks', and John Simpson and Mick Goy were also going well. However, all these three were robbed of likely high finishing positions when Rodgers' gearbox split a seal, spraying their visors with hot, sticky oil and prompting all three into pulling off. It was a pity to see a return of Malcolm Turner's old fire again dampened, but we have been warned. He may soon be back into the front of the field scraps, where he belongs...

At third distance Kerkhoven had pulled out a cushion from the rest of the pack and, as he explained later, 'I had no problems really. I just got my head down and went, and I didn't have to look back! I changed my line and gear changing positions a little to conserve the engine, and that was it; the race was mine!' Team mate Steve Stylin wasn't finding life so agreeable, and suffered his second costly excursion of the day as he was caught out on the back of the circuit by a left-hand rear puncture. Thus ended another miserable meeting for the talented but luckless Rochford driver.

At half-distance a tussle between Rae Davis and Paul Elmore ended when the neater Hermetite Zip driver slipped smoothly by a sideways Davis as they exited the hairpin, and then a lap later Martin Hines burst onto the scene and further demoted Davis to fourth, after making a typical meteoric dash through the pack.

Further back Nigel Smith was being shadowed by Dave Buttigieg, who had come through well from the rear of the pack, and these two were joined by Robin Stoner, Richard Birch, Reg Gange, and a charging Carolynn Grant-Sale in a furious dice for seventh place. Smith managed to pull away from this tightly bunched gaggle in the closing stages, and Buttigieg looked set to leave Smith behind when Nigel inadvertently shut the door firmly in the European Champion's face! The Deavinson's nose cone was given a hefty swipe, and bumped under the chassis, leaving Butty with no steering and no choice other than to make his third unscheduled exit of the day at Park Corner!

As the race drew to a close centre of attention shifted to the two golden liveried Hermetite Zips, for Elmore and Hines were indulging in a merry little inter-team ding-dong! The Grand Prix win-

ner was enjoying better gearing as he pulled out of the corners, but Hines had opted for ratios which permitted him a fractional advantage over his number two on the faster parts of the circuit. It soon became clear that Elmore wasn't going to hold off the British Champion for long (even if he had wanted to, irrespective of risking his Zip works ride!) for he had geared with the intention of taking a tow from Kerkhoven - and Rob was showing a very distant pair of heels! So, after two laps of the golden cat and mouse routine Hines found a way by. However, his tardy first few laps meant that he had no chance of catching Kerkhoven.

Rob romped to a widely popular nine-second victory, which had only looked in doubt once, when he had scraped backmarker Mick Haith when accelerating away from the hairpin. Martin Hines took a good second place, ahead of team partner Paul Elmore, who seemed to have at last recovered some of his old form. Fourth went to Derek Rodgers, who again managed to drive quickly yet also steer clear of trouble, followed by Rae Davis who slipped gradually down the lap chart, but nevertheless managed to combine quick driving with sustained success in keeping all four wheels on the black bits!

Colin Olden passed about eight drivers in the early stages to claim seventh, whilst Nigel Smith was next up, having inches ahead of a titanic argument between Robin Stoner, Martyn Merritt, Roy Turner (making his best showing to date), and Carolynn Grant-Sale, who made it quite clear that she could 'mix it' just as aggressively and effectively as the men!

Superkart Results:

15 April 1979. Cadwell Park - club circuit, 1.5 miles. Circuit dry. Wind light. Twelve laps.

1st	Rob Kerkhoven	Zip/GBRD Yamaha
2nd	Martin Hines	Hermetite Zip/Zip Yamaha
3rd	Paul Elmore	Hermetite Zip/Zip Yamaha
4th	Derek Rodgers	Zip/PDS Yamaha
5th	Rae Davis	Zip/Merlin Yamaha
6th	Colin Olden	Barlotti/Zip Yamaha

Fastest lap: Rob Kerkhoven, 1:58/82.06mph

In midfield, Roger Doran's well turned out Zip/Merlin Yamaha tussled with Jon Dixon (Sprint/LDR Yamaha).





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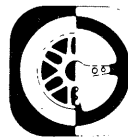
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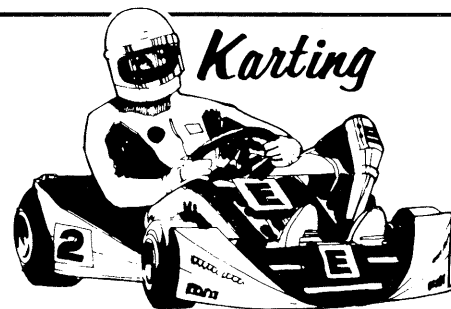
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continued...

There is to be an 11-kart demonstration of 250 Internationals at the British Formula One Grand Prix on 14 July at Silverstone, immediately before the Grand Prix itself! It should be an enormous publicity boost for our own Grand Prix there, three weeks later, and will probably do as much to enlighten the public as any other previous single event, with Television, Radio, National and International media all being right there on hand. Silverstone circuit are also giving the demonstration full coverage in the official programme. The drivers who have been selected to do the job are: Malcolm Turner, Steve Styrin, Paul and Steve Elmore, Rob Kerkhoven, Calvin Fish, Colin Olden, John Morrell, Rae Davis and John Simpson, and of course I will no doubt get my nose in there!

America is also going great guns on Superkarts at the moment, with reports of a possible support event at the Watkins Glen Formula One Grand Prix and Daytona's promotion of a really big International at the end of the year.

250 International drivers! Your support is required, as down on the S.E. Coast there is a super circuit called Lydden Hill who are going to promote a Lydden Hill Championship event on 2 September for 250 International only. There will be two heats and a final and a limited entry of about 40, which will be run in conjunction with a motorcycle Festival of Speed event. Good trophies and maybe even some prize money. This is really a good little circuit - just over a mile long, it has fast straights, downhill and uphill sections and is excellent for spectators. Unfortunately their other dates this year have clashed with most of the other major events. They have always run 250 in the same race with 210s (!) but now are going to try a 250 meeting only to try and attract some of the 250 stars. So give it your support and next year we

could have quite a few meetings there. 210 National drivers - you have not been left out in the cold, as if this works, then next year hopefully every other meeting will be for 210 Villiers only. Gearing on a 250 will be about 23 to 28 or 29. Entry forms can be obtained from Brenda Harris, 71 West Street, Sittingbourne, Kent. See you there - don't forget to get your entries in quick!

By the time you read this, our friends from South Africa should be coming to the end of their stay. Whatever team won, I am sure they all enjoyed themselves and I would like to wish every one of them a safe journey home and best wishes for the future.

Well, I should also be back from Mondello Park, providing strike-infested Southern Ireland has not had its plug removed, and sunk! It does seem a bit strange that last year, trips were all arranged for the British Team to compete in the European Championships (as well as for any other drivers wishing to go) and there was an abundance of British officials, etc. Yet this year, for some reason, virtually nothing seems to have been done to encourage anyone to go - in fact, it has almost been avoided, like the plague! The Irish report excellent entries from most countries, except the U.K. - and we are supposed to lead the world in this class! Funny, isn't it...

P.S. Bridgestone tyres are now the sponsors for the British Long Circuit Championships at Donington and it appears as though we may well have secured National television coverage as well. See you there.

Martin

You may remember a few issues back I wrote a piece entitled *Who the Hell's John Pudney*, which basically gave you all a brief run down on my background. It has occurred to me that there is another person, much more important to the wellbeing of this magazine, whom a lot of you probably know nothing about and who you are probably never likely to learn anything about due to his extreme modesty. He is of course Chris Lambden, our esteemed Editor, and unbeknown to him I have compiled this article to tell you a bit about where he sprang from.

Those of you who have spoken to him will realise that Chris stems from New Zealand, although he was born in England. His parents emigrated to Christchurch when he was 9, and 15 years life in N.Z. has endowed him with a distinct accent.

At the age of 14, Chris caught the karting bug and acquired what he describes as the heaviest, slowest, and most cumbersome grass-track kart ever built, to gain experience (must have been my cast off Azum!) He then progressed rapidly into "decent" karts finally earning a place in the N.Z. team in 1974 and with it a trip to race in Hong Kong. Unfortunately severe lack of funds held him back a bit, (Chris was at the time an impoverished student studying Architecture and Economics at University), but things took a turn for the better when he struck up a friendship with Ian Ballinger, an Olympic Shooting medalist. Ian was very keen on karting, and realising Chris's ability eventually ended up fully sponsoring him. With decent sponsorship from the newly formed kart side of Ballinger's sports business, Chris was able to achieve his main ambition by winning the 1976 N.Z. Champs on a Birel with factory DAP T80. About this time Chris also built and raced, with reasonable success, a methanol-burning 250 Honda-powered Superkart at various major street races, so popular in N.Z.

In mid 1977 Chris came to England, his sights set on competing in the World Championships at Parma. Unfortunately, like many others, he had no idea of the huge finances and resources needed to tackle a World Championship event, and after blowing up all his motors (21) finished well down the field.

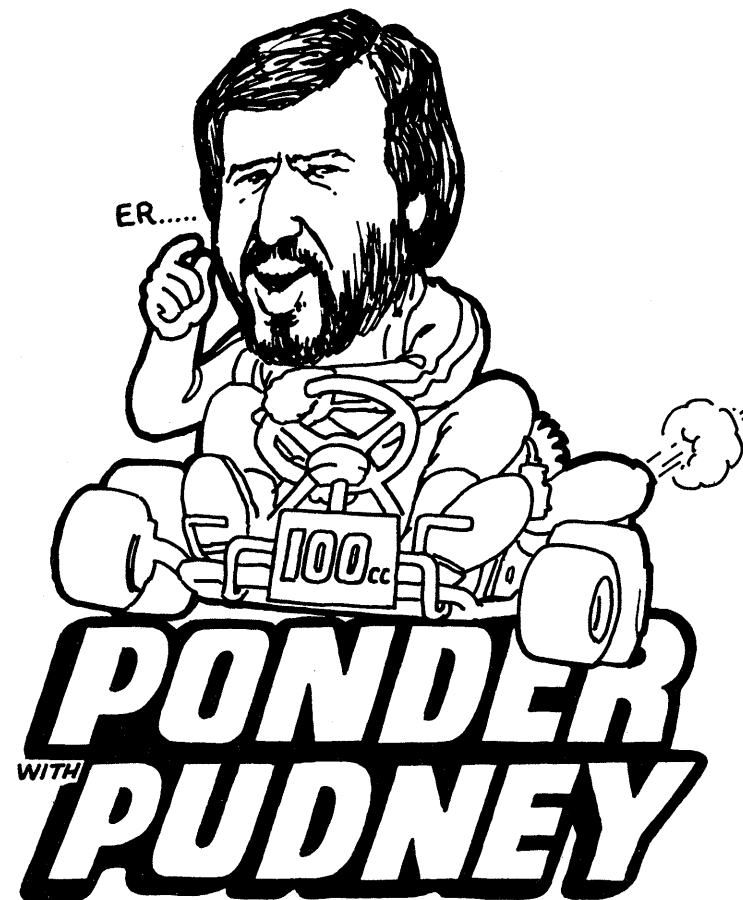
Early in 1978 Chris started working for Zips and soon found himself working full time as Terry Fullerton's mechanic. This obviously gave him tremendous involvement in top level karting, and indeed Chris's inside knowledge of the tyre scene alone, for instance, would shame even a certain Mr. A.T. Burgess! After the abortive Japan trip in October last year Chris was due to return home, but *Kart and Superkart* was just being established and the offer of position of Editor was enough to tempt him to stay on.

As a columnist and enthusiast, I obviously want to see the magazine flourish, and I really think we don't quite know how lucky we are to have such a good guy as Chris as Editor. Although *Kart and Superkart* does make use of a certain amount of outside contributions for articles and race reports etc., the balance is compiled and the whole thing tied together by Chris and the lovely Maxine, his fiancée. As such, it must reflect the character of the Editor and the fact that it has such a friendly and light-hearted image says volumes for Chris.

The other great thing which I'm sure surprises most of you, is the lack of bias in the magazine. Everyone is given a fair crack of the whip. Everything is reported and commented on. This is all down to Chris. I, for instance, have only ever had *one* word censored out of my articles, which is more than can be said for my previous mag! The lack of Zip involvement in the general running is quite incredible. Martin Hines is of course very interested in everything that goes on, but on the whole gives Chris a very free hand.

Talking of the Global Cup, I was so very glad that the event did not turn out to be the disaster some pundits had predicted. Poor Alan Kilbey must have died when he received the telegram from Lake Speed saying he couldn't make it, and it was a great credit to Alan that he persevered with the organisation of the event after receiving such a personal body blow. In the event the weather held good and despite a lack of entries, (on which I shall make no further comment - my views are well known) the event had what nobody can conjure up or buy, and that's **ATMOSPHERE**: I must admit that during the previous week I had been phoned up by various people (no names no pack drill) who flatteringly asked me if they should bother to race due to the circumstances. My reply to all of them was the same - for the Rye House Club's sake, withdraw if you want, for Alan Kilbey's sake, race. I'm glad they all raced.

If there's one thing my trip to America's done, it's certainly increased my phone bill. Hardly a week goes by without somebody ringing me up.



On:- Who The Hell's Chris Lambden!!
The British Team And It's Management.
Juniors.

I suppose what I am trying to say is that Chris Lambden is the single most important person in the running of *Kart and Superkart* and if you think it's a great magazine then he's the man to praise. One last thing - as you probably know, I stroll around at meetings, looking like a mobile sandwich board with labels all over me, telling the world who I am. Chris is much too modest to do things like that, but I am trying to get him to wear some form of identification, so I hope in the future you will be able to recognise him. The sneaky photo I took of him (looking very apprehensive) at the Global Cup will also help. That is if he prints it, and this article!!

Last week some guy rang me up for a chat about 250 Superkarts among other things, which lasted about half an hour. He was ringing from California!! Last night I heard from Kim Campbell in Dallas, Texas, who wants to race a Superkart at the British Grand Prix. Kim it seems is currently the fastest 250 driver in the States and has been smashing circuit records all over the place. He actually bought the first 250 Zip in the US and also built up Lake Speed's 250 kart. He was talking of bringing Lake over with him in late July, so who knows, we *still* may get to see and race against the current World Champion this year.

At the Global Cup it was very obvious that a lot of the fancied runners i.e. Grice, Smart, Coyne, Spencer, Jackson, Brown etc. were not only out to do well for the sake of the rewards, but also had their sights firmly set on a place in the British Team, or should I say *the* place in the British Team. To my mind the British Team should be made up of the quickest 4 drivers in the country. As is well known, my top 3 are Fullerton, Allen and Wilson and there are very, very few that would disagree. The question, for the 4 man team, is who should be fourth? Also, there has been a bit of muttering about Mike Wilson - why should he be in the team at all if he doesn't race in England etc. To me, if he's quick enough, he should be in the team - simple as that.

What basically worries me is who is going to pick the team. I suppose it will be the R.A.C. Kart Committee, who with the exception of Mickey, know nothing and I mean *nothing* about



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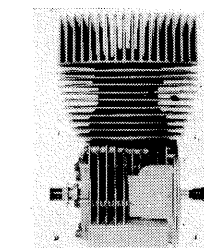
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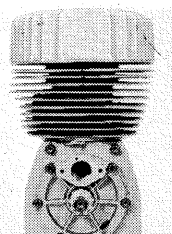
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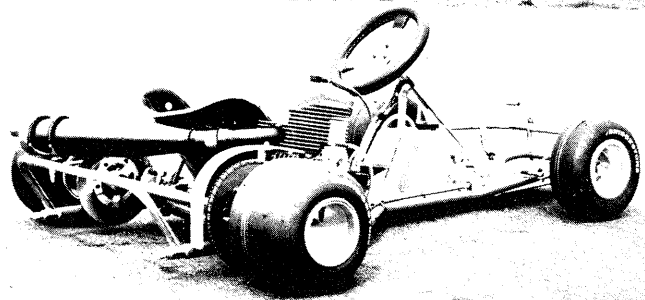
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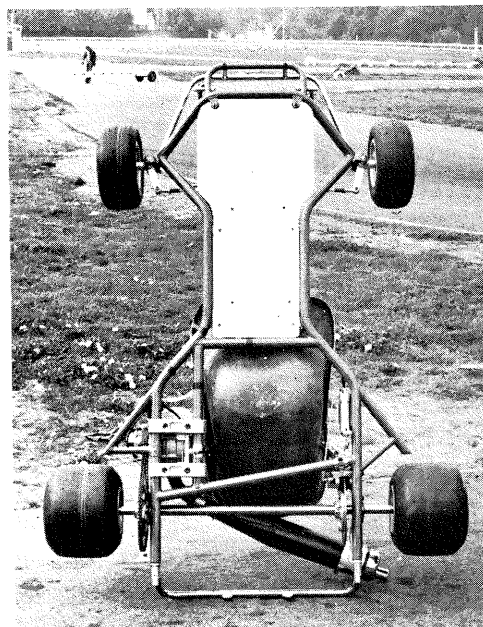
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HINES QUARTER

Where Are We Going?

A lot of people in karting take for granted the steady increase in the popularity of the sport in general, but few, I feel, realise the *immense* strides forward that Superkarts have taken over the past three seasons. This is understandable as a competitor is usually fairly well wrapped up in his own class of racing and only really notices the publicity when it is directly connected with his class. Karting may not have captured the limelight like Football, Rugby, Motor Cycle and Formula Racing, Horse or Dog Racing, but it is far higher up the ladder now than it has ever been before – with national papers and TV now taking an interest. The obvious benefit of this is a growing awareness by the public that we are not a load of lunatics driving round on motorised roller skates. It has also created a situation, previously missing, where sponsors are now *wanting* to come into the sport, to promote meetings and teams.

The fact that the Superkarts gain the majority of this publicity may (and I am sure does) upset some people as they quite rightly feel that their form of karting, whatever class it may be, is just as exciting and as skilful (or more so) than the 250 International class. But regrettably, it is a fact of life that the public relate excitement to *colour, speed and danger*, and it is obvious that Superkarts have an abundance of that! The same situation occurs in Motor Racing, where all we normally hear about are the Grand Prix cars. Likewise in Bike Racing, where we hear mainly about the 750s of Sheene and Roberts, etc.

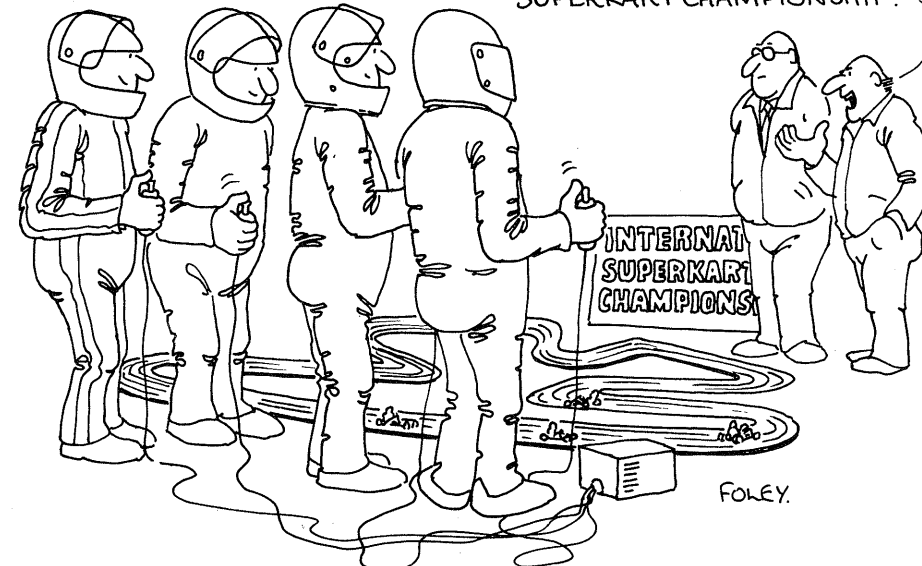
Karting has a unique thing to offer in its

relatively low cost, compared with its car and bike alternatives that lap at comparable speed, i.e. 750 Bikes and Formula 3 Cars. I know many people will have fallen out of their pram when I mentioned 'relatively low cost', but try comparing the prices of karts, tyres, engines, racing overalls, etc. from say 1970, with today's prices. At the same time, compare the price of your car, car tyres, a cup of tea, a pair of shoes and repairs to your car with those of 1970, and you will find that, in relation, prices in karting have not risen as steeply as you might expect, especially bearing in mind the incredible advances in equipment, speeds, and circuits.

By now you are probably saying 'We know all this – where is it leading to?' Well, it might be more to the point to ask where is all this *not* going to lead us to, as after three years of real growth and promotion of the sport, involving a lot of effort by many, there appears to be a nucleus of people intent on taking us back to the old days, undoing all the good that has been done. Here are a couple of little gems to get your teeth into:

It has been rumoured that there is a petition being raised to try and have the regulations changed, and bring 250 International karts onto the restricted tyre list! I am sure that any person involved with such a petition has never had an American Goodyear blow out on them through overheating at high speed – well, I and several other people I know have, and it ain't very reassuring! Of course, we have all heard of Dunlops, Bridgestones and Continentals blowing

IT'S ALL PART OF THE C.I.K.'S PLANS
FOR THE NEXT PHASE OF THE 250cc
SUPERKART CHAMPIONSHIP.



out, but not through the problem of overheating. A suspect tyre, at the speeds now being attained, is a risk that you can avoid by using an alternative – the choice must be left with the driver.

The new tyres are so expensive and fast-wearing' is often put forward. In a recent Press release circulated by the Women's Racing Drivers Club, Carolyn Grant-Sale is reported as saying that she 'has to use the old tyres from boyfriend Dave Buttigieg, as she can not afford £300 a meeting for tyres'. What can you say! In my other capacity, I am the Bridgestone Tyre Distributor – I should, I suppose, be on the phone to Japan asking them to multiply my orders by 10, while at the same time filling in my order form for my new Rolls, equipped with Bridgestones! I can not quite see the validity of such a statement, as I for one did 87 laps at the Donington practice day prior to the last meeting on the set of tyres I had also used at the Cadwell meeting and the Folembay test day with Patrick Depailler. They were used again in practice at the Donington meeting, and I will also be running them for another full practice day at Cadwell in a few days' time!

Next time you fit a set of new Bridgestones, make a note of how many laps you get out of fronts and rears. Then if you really want to go to town, fit a new set of Goodyears on a 250 International kart and see how many laps you get out of them. Boy will you be surprised! You might also need to place an order for six pairs of new pants – I am told a bottle of *Diocalm* does the job!

Now for a little bombshell! It is rumoured that a proposal is being considered by the C.I.K., that C.I.K. International events for 250cc International should be held on circuits with a maximum length of 1500 metres. Which means that the European Championships, which was once the most prestigious 250 meeting of the year, could only be run on short circuits. It is further rumoured that this suggestion came from *Britain!* It would appear that certain people seem to be really worried about the increasing growth of karting and the fact that it is now accepted as a full-blown motor sport. As far as I recall, it was through the efforts of the British that the European Championships were first organised, at Oulton Park, and a superb meeting it was too. It was the intention that the meeting would continue to be run on big circuits, as it was in Denmark the following year (1977). So what has happened since 1977 (apart from the incredible growth of 250 racing) to change the situation? The 1978 British Championships were a classic example – when you look at the list of *hundreds* of drivers at Cadwell for the Long Circuit Championships and then look at the entry for the Short Circuit Championships at Sherington, it would appear that there is a 'no-contest' regarding the type of circuit the majority wish to race on!

Let's hope the C.I.K. are not going to bury their collective heads in the sand, and ignore the rest of the World. We must also hope that the British delegate to the C.I.K. is in fact going to represent the views of the majority of British drivers on this, and any other, topic.

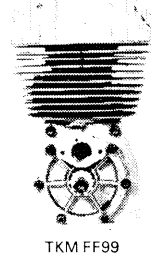
Karting, and especially the long circuit side, has come a long way. Collectively, the items above are not helping the continuation of this progress at all!

Well, let's turn to the positive side of the coin, with various interesting bits of news:

On 22 April, I was involved with Malcolm Turner, Jack Barlow and Patrick Depailler in a demonstration of karting at Folembay, in France (reported elsewhere). It has got 250 Karting on the move in a big way there and there is the chance of some International events soon.

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The Editor at work! Chris notes down tyre compounds at the Global Cup.

continued...

the mental attitude, fitness, preparation, and general ability of this season's crop of drivers. I'm not knocking for the sake of it, but have you seen the chairman of the Kart Committee (or any of his committee members. ED) at any of the important 100 c.c. races this year? I haven't. He wasn't, to my knowledge, even at the Global

Cup. How can the Committee be fair in their judgement of who's best when they don't attend the races on a regular basis? Who then should pick the team? The Team Manager? Who is the Team Manager? Alan Johnson? No sir, he's not on the Kart Committee so he can't be the Team Manager despite the fact that he is recognised as being one of the best Managers we've had, with stacks of international experience, personal friendships, the ability to communicate with other team managers, and the respect and trust of drivers and manufacturers alike. Despite all these factors, he is chucked on the junk heap.

Not many people know the story of Le Mans, but it's worth telling. As mentioned, Alan was not the official manager because of the stupid 'RAC Committee rule', so Mason Minns took his place. I've known Mason for years and like him a lot, but you and I know full well that Mason's roots are not in Class One. We had the silly situation of Mason not even knowing what Mike Wilson looked like and he certainly had no real contact or feel for the team as a whole. In the meantime officials and personnel alike were turning to Alan Johnson for guidance, advice and decisions, and while Mason was point blank refused access to the heavily guarded pits in which Mike Wilson was established, Alan was allowed to walk in and out as he pleased. A crazy situation. It's a bit late after the event now, but I think Alan should have been awarded an honorary position on the RAC Committee, even if it was only for the duration of the international meeting.

Back to basics - who is going to be Manager and who is going to pick the team? Let us hope that common sense prevails on the choice of Manager, and as for picking the team, let us hope the Committee is not influenced by anyone with a direct connection with any of the potential drivers or their equipment.

I am often approached by people asking why I never report on the Junior scene, or indeed Junior racing. My reason for this is simple - I can't stomach the aggravation. Why is it that at any meeting, anywhere in the country (or the World for that matter) Juniors, or is it their Dads, are always involved in some sort of fracas somewhere along the line, be it problems with scrutineering, arguments about track tactics etc. As soon as these Juniors graduate into Senior racing the whole mentality changes and they seem to stabilise. Could it be something to do with growing up? Don't get me wrong - I do realise that the Juniors of today are the World Champions of tomorrow and they are an essential part of the karting scene, but one thing I have noticed is that those Juniors who have won the championships and graduated to greater things are normally the ones who got on with the racing and who never caused any trouble, because of their calmer approach.

Two small asides. I was greatly amused at the letter written to Jock Mailer by the Junior from Felton, who had obviously taken my views on the top ten 100cc drivers seriously and was employing Fullerton-type tactics to win races. I can only hope that I am not presented with a bill by irate Dads, whose sons' karts have been damaged when this lad knocked them off trying to follow my advice!

Fame at last: notice who featured on the front cover of the last issue.. no not Paul Jackson or Ricky Grice... nor even Peter Wardle in the red anorak... but who's that incredibly handsome chap sitting next to Ricky's Dad in the corner by the commentary hut... yes folks it was me... the first time I've ever featured on the front cover of a mag... and in full colour too. Funny that Ricky's Dad should have his feet through the top of Rick's crash helmet!!

J.P.



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Dear Sir,
I wish to express my sincere regrets for writing this letter and I so wish it was not needed. Unfortunately, after experiencing the absolutely disgusting behaviour of certain Junior drivers at the 1st round of the *Road and Racing Championships* at Fulbeck on April 22nd, I feel it necessary to express my feelings.

After two years in Juniors, five years 100 National and two years 125 racing, plus three years involvement in the organisation and running of meetings, I have never come across such appalling behaviour as that experienced at this meeting. Fair enough, feelings were running high—I do know what it's like to spin off whilst contesting for the lead, but honestly do you, the driver expect pushers and officials to come to your aid immediately, regardless of their own safety and that of other competitors? The language and sarcastic comments that I and other helpers were subjected to was unbelievable for lads of this age. Come on Juniors, play fair—we give up our own racing to help you, so let's have some respect in return. Remember, without the countless people running meetings there would be no racing for you!

Finally despite my moans, thanks lads for providing a day's excellent racing—the driving was a credit to our sport.

Thank you for giving me the space to air my views.

**C.M. Fox,
Nottingham**

Dear Sir,
May I through your magazine raise certain points regarding the RAC tyre list for class 100 Britain. I realise that this is a rather mystical problem at the present time, but I would be very glad if you could answer the following questions:

1. Why is it that a certain tyre company has been given the market for one whole class? One possible solution to this is for the RAC to draw up a list opening the market to several existing tyres, and reviewing this list every year.

2. If such tyre regulations are needed, why don't the RAC allow a change over period of at least one year? This would surely preserve the economy aspect of the class.

I am a student and race in this class because of the supposed economy, and I have found it a very competitive and relatively cheap form of racing up to now!! I would hate to see this class become more expensive, as this would force many people such as myself out of the sport. Surely the RAC should bear this in mind when they formulate such new rules.

Fortunately it seems that clubs are not enforcing this arbitrary ruling. But I feel that such negation of control of the sport by the RAC puts clubs in a very difficult position.

**J. Wroe,
Bucks**

Your letter expressed the sentiments of many Britain Class competitors, but the answers to your questions can really only come from the RAC themselves, who initiated the new rules. A similar letter direct to them may yield some answers . . .

ED

Dear Sir,
Through your excellent magazine, may I express my sincere thanks to Dave, Alan and Reg of Lane Racing. I have finally started karting, thanks to their time, help and generosity in sorting out my kart and motor.

**Liam Doherty,
Wembley**

Dear Sir,
Through the pages of your excellent magazine I would like to draw attention to the pathetic way in which the Hoddesdon K.C. handled the entries for the first Green Man Championship round on the 1st April, 1979.

Despite a postal dispute the Club kept the closing date the same, which was much earlier than usual with most clubs. In addition to this, no entries were taken over the telephone, even if the entry money had already been sent. This is also contrary to the policy of all other clubs I know of.

The result of this action was that 40 entries were turned down, including many leading drivers. This has now ruined the 1979 Green Man Championship before it has even started.

In my own case, my entry was turned down, but I did not receive notification until the Monday after the event! (due I suppose to the postal dispute). I therefore drove 200 miles to Hoddesdon only to be told to go back home, as there was no way I would race. When I complained to the Club Chairman, all I received was abuse and foul language.

It disturbs me that this attitude and total lack of interest in helping the competitor not only exists in karting, but is to be found at Britain's "premier" 100 c.c. circuit.

**D.N. Hastilow,
Taunton, Somerset**

Dear Sir,
I feel I must reply to some of the comments made by Chris Merlin in the May issue. Firstly, it is the 1978 Expansion Chambers that are the subject of the copyright infringement and, at this stage, not the latest MOTIV 2 Expansion Chambers. Secondly it is true that there was more to the Shadow-Arrow case, but it had nothing to do with the copyright issue. Thirdly,

it is the detailed dimensions and routing of the expansion chambers that are the subject of copyright. Finally, the aluminium silencer bodies are for lightness, not noise reduction! The aluminium silencers are nothing to do with the all-steel MOTIV 85 Silencers which are considerably quicker.

The action that I am taking may, on the face of it, appear harsh, but I believe in kart racing as a serious alternative to other established motor sports, but until it is established on a firm ethical business footing it will never reach its full potential, or be taken seriously by the general public.

My last duty must be to compliment you on your magazine—a positive contribution to the improvement of the sport.

**Bob Clowes,
Motivation**

Dear Sir,
May I, through your magazine, thank the Tippings of *Monteagle Racing* for all their help and guidance. I must have saved almost £200 on my basic equipment by taking their advice. After dealing with motorcycle dealers for the past four years, it comes as a pleasant surprise to deal with such honest folk. Also may I thank *Dartford Karting* for their prompt service.

Karting generally has had to rely on specialist magazines to give coverage. However, I believe *Motoring News* deserve mentioning for their weekly report. The report they produced on last year's Grand Prix was very informative and accurate. They even gave a brief preview on this season's racing, stating which drivers deserve watching. Other motoring mags can only take note.

**Martin Card,
Woking, Surrey**

racing primary chain is essential (Renolds chain no. 118092). I find that they will last approx. six meetings with care—I normally only replace them when there is play from end to end in the links. Fit a new copper shim over the clutch rollers and then fit the clutch back plate. Fit the clutch sliding sleeve hub and springs if they are OK, or new parts if necessary. Ensure that the teeth are not badly worn on the back plate. Insert the two locking tools and fit and tighten the clutch centre nut and spring retaining washer, and then the primary drive nut and washer. You can use a drop of Loctite on the latter. Fit the four cork clutch plates, ensuring that they are oiled, and the steel plates in between, ending up with the thick outer steel plate. Make sure that all the clutch plate ears are not badly worn. Fit the outer clutch retaining cap and tighten with the clutch peg spanner as tight as possible.

Insert the two thin clutch push rods up the mainshaft, which should meet with the fatter pushrod that actuates the clutch lever arm on the gearbox and cover. Replace the clutch adjusting screw and nut, leaving a small amount of play at the lever arm, which allows for expansion of the push rods when the motor is hot. Tighten the lock nut. Next fit the outer cover retaining stud, and using instant gasket, and a paper gasket, fit the outer cover. Ensure that there is a good seal and that all the drain plugs are tight, and that the cases are not cracked around the drain plugs, as this happens frequently.

Next fit the piston. It is a good idea with needle roller little ends to have a dummy gudgeon pin that fits the little end rollers and washers—it saves a lot of fiddling about when trying to insert the gudgeon pin. It is difficult to give guidance as to when to replace the piston or rebore a 210. Ideally when there is 5 to 6 thou clearance the time would

be right for a rebore, but some of my own barrels just keep going on and on with ridiculous clearances! However, with new brands of pistons appearing, tighter tolerances will no doubt be required. Ensure that the piston is fitted the correct way round (with Omega ring peg to the rear, Hepolite pegs to the front) and that you have 22 rollers in place. With new Omega pistons and needle roller little ends, the piston will require the gudgeon pin bosses filing or preferably milling a little to give adequate clearance for the spacers—4 to 5 thou is sufficient. Always replace worn spacers and rollers. Don't forget to fit new circlips every time you fit a new gudgeon pin. Fit the base gasket or gaskets depending on your individual motor, and don't forget to cut them to match the ports. I only use a drop of grease to seal them. Replace the piston ring(s) if the gap is more than 15 thou. New rings should be set to 6 thou (for running-in) or 8 thou when about to race straight away. I very often fit a new ring before a final—a few minutes of running-in plus the rolling lap usually ensures that it is bedded in. Now replace the barrel and head, using head gaskets if necessary. If gaskets are necessary I prefer the smaller, round aluminium ones, as the area of pressure is greater than with the larger copper ones. I use 14ft/lb torque setting for the head. In theory the squish clearance should be approx. 30 thou, but experiments with our motors suggest that the compression ratio itself is more vital, and this can be altered using different numbers or thicknesses of gaskets. Certainly it is beneficial to drop the compression for long circuits.

Now back to the ignition side. Replace the oil seal in the ignition cover—this is usually a double-lipped seal—ensuring that it is the correct way round (and don't forget to smear it with oil). Fit a new 'O' ring in the cover, or if necessary,

replace. Fit the Motoplat cover and then the backplate itself, if it was removed. Ensure that the crank/rotor surfaces are clean and not damaged and also that the woodruff key is fitted correctly so that the rotor fits the shaft and doesn't ride up on the key.

Timing the Villiers with an external rotor is done by inserting a small rod through a hole in the rotor and matching it to an equivalent hole in the backplate, using a dial gauge to check the timing. I normally use a timing of 3.25mm BTDC. (Sorry I only work in metric on timing!) It may take a few minutes to get exactly the correct timing as you must check this with the rotor fitted and tightened properly—as they do move when they are tightened—so several attempts may be necessary. Use a drop of Loctite on the rotor and the retaining nut as they are quite liable to come loose, due to the inbuilt vibration of a 210 motor. To time a motor with an internal flywheel is much simpler—just line up the marks, and adjust the backplate as necessary. With both systems, ensure that the backplate is properly tightened. Fit the outer cover.

Right, there you are—a rebuilt 210 motor. Now just a few basic details and recommendations. I use Shell Spirax HD75/80 oil in the clutch and gearbox—7fl oz in the clutch (ignore the level plugs) and to the plug level in the gearbox. This oil may sound particularly heavy, but we reckon that it is worth a decrease in lap times on long circuits of perhaps 0.5 to 1sec, which is well worth having. I also use the Shellsport R castor oil at 7fl oz/gallon in the petrol, which does not tend to gum the motor up like other castor oils. I use an Amal mk 2 carb, and a Motiv exhaust system at present.

No doubt there will be some queries—please write to *Kart & Superkart* and I will do my best to answer them!

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210 Preparation Part 2

By Peter Haywood

For all those who may have stripped down their motors after the April issue, and have yet to rebuild them, I apologise – but as my 210 driver, Will Hoy, chatting in an idle moment to Owen Jones and Phil Ansell at another miserable wet Donington said, ‘We deliberately didn’t write part 2, so there would be less people to race against!’ Anyway, the rebuild:

After two months I can assume that you’ve had plenty of time to thoroughly clean and inspect all the parts. Starting with the crankcase, check that the crank is not rubbing against the cases. If it is rubbing against the clutch side case, a shim behind the outer 6204 bearing will help, although if on the ignition side the case may need machining as shim cannot be used. Check the cases for cracks – in particular the gearbox lug at the bottom, and where all the studs are fitted. Fortunately, 210 cases can be welded, even to the extent of adding a block of aluminium in place of the gearbox lug.

Assuming the cases are OK gently warm the clutch side case and drop in a new or checked 6204 bearing, and replace the circlip immediately. Having replaced the 6205 or 6304 bearing on the crankshaft, ensuring a tight fit by perhaps one drop of Loctite where necessary, replace the aluminium stuffer on the crankshaft with the smaller diameter bevel to the outside. While the cases are still warm drop the crankshaft assembly into the cases, and ensure that it is thoroughly home. If you have noticed that the bearings were spinning their housings, again, one drop of Loctite will help. But if the problem persists, a new set of crankcases will be required.

There are several ‘pet’ ways of sealing the crankcase halves, and my favourite is an Instant Gasket of some type – *Hermetite*, *Loctite* or *Solvol*. Gently clamp the crankcase spigot in a vice so that the case surface is horizontal and then ensure that the surface has a sufficient covering of gasket cement. Lay out the five crankcase studs and nuts on the bench, then warm the other crankcase half with the blowlamp. When warm enough drop this over the 4205 bearing on the crank and quickly drop in the studs and tighten evenly. Sometimes you may find the crankshaft is a little stiff in rotation, and a gentle tap either end with a soft hammer will settle the crank in.

Whilst talking about the crank, we find that conrods will almost last forever if compared with Class 1 motors – at least 12 months, even in my own motors. The one recommendation I can make is to replace any bushed little ends with the needle roller type, which is far more reliable. Similarly, I would recommend that you should use 9E cases, rather than the more common 11E cases, as they are far more rigid and stronger, and therefore seals and bearings last much better, as well as giving the crank an easier time.

Next the gearbox. Check that the dogs on the gears are not badly worn – particularly the second and third gear pinions and the final drive high gear pinion. Badly worn dogs lead to the gears jumping out. They are relatively cheap to replace – apart

from the high pinion which is about £12. Check for any overheating on the mainshaft – if this has happened replace the shaft, or you could possibly have it break due to the hardening being weakened. Make sure that the selector unit has a good positive action, and that the split pins are not broken. As these are readily available second-hand and in good condition, it is usually not worth repairing a worn unit. Check that the phosphor-bronze washer between the high gear pinion and the bearing it runs in, is in good condition, and then replace the $\frac{3}{16}$ in ball bearings inside this pinion. Build up the gear cluster and selector unit, not forgetting the spacer that fits on the mainshaft between third gear and the high gear pinion, and also the one behind the ratchet pinion (first gear). Fit the whole cluster into place in the casing.

Now the end cover. Usually the large ‘U’ spring is OK, and rarely loses its tension, but the parts to check are the teeth on the quadrant (which may be chipped or worn), the pawls and the pawl spring. The quadrant is almost the most important part of the box – even a little-worn unit will give trouble, although sometimes one which by its appearance will never work, will function perfectly! The pawl spring should be replaced very regularly – 20p every two meetings is well worth while, and similarly the pawls themselves. Replace all these parts and ensure that the circlip fits correctly and tightly in its groove – don’t spoil the ship, etc!

Now the tricky bit – lining up the quadrant and the selector unit. Looking at the quadrant, fitted with the teeth upwards, put a spot of paint on the third tooth from the left. This tooth lines up with the mark on the selector unit. Ensure that you have the roller bearings well greased in the end cover and don’t forget the washer that retains

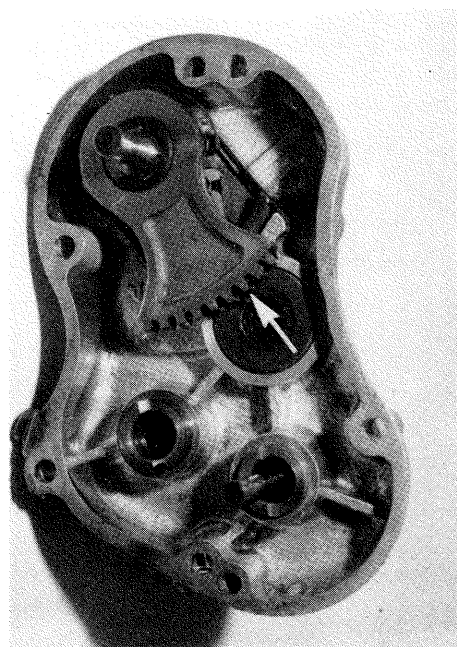
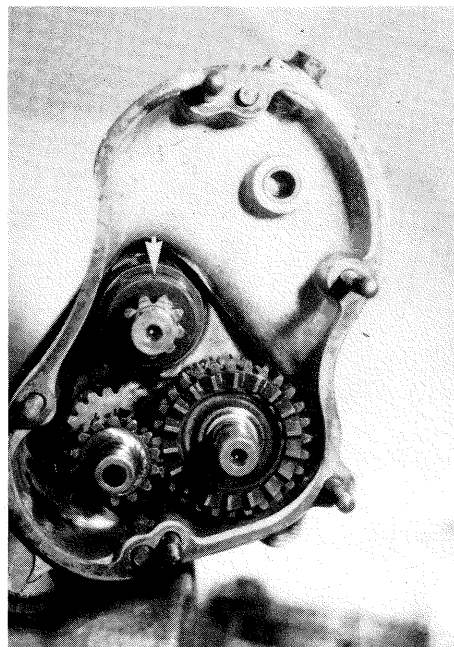
them. Fit the end cover ensuring that the two marks line up. Usually a dry gasket is quite sufficient to retain the oil, so gasket cement should not be necessary. Next test the box to ensure you have all the gears. There will be some end float in the mainshaft – between 10 and 30 thou is OK.

The next stage is to fit the box to the cases, but we must consider the primary chain tension first. From Part 1 you will remember that I suggested you keep a note of the tension in the primary chain before it was removed, and also how thick the gearbox-crankcase gaskets were. If your primary chain was the correct tension (approx. $\frac{1}{4}$ in total up and down movement, i.e. not quite tight) then you can replace the gearbox using the same thickness of gaskets, but on no account use old damaged gaskets. If you are going to fit a new primary chain, you will have to start from scratch – fit the gearbox using one thin gasket, and then build up the clutch roller assembly in the clutch drum. Push the primary drive sprocket, chain and clutch unit on to their appropriate shafts and check the tension of the chain. Add gearbox/crankcase gaskets (there are 40 thou, 15 thou, and 10 thou thicknesses available) until you obtain the correct tension. This can be time consuming, but very worth while, even though you may have to remove and fit the gearbox completely four or five times!

Let us assume that we have the correct tension and the box has been fitted. Now fit the clutch case inner cover (not forgetting the cork or paper gasket). Even if you have had to use several spacer gaskets, the seal will still operate – as there is usually adequate tolerance for the clutch case over the crankcase spigot. As yet, I have not replaced a clutch case seal despite having had approx. 70 thou thick gaskets between the crankcase and gearbox!

Fit a new crankshaft oil seal into the clutch side crankcase, oiling first, and ensure that the primary drive sprocket slides on and off the crankshaft easily with the woodruff key (preferably a new one) in position, although there must be no play. Fit the primary drive sprocket, chain and clutch drum (rollers) roller track in one go. A proper

When assembling the gearchange assembly, the third tooth on the quadrant (right) should line up with the mark on the selector unit (left).



Dear Sir,

In the nine years I have been associated with Karting, both as a participant and trader, there have been few times that have prompted me to put pen to paper. When an individual has reasonable success in a sport or business or both, there is always an element of vindictiveness and jealousy and ‘back-stabbing’ from other competitors and their families. One has to have the patience and temperament to ride these obstacles or be over-ridden, because no matter how much a person can put back into the sport it is never enough—for some!!

A Mrs E. Price of Bolton made a statement in your last issue of *Kart & Superkart* which has left me with no alternative but to clarify facts. While she has refuted any connections at all with *Ray Davies Autos*, the Price family, for some reason, have failed to give any recognition to *Ray Davies Autos* for their support in the 1978 season. Whilst it is perfectly true to say that the BM/BM outfit is his own now, the BM Kart was supplied to Derek Price by us at *ex factory* cost—a very small amount considering today’s retail prices. I also supplied a K96/3TT engine to him, again at *ex-factory* price. The engine was tuned by Roy Holt Engineering, and I paid for this tuning myself. Also, all BM parts were supplied free of charge whether damaged or through fair wear and tear, throughout 1978. We also paid expenses—hotel, entry, etc., to the Welsh Championships for all the Price family. Considering the size of my commitment to Karting in relation to the works teams, I feel this was fairly generous—this did not only apply to Derek Price but also to Brian Parias who had a great deal of success at major meetings, and to whom I am grateful. However, Derek expected more for 1979 than I could offer.

During 1978 I obtained an internationally well known tuner to supply and tune engines for a certain number of BM drivers, and although I paid full retail price for these engines,

I distributed them at below retail price—in fact, in some cases I have given discounts. These engines are the best, but they are expensive, and I am afraid, are not just given out free of charge!

I would like to bring to the notice of Mrs. Price a statement made by Mr. Terry Fullerton to Mark and Martin Hines of Zip Kart, expressing his thanks for their assistance and help during his association with them. The World’s best still have the courtesy to thank their sponsors. Perhaps if I had received a thank you at the end of the 1978 season it would have given me a little more incentive towards Derek Price’s karting needs for 1979.

Finally, I would like to add that as in any sport an individual has to give a good account of himself, not only in the sport he participates in but also in tact and decorum, before he can hope to achieve the support top sportsmen obtain who have had to do it the hard way.

Ray Davies,
Ray Davies Autos

Dear Sir,

In reply to Mrs. Tippings letter (May issue) concerning the homologation of the Hewland Arrow for 100 Britain and her allegations of my involvement in events. I should perhaps be flattered that it should be thought that my opinion or wishes could sway the RAC! However, to put the record straight without going into all the details, I, representing DAP, together with representatives from Hewland (Arrow), TAL-Ko (T.K.M.), Ferrari (Parilla), and Upton (Manx) were invited by the RAC to a meeting to discuss 100 Britain engine homologation. We can only assume that Mrs. Tipping’s strongly held and seemingly one sided opinions are based on the events at that meeting. However, since Mrs. Tipping was not present, those opinions can clearly only be based on

heresay. We certainly did, in unison with ALL the other engine manufacturers/concessionaires oppose the Arrow, in Britain Class, in ‘TT’ form. It must be apparent to anyone prepared to take an objective view that the admission of the Arrow engine in this form, would make it difficult to justify excluding the DAP T70 and the Parilla TG14L in TT form or the TKM FF99TT and the Manx 100L TT. The latter two, Mrs Tipping, being British engines but made in booster port form to comply with 100 Britain regulations.

As far as the gearbox is concerned, there is nothing unique to the Arrow in this. Bolt on reduction boxes produced by Upton to a German design to fit the Manx and Italian engines have been available for some years. The ban therefore is not in anyway penalising one manufacturer to the benefit of any other.

The comments regarding extras, cost of different ignition or carburettors, and engine tuning and preparation are unquestionably well founded. It has long been our contention that for classes restricted by price, any engine should only be allowed to run in the form in which it is sold at the given price limit i.e. no extras. However, as long as the rules permit extras and engine tuning to be carried out, it is only to be expected that the true cost to win will be considerably more than the RAC price limit. That is no reason for the RAC to allow even further relaxation of the rules to the point of the class becoming a free for all.

John Mills,
Workshop

A letter containing very similar sentiments has been received from Bruno Ferrari, which due to its similarity and shortage of space, we have omitted. The current wave of fierce competition between Britain Class manufacturers/importers has prompted us to carry out a Britain Class engine survey—see next month! ED

Alan Cheetham on a Barlotti 79B with a Peak Revs prepared Villiers again finishes 1st at the Three Sisters meeting on May 20th.

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four laps later he was collecting the chequered flag with a 13 seconds victory margin over the next man!!! The 'next man' was in fact Steve Styrin, who drove equally brilliantly from 40th on the grid, with John Morrell just snatching third from Nigel Smith, who recovered well from a spin whilst disputing the lead on lap three. Malcolm Turner notched up fifth in his first complete race in the new Aero chassis, with Paul Elmore chasing him over the line.

John Dickson won the eight-lap qualifying race from Raymond Lyon, whilst Reg Gange's appalling luck this time robbed him of third only 1½ laps from the end. This left Dave King to inherit third, pursued by Paul Lyttel.

The zenith of the day's racing was yet again thrashed out on a damp circuit. Fortunately, though, this did not detract from the sparkle of the entertaining competition, and a Hermetite liveried 'Dolly' Sprint led the growling pack around the warm-up lap, peeling off into the pit lane to leave the gladiators to it...

It was the predictable sight of the familiar Martin Hines Disappearing Trick which grabbed attention at the turn of the green light, and the British Champion had pulled out five lengths from seemingly nowhere even before the grid piled into Craner Curves for the first time! Steve Styrin was hanging on to second by the fingertips, but his grip soon snapped, and Rob Kerkhoven, Steve Elmore and Chris Taylor squeezed by at the approach to the Old Hairpin. By the end of the first lap John Morrell was also in the thick of the front-of-the-pack conflict, but then he locked-up under braking at the end of Starkey's Straight, and in fighting an enormous side-to-side twitch he fell back down the lap chart again.

The order at the end of lap one was thus: Hines, Kerkhoven, Steve Elmore, Taylor and Styrin. This was the way it stayed for four laps, but then Styrin made another over-enthusiastic error exiting Holly Wood, and duly terminated yet another meeting on a disappointing note, being extremely fortunate not to hit anything in a simply enormous spin down the hill to Craner Curves!

This left Dave Buttigieg to slot into fifth place, after swooping by sixth man John Simpson as they dived into Red Gate. The European Champion had stormed through from the 12th row of the grid, and was lapping quicker than anyone else on the track, as usual revelling in the challenging track conditions. Cruelly, though, Butty's efforts were robbed on lap six, when his chain threw itself at the entrance to Wheatcroft Straight. Meanwhile Paul Elmore had also pulled off, deciding to call it a day after a brake caliper failed, leaving the works Zip with only one working front brake which, according to Elmore, made it unmanageable around right-handers. Although he held a steady ninth

Yes, it's Nigel (not-so-sideways) Smith, in one of his better drives to date, showering John Morrell with spray. (Photo: D. Smith)



Surprise of the meeting was Chris Taylor. A change in brand of lubricants has apparently done wonders, and third place was just reward for a spirited drive. (Photo: D. Smith)

place, the number two Zip driver never looked as though he had really come to terms with the wet, so his retirement wasn't really surprising...

Next on the casualty list was sixth-placed John Simpson, whose Sheppard Food's sponsored machine spluttered into the pit lane at mid-distance. Calvin Fish also added to the retirements, the promising young driver taking an excursion into the undergrowth whilst fighting for 10th, returning to the fray perhaps a little annoyed, and promptly spinning again.

Whilst Hines sailed around at the head of the race, with Kerkhoven always hovering ready for the kill, the revelation of the meeting became Malcolm Turner. The Sidmouth butcher started 43rd on the grid, and rocketed through commendably neatly to 13th by lap three, and was eighth two laps later. By two-thirds distance the Aero was firmly established in sixth, and looked very reluctant, and indeed unlikely, to be challenged.

Then suddenly the excitement returned to the very front of the 50 kart snake. Hines had been lapping consistently in the sub 1min 35sec bracket, but on lap eight backmarkers, allied to a possible smatter of over-confidence, resulted in a lap of 1min 38.82sec - whilst Kerkhoven toured in 1min 35sec! In a matter of only two laps Kerky narrowed down the gap to the leader from four seconds to under half a second. As Hines explained: 'I was going quite well, everything alright, and could sit back a little and watch the pit signals. The pit board read "+1, +2, +4, +5, +2" and as I was reading "+1" Kerkhoven was pulling alongside me!'

Rob tucked in behind Hines at the entrance to Red Gate on lap nine, and a lap later he made his move at the same place. Side by side the two leaders swung around Holly Wood, and plummeted down to the Old Hairpin, neither willing to give an inch. And as they entered Starkey's Straight over a minute later they were still motor-ing on as if tied together! Kerkhoven managed to make the vital break, with Hines brushing his rear bumper, whilst Chris Taylor had been making the most of their mutual distraction to nibble away very effectively at the gap to Hines' rear bumper! Taylor then proceeded to open a few eyes by pulling out alongside Hines on Wheatcroft Straight, looking determinedly for a way by!

However, it was not to be, and on the last tour Hines really pulled out the stops to clinch the lead again, submitting a lap in 1min 32.69sec, a whole 1.4sec improvement on his previous quickest time of the race! The Zip driver clearly meant business, and he reaped the rewards with another gold for Hermetite! Kerkhoven, who had to contend with brake fade in the last few laps, was breathing down the British Champion's exhaust pipe at the line, having made a drive that must surely mark him as one of the favourites for this year's European title.

Chris Taylor took a superb third place only 0.4sec behind Kerkhoven, with Steve Elmore next up after a consistent drive. Donovan Collier claimed fifth, chased hard by Malcolm Turner, who enthused: 'I can at last put the power down - even in the wet! It's a vast improvement on the last chassis. I think we're getting there...' A valid warning!

Martin Poole was next home, benefitting from the sad demise of Team Schemes' Nigel Smith who staggered to a halt with a misfire, and a hole in the petrol tank which was severed by the gear lever, 'which can't have helped!' Rae Davis, John Morrell and David George rounded off the top 10.

Things are getting pretty tight at the front of the Superkart grids now, and more winning varieties must surely be on the way...

Superkart Results:

Donington Park. 7 May. Circuit damp.

1st	Martin Hines	Hermetite Zip/ Zip Yamaha
2nd	Rob Kerkhoven	Zip/GBRD Yamaha
3rd	Chris Taylor	Zip/Taylor Yamaha
4th	Steve Elmore	Zip/TVM Yamaha
5th	Donovan Collier	Zip/Yamaha
6th	Malcolm Turner	Aero Panther/ Turner Yamaha

Fastest lap: Martin Hines - 1min 32.69sec / 75.93mph.

continued...

alongside third-placed man Cortijo on Wheatcroft Straight. Some brave late braking into Red Gate gave the flying Hall third place. But he still wasn't finished. Yet another driver was to be crossed out on Hall's high-speed shopping list, and that was none other than Colin Mills, who Hall squeezed by on the approach to Craner Curves with only two laps to go!

In the closing stages Hoy began to realise that he had firmly proved his point, and so eased off slightly to coast to a delighted 7.2-second victory from the brilliant Roger Hall, who thrashed his steed all the way to the end, piling into Wheatcroft Straight for the last time way up on the curbs in a beautiful four-wheel drift. A real joy to watch!

Third was Colin Mills, whose poor start gave way to a quick but sensible drive, with Bill Longden four lengths behind him after neatly slipping past Eddie Cortijo on lap nine. Rounding off the top six finishers was Chris Anderson, who rocketed through the pack in a truly inspired dash from the back of the grid.

1st	Will Hoy	Zip/PH Upton
2nd	Roger Hall	Zip/HRP Upton
3rd	Colin Mills	Barlotti/APV
4th	Bill Longden	Barlotti/Upton
5th	Eddie Cortijo	Lynx/Upton Eddie
6th	Chris Anderson	Barlotti/AKR Upton

Rising Hill

As always, the 125 and 250 Nationals ran together, and the racing was typically interesting, both in the individual class races and in the perennial 125 v 250 squabble.

Heat one for the 125s went to 'GP' plate holder Steve Elmore, with Brian Hill taking a fine second. At Cadwell three weeks' earlier Hill turned a few surprised heads by storming through the recognised 'star' order with novice plates on. At Donington he added the finishing touches, to very loudly reveal his immense abilities... Paul Molloy claimed heat two, with David Calland and Brian Hill giving chase.

250 Nation heat honours went to Tony Misson and Alan Collard, with Misson also taking a second to firmly establish himself as the widely recognised favourite.

To the final. Again we had two separately identifiable races, although the 250cc pilots got down to their usual trick of pushing forward to mix it with the 125 brigade by mid-distance.

Brian Hill made a smart getaway from the Union Jack to lead the 125 bunch into Red Gate, and from then on he never had to look back. However, he did not enjoy an exactly easy run either, for his Kawasaki-powered machine was shadowed all the way.

The first such shadow was second-placed James Hoy, but a mistake on lap two caused him to fall back behind a charging Roger Goff and Mike Doble. Goff failed to last more than two laps, and Doble was demoted on lap four by Dave Currie. From this point onwards the 125cc race was simply dominated by the talented Hill, with Currie glued stubbornly to his rear bumper, waiting for the opportunity to pounce. Hill didn't allow such an opportunity.

Mike Doble motored on in third until lap seven, when he committed an uncharacteristic indiscretion on the plunges and sweeps at the back of the circuit, providing James Hoy with a chance to stab at third place. Hoy had to then stave off stern challenges from Paul Keepe and Paul Molloy



Will Hoy pressed on to an aggressive win in the 210 final, ending up with a very comfortable margin. (Photo: D. Smith)

(who had given himself plenty of work to do after making a sluggish start). However, Hoy managed to withstand the pressure, and so at the chequered flag winner Brian Hill 'towed' a slipstreaming Dave Currie into second, with a 10-second lull then being shattered by Hoy, pursued by Keepe and Molloy who were delaying each other in a battle of nose-to-tail 'how late do you dare to brake?' characteristics! Mark Allen claimed sixth place, having stormed by 17 drivers after the handicap of a lowly grid position.

The 250 Nationals provided some exceptionally close racing. Tony Misson nosed ahead to grab the initial advantage, with second-placed Joe McBride fully occupied in fending off challenges from Dave Durance and Ken Tibbs. These three used every inch of the track in a furious argument that saw Durance emerge the victor, whilst Tibbs was trying so hard that he departed from the action in a backwards slide onto the grass at Craner Curves.

Durance then settled down to eat away at the gap to leader Misson, which he succeeded in slowly but surely narrowing. By lap six Durance was brushing Misson's rear bumper, and a lap later the table was turned, with Misson studying Durance's exhaust pipe! These two diced the remainder of the race away, exchanging positions another three times before Misson finally clinched victory after a heart-stopping side-by-side war of nerves and sheer gutsy driving all the way from Red Gate to the Old Hairpin. So, after an entertainingly sideways thrash in the damp conditions, it was Misson who deservedly claimed the victor's laurels, with Tony Smith Racing's Dave Durance only 2½ lengths in arrears at the line.

Irishman Joe McBride netted third after a comparatively steady drive, followed by Peter Featherstone who pulled a few surprises out of the bag after disappointing heats performances. Barlotti mounted Rod Thomas ousted Bill Tinkler for fifth in the closing stages, after the two had run in close company for much of the distance.

It is to be very much hoped that the 250 Nationals can maintain this high standard of close competition, for their performance at Donington was a refreshing breath of fresh air in a class which so often suffers a polluted reputation...

125cc Results:

1st	Brian Hill	Zip/Kawasaki
2nd	Dave Currie	Zip/Yamaha
3rd	James Hoy	Sprint/PH Rotax

250 National Results:

1st	Tony Misson	Zip/Bultaco
2nd	Dave Durance	Lynx/Smith KTM
3rd	Joe McBride	Watt Barlotti
		Watt Montessa

The same old story – but only just!

Each Superkart driver had a chance to prove his worth in two out of the total of four heats, with an additional qualifying race allowing those unsuccessful in the heats a second chance to try and place themselves on the grid for the final.

Paul Elmore's old fire, which had perhaps been a little lacking this year until the last round at Cadwell, was evident again at Donington. He led heat one from flag to flag, setting fastest lap on the way, in 1min 31.47sec, at a very respectable 77mph average in the slippery conditions. Steve Stylin coasted to second despite the fact that he felt he was overgeared for the damp conditions, whilst Mick Goy nipped by a wide-sliding John Simpson to clinch third at the last corner, with Steve Elmore and Dave Buttigieg next up. Malcolm Turner's day began on a sour note, for whilst weaving in and out of the traffic in the early stages he was punted off, although fortunately without damage to man or machine.

Heat one for the second half of the entries was simply dominated by Martin Hines, who put in a fastest lap of 1:30sec (78.3mph) on his way to a ludicrously easy 13-second victory from Rob Kerkhoven. Kerkhoven made an excellent start, and showed great promise for the final despite being beaten so conclusively by the works Hermetite Zip driver: it looked as though Rob gave up the chase for the lead as a pointless cause, and instead settled for a tidy 'bridesmaid' result. Next home was John Morrell, with Derek Rodgers collecting fourth ahead of the so-often-on-the-brink-yet-never-quite-right-at-the-front Martin Poole! Not really a race to get excited about.

Heat two, part one, provided Rob Kerkhoven with a chance to display tidy superiority, with a waltz at the head of the pack from Union Jack to Chequered Flag with a fastest lap of 1:30.1sec. Martin Poole and John Simpson fought over third for several laps, but then Steve Elmore took them both by surprise by squeezing rudely into the middle of their little 'discussion'! So, the finishing order was Kerkhoven (with a comfortable eight-second cushion), Poole, and Elmore. John Simpson found himself demoted to fourth, ahead of Calvin Fish and Donovan Collier. Mick Goy clung on to an impressive but brief burst in second place before sadly dropping by the wayside, and Dave Buttigieg was another to fail to last the distance, throwing away a tiger up the lap chart with an unplanned excursion.

Heat two for the second half of the entries was yet again a Martin Hines benefit, and the Hermetite Zip team leader flew through from 53rd on the grid to pass 45 drivers on the first tour, and only

Business as Usual...

Tredwell dominates despite change of team. Superb tussle for second in final by Prior, Parrington, and the unlucky Carr. High point scoring also from Lilley and Edwards.

Report and Photos: Chris Lambden

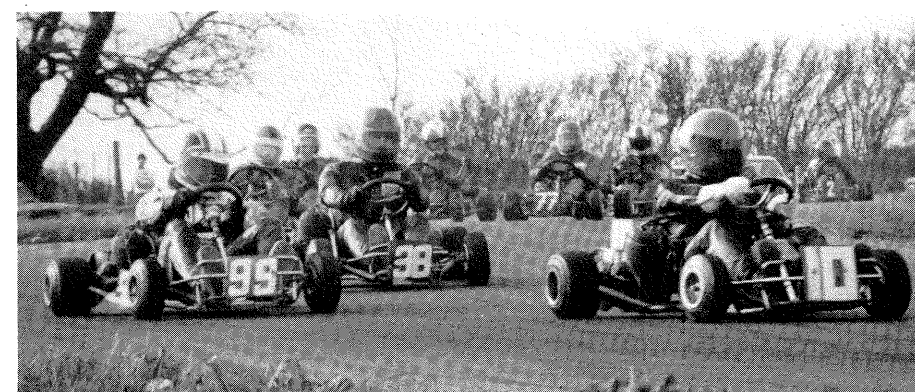
The Kart and Superkart Magazine 100 National Championship struck that perfect May 12/13 weekend, with bright sunshine and the superb Clay Pigeon circuit, near Yeovil, providing the backdrop for round two. Exactly 100 entries made the trip south, to chase points in the six round series and set about first round leaders Roger Moth, Steve Davis, and Paul Carr.

Amongst the leading entries there was very little change since Tilbury—with one major exception. Current 'man-to-beat', Mark Tredwell had surprised everyone by leaving his ultra successful tie-up with Dartford Karting. After a brief 'shop around', Tredwell had come to an agreement with Zips and arrived at the meeting with a new 79GT. The engine situation was not completely settled, and for this meeting, he was using a SS20 on loan from Mick Fullerton.

The other main change was the entry of Nick Parrington with a new prototype chassis, built by Don and Dave Cummings and dubbed the 'WRK' until a racy name can be thought up! Nick seemed pleased with the chassis set-up, and the day's events served only to reinforced that opinion.

The heats provided ample proof that the series is having the desired effect on many of the drivers involved, with only the occasional first corner meleé and none of the horrific shunts seen from time to time in National Class racing! The problems that did arise seemed mainly mechanical—the Clay Pigeon's long downhill straight claiming its share of engines.

The fabulous race for second. Paul Carr takes his turn at the front with Prior (hidden) and Parrington in his wheel tracks.



Lap three in the final. Tredwell is long gone. Chittenden (10) leads Newsham (99), Carr (38), Parrington, Prior, Williams, Lilley (77) and Edwards.

Some of the leaders from round one were in trouble—none more so than Roger Moth, who seized twice and was left to battle unsuccessfully in the 'C' final. Both local hero Neil Hann and Gary Prior seemed contenders for the front row of the final, but a dramatic last heat changed that. A hair-raising cross country trip on the fastest part of the track put Prior to the back of the field, whilst Hann's charge towards the front ended a couple of laps early with a big end blown.

So who had the big scores? Mark Tredwell had obviously taken pole, dropping only one point on the way. Three consistent seconds earned Terry Lilley the other front row spot. Steve Chittenden was parked on row two, inside Paul Carr, who had been so unlucky in the Tilbury final.

After a slight delay due to the complications of the scoring system, the various qualifying finals began. The 'B' final provided the highlight, as Neil Hann, his one dropped heat push-

ing him to the back of this final, made a successful charge through the field into fourth—the last qualifying spot for the main final.

It was nearly six thirty when the twenty four finalists piled into the first corner of the 20 lap 'big points' race, with the only drama coming right at the tail, as Guy Tipping went out, colliding with John Wellstead.

After only one lap, Tredwell was clear, pulling out nearly a second a lap for the first few, and setting up a safe margin. Behind, a stream of karts were nose to tail: Lilley, Chittenden, Pete Newsham (Hann's Mistrale team mate), Parrington, Carr, Ian Williams, Nigel Edwards, and Prior.

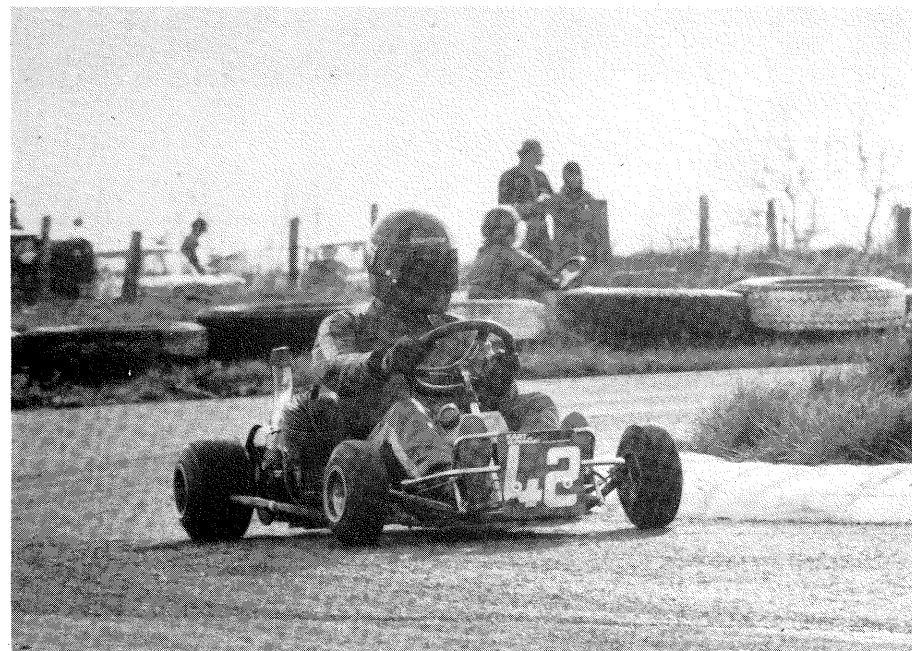
Lilley suddenly fell back a handful of places after only two laps, while Newsham was climbing all over Chittenden looking for a way past, which he succeeded in doing on lap 4. Chittenden was then gobbled up by Carr and Parrington, and shortly afterwards by Gary Prior, charging through from a fifth row grid.

Lap 9, and Newsham's gritty drive was over, and he parked the BM/SS20 with a seized engine.

This signalled the start of the titanic battle for second, between Carr, Parrington, and Prior. These three pulled clear of the bunch, and for the next 8 laps had the crowd gasping with a tussle that would have done a World Championship proud. Lap after lap they passed and repassed, bumper to bumper, wheel to wheel, in an exhausting display of RACING at its very best.

With all the attention on this struggle, Tredwell pressed on effortlessly, richening the mixture all the time, yet maintaining an easy 8 second gap, and picking off the occasional back marker with ease.

Back with the action, and lap 18 decided it—unbelievably, Paul Carr's engine cut out dead, and a shattered Paul coasted to a halt, to find a small ignition wiring fault. Prior's need to fend off Parrington disappeared, as the latter found a rear tyre deflating rapidly and struggled to finish with the strange handling characteristics.



Tredwell drives away from the field to an untroubled win.

continued...

So Tredwell coasted home to notch up a record 139 points for the day, from a possible 140. Prior came in for a highly deserved second, while Parrington was able to hold third from a fast closing Nigel Edwards and John Adolpho, moving in to the top places later in the race. Chittenden disappeared from the picture on the very last lap, losing a certain sixth place to another late charger, Steve Arkell.

1st	Mark Tredwell	Zip/Parilla
2nd	Gary Prior	Zip/Parilla
3rd	Nick Parrington	WRK/Wilson Parilla

The overall points for the meeting give a slightly different result:

Mark Tredwell	Zip/Parilla	139
Terry Lilley	Sirio/Parilla	127
Nick Parrington	WRK/Parilla	125

Bits and Pieces

- With the high scorers from round one all dropping points, a very interesting, close situation prevails at the top of the table. Round three at Shenington, June 17, should be interesting.
- No tyre problems at all—the close checking at round one seems to have solved any problem.
- Sportsman of the meeting? At round one, Roger Moth won amongst other things a rather sizeable socket set. When he got home he noticed that the prize was for the 'first private entry'. At Clay Pigeon, he returned the prize to me, saying that he thought he didn't really qualify, as Hewland helped him out a lot, and would I please give the prize to Paul Carr . . .
- The supporting event was the Wessex Trophy race for 100 Britain, so popular in the deep south. The Race was convincingly won by Nigel Cleveley (MMZ/Hewland).
- Nick Parrington's 'WRK' chassis now has a name—the REEMA—and has been released for public sale, in Britain, National, and International forms. (see ad elsewhere).



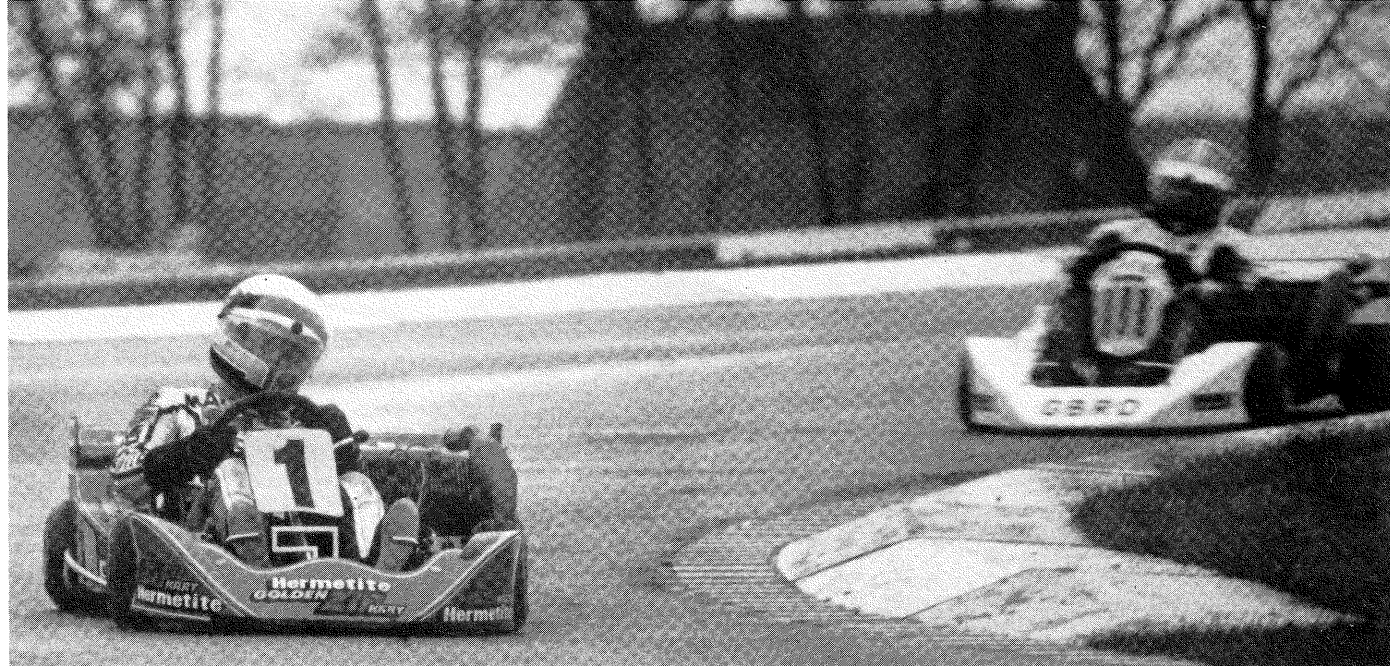
The easiest of wins, and victory lap for Mark Tredwell.

Gary Prior won two heats, but had an exciting 'off' on the main straight in the third. His performance in the final was outstanding.



OFFICIAL RESULTS AFTER TWO ROUNDS
(For totals more than 100 points)

	Tilbury	Clay Pigeon	Total
M. Tredwell	107	139	246
N. Parrington	120	125	245
S. Davis	130	114	244
P. Carr	130	113	243
J. Adolpho	119	120	239
T. Lilley	108	127	235
R. Owen	115	115	230
P. Newsham	121	109	230
N. Hann	126	95	221
G. Tipping	109	97	206
N. Paul	112	87	199
G. Prior	64	122	186
M. Rennick	104	81	185
M. Beauchamp	105	78	183
S. Stapley	62	118	180
S. Ashwell	104	74	178
R. Moth	137	38	175
P. Christo	68	105	173
J. Welstead	61	107	168
D. Redfern	69	99	168
D. Medlock	113	54	167
R. Arkell	44	120	164
J. Attkenhead	54	105	159
L. Jarman	101	55	156
N. Edwards	29	123	152
D. Russell	77	71	148
H. Davis	107	36	143
L. Poet	54	87	141
S. Spencer	30	111	141
D. McGee	86	52	138
W. Homer	85	52	137
I. Williams	30	107	137
M. Sayer	82	55	137
S. Chittenden	22	112	134
A. Fuller	70	52	122
R. Wakins	46	76	122
J. Knell	74	43	117
C. Callingham	66	49	115
M. Hazel	15	100	115
S. Tillet	45	69	114
G. Howard	45	69	114
B. Hills	109	—	109
B. Morris	106	—	106
P. Dredge	64	42	106
T. Boyce	104	—	104
M. Homewood	103	—	103
J. Perry	40	63	103
D. Tebbutt	71	30	101
M. McGing	50	51	101
M. Devine	—	101	101



Race leader Martin Hines (1) was caught unawares by a charging Rob Kerkhoven (111), who led briefly, before Hines responded with fastest race lap to regain the initiative. (Photo: D. Smith)

Hines Varieties

Martin Hines charges to his third win out of five starts. Second-placed Rob Kerkhoven leads briefly in the closing stages. Chris Taylor takes an excellent third. Steve Elmore and Malcolm Turner return to form. Donovan Collier goes well.

Report: Phillip Bingham

On May 7 Round 2 of Beccles KC's Zip Kartspeed Championship saw the Superkart circus return to the gentle hills of Donington Park. As the season's miserable weather continued, bringing more damp track conditions, past form was maintained, with Hermetite Zip driver Martin Hines again emerging on top. But Rob Kerkhoven, fresh from his Cadwell victory, remained on-form to make sure that this time, Hines really had to fight for his win. Familiar names may be appearing on the winners' list, but the increasing struggles these drivers are contending in order to scrabble onto the victor's podium are certainly providing fascinating variety....

Paddock News

The main change in the pit lane was found in the Turner camp, where the Aero marque continue to work hard for improvement—and their showing at Donington proved that the Loakes' chassis is well on the way. Malcolm Turner was again running with a conventional front fairing and rear wing arrangement, as at the previous Cadwell round, and this was mounted on an updated chassis. The new Aero Panther boasted a wheelbase almost 2in shorter than that of the previous machine, adopting a wider front track, and the engine was mounted further back in an attempt to improve the originally troublesome front and rear end handling imbalance. At the end of the day Malcolm Turner, skilled butcher that he is (!), had carved his way through the pack, and was plainly delighted with the improvements he found in the new frame.

However, problems with the Turner bodywork continue, and Roy Turner's and Barry Loakes' karts, which ran adorned in this 'clothing', both raced minus the nose sections, in an attempt to reduce the excessive frontal downthrust in comparison with the relative lack of rear and downforce. The removal of the nose section didn't do anything for the karts' appearances, but both drivers felt that progress had definitely been made towards solving their oversteer problem. A new nose cone design is presently on the drawing board.

The only other change which could possibly be of significance was that Nigel Smith was sporting a new Zip chassis, in place of his familiar, faithful Barlotti. Nigel was clearly pleased with his new mount, and admitted: 'I'm not saying it's the answer, but I think it's going to make life a lot easier. The way it turns in is fantastic. It's so difficult to put sideways, too. . .'. Does this sadly herald the end of Smith's flamboyant Sideways style?!

Where there's a Will . . .

The usual 210cc front-runners found their way through the ranks in the typically hectic heats, with Phil Ansell perhaps looking like a narrow favourite after a second place and a win. Will Hoy was also on-form, and after victoriously leading Ansell home in his first heat he consolidated this with a third next time out. Glenn George and Roger Hall both showed well in a determined scrap at the head of another race, whilst Colin Mills also took a heat win. The qualifying race provided Dave Osbourne with a victory from Glenn George after some extremely entertaining dicing.

In the final it was Phil Ansell who immediately got the better of what was largely a wheel-spinning pack, and he slithered from pole position to inch

into the lead by Red Gate. As they plummeted down hill to Craner Curves and the Old Hairpin it was Ansell who still held the initiative, with Will Hoy, Eddie Cortijo, Bill Longden and Owen Jones pushing him hard. A lap later Hoy found a way by Ansell, and Jones sadly limped into the pit lane to retire. After a tardy start from the front row, Colin Mills had meanwhile suddenly woken-up, and was through to fifth place, and looking set for further progress.

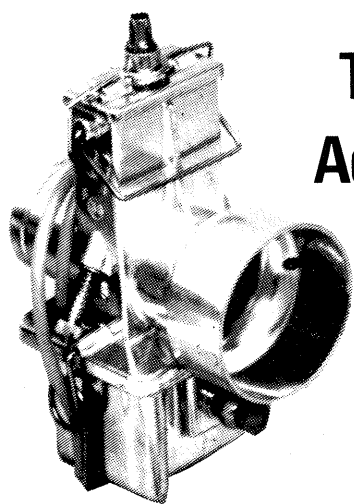
Over the next few laps a troubled Phil Ansell gradually slipped down the results chart, and out of contention, whilst leader Hoy got his head down and started to pull out a gap from Cortijo. Then Phil Ansell, Colin Mills and Bill Longden all huddled together in a nose-to-tail dispute for third place, until Ansell's demise continued. So this left Mills with a clear path to try and challenge Cortijo's second position. . .

At mid-distance the rushing Mills made his move round the hilly turns at the back of the circuit, and he succeeded in squeezing bravely by Cortijo. However, Will Hoy had already pocketed a five-second lead, and seemed untouchable as he disappeared into the distance—for sure he had no intention of slackening his interesting sideways pace either, as a heart-stopping 'moment' under late braking at the end of Starkey's Straight illustrated. The race was certainly beginning to look like a brilliant Will Hoy benefit, and Hoy was plainly determined to ensure that this remained the case.

Behind the leader, though, the battle was still raging. Cat among the pigeons turned out to be Spalding driver Roger Hall in his very smartly turned-out Zip. After starting with over 30 drivers in front of him on the grid, Hall had frantically wriggled through to eighth by the end of lap one! By lap six he was up to fourth, and cheekily pulling



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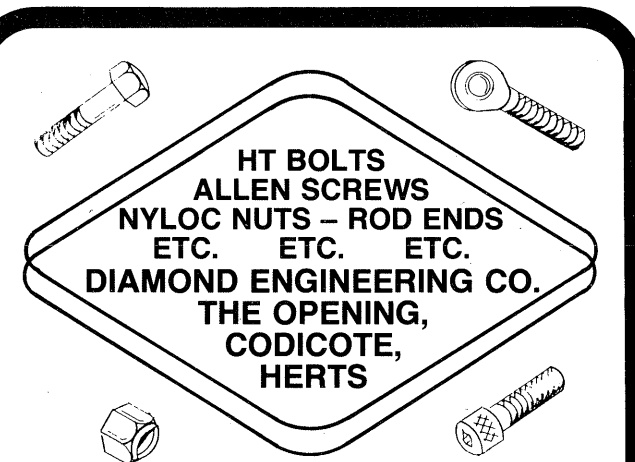
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with Peter Wardle

Both Green Man events were supported by the new *Road and Racing Racewear Championships* – for both Junior categories – and with the country's top young competitors all entered, it provided the first chance to compare the current crop of talent.

Fulbeck

JUNIOR NATIONAL

Pole position, in the more senior of the classes, was effectively annexed by a determined Mark Shaw – shrugging off the effects of a nasty accident in the previous day's testing. Top Southerner Simon Sutton won the other front row position, with row two going to works Hewland driver Kevin Warner, and Sisley's John Herbert.

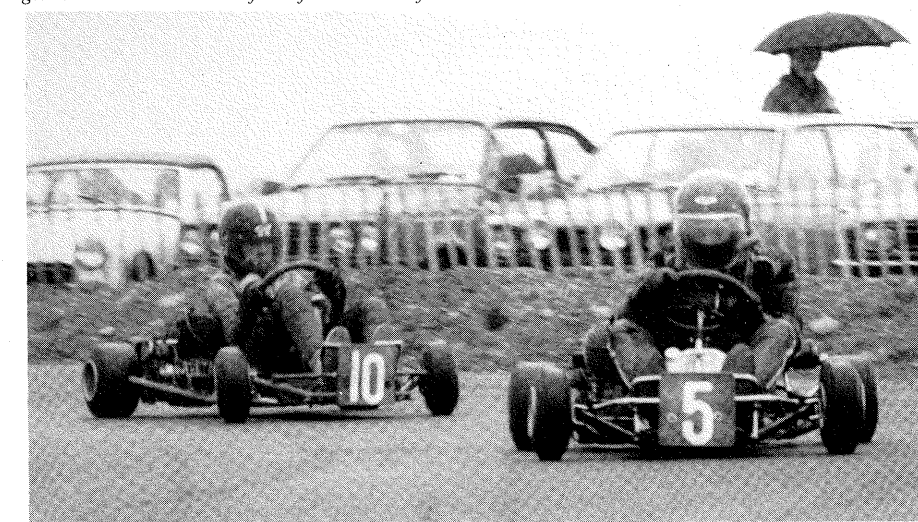
A super race in prospect, but as they sat on the grid, the first spots of a light shower came, and as the field rolled away it could be seen that no one had taken the gamble to fit rain tyres. Even as the flag fell, the rain came! Thirty top Juniors funnelled into the first left-hander and all, except front row Sutton, made it. Sutton had made a decisive attempt to get around Shaw, failed, and payed the penalty. He quickly restarted, but two corners later found half the field piled up all over the track and was forced to stop again!

Meanwhile Shaw had taken a firm lead, which he was never to lose, driving a superbly controlled race in gradually worsening conditions. With the entire field on slicks, karts were spinning everywhere, but Warner and Herbert hardly seemed to have noticed, as they diced furiously for second, displaying considerable kart control.

Fourth place for most of the race was held by Paul South, in new R & R leathers, but in the closing laps Sutton moved past, climaxing a gritty drive back through the field after his terrible start.

1st	Mark Shaw	Zip/Parilla
2nd	John Herbert	Kestrel/Sisley K88
3rd	Kevin Warner	Eagle/Hewland

Mark Shaw (5) put on a superb show in the damp at Fulbeck, on slicks. Kevin Warner (10) finally had to give best to John Herbert after a furious battle for second.



JUNIOR BRITAIN

The young 'Brits' were fortunate with track conditions – with their final just before the Junior Nationals – and the track was bone dry.

With three consistent heats, Mark Bailey grabbed pole and immediately hit the front, with William Hewland and Mike Little nose-to-tail, and slightly clear of the battling group of Dryden, Cranmer and Cotterill.

Cranmer passed Dryden and set about reducing the gap to Hewland and Little, but it all came to nought when he was unable to avoid a wildly gyrating backmarker, bending the front end too badly to continue. The same incident put out Nick Crabtree, who finished up a bank in avoiding the tangled pair.

Bailey pushed steadily on, whilst behind him the unfortunate Hewland 'missed' the chicane, the one-lap penalty pushing him well down the result sheet. Cotterill spun out of third, handing it to Dryden.

Tim Sugden had an interesting day – winning two heats, breaking a con rod in the third, deranging his braking system on the warm-up lap, fixing it (sort of!) in a lightning stop, and then pushing through the field to end up fourth!

1st	Mark Bailey	Zip/Parilla
2nd	Mike Little	Barlotti/Manx
3rd	Paul Dryden	Kestrel/Sisley

Wombwell

JUNIOR NATIONAL

After the qualifying heats Kevin Warner found himself in an unaccustomed 'B' final grid after a horrifying accident in his second heat which saw him cartwheel at high speed. That he was able to race again at all was a great tribute to the protection equipment now in use, and the tenacity of his team in rebuilding his kart, his only injury being a damaged finger! Kevin won the 'B' quite easily to take one of the back 'A' final grid positions.

As the flag went up pole man Mark Shaw grabbed an instant lead, while just behind him a tight queue formed with John Herbert attacking Nigel Davison, and at the same time fending off

Simon Sutton and Derek Higgins, these five pulling a bit ahead of Andrew Stapley and Gary Foster-Jones, who in turn had opened up a slight gap to the next group – Ward, Mitchell, Crabtree and South.

Nigel Davison dropped back from the leaders as Foster-Jones and Gary Ward caught them up, and while this was going on Sutton forced his way past John Herbert to second place in a breathtaking manoeuvre just after the Wall. Meanwhile Mark Shaw started to fall back, finally retiring when his engine seized.

The leaders were now joined by a determined Derek Higgins, who after letting a bit of a gap develop suddenly got his act together to get a closer view of the tremendous dice developing between Herbert and Sutton who were passing and repassing with a scant disregard for the more usual overtaking points.

Paul South finally made it to the front of the next group only to have his engine stop when the coil fell off, and this group was further depleted when both Mark Crabtree (flat front tyre) and Kevin Warner, after a good drive up the field, stopped to leave Andrew Stapley in fifth position.

John Herbert's efforts finally all came to nothing when he misjudged the position of a marker tyre at the hairpin and flipped his kart. He restarted but his silencer had come adrift and he was forced to retire after a sterling effort, leaving Simon Sutton (Sprint/Parilla) to take the flag. Derek Higgins (Zip/T70) just held on to second place from Gary Ward (Sprint/TKM), and after a relatively uneventful race Nigel Davison took fourth.

JUNIOR BRITAIN

The Junior Britain Final produced a very convincing performance from Mark Bailey who led from his No 2 spot on the grid to... well, not actually the chequered flag.

Mark did grab the lead from the start and quickly started to pull away from Tim Sugden and Lee Cranmer, who were in turn being shadowed by a close group consisting of Chris Marsh, Peter Studer, William Hewland, Jon Henry and Nick Crabtree, all disputing third place.

Mike Little quickly moved up through the field from a mid-grid starting position, gaining another couple of places as Lee Cranmer and Tim Sugden had a coming together at the hairpin under braking which resulted in both of them stopping. Lee restarted well down the field, but Tim was forced to retire with a deranged silencer.

Bailey continued to work energetically away at his lead, putting in a staggering lap time of 36.8sec in the process which could have embarrassed quite a few of the Junior National runners.

Chris Marsh eventually pulled off at the pits corner leaving Mike Little a strong second from William Hewland and Adrian Mills, while the next group – Jon Henry, Steve Brogan and Peter Studer – were each trying hard to convince each other that fifth place should be theirs.

The last lap board came out just as Mark Bailey – by this time nearly half a lap ahead – came up to lap a backmarker. He dived inside going into the main straight only to be chopped off, getting his front hooked up on the rear of the other kart!

All the way down the straight a desperate Bailey jumped up and down to try to get free, and finally they were forced to stop at the far hairpin to get untangled, letting the second group into the what Mike Little must have thought was a surprising win.

However, the organisers had left the flag a lap too late, and a hurried perusal of the RAC's Blue Book revealed that the original race distance held sway. Mark immediately became a good deal more cheerful, and took the winner's laurels looking a bit sheepish!

1st	Mark Bailey	Zip/Parilla
2nd	Mike Little	Barlotti/Manx
3rd	William Hewland	Zip/Hewland


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On a long and weary journey returning from north west Scotland in May, I stopped at Fort William in the midst of the International Six days Trial. Fort William is the centre from which it all happens, and after having a 'screw' at all the bikes, I continued my leg stretching into a book shop. Averting my gaze from the girlie mags, I came across an issue of *Grand Prix International*, a relatively new publication that comes out 10 days after each Grand Prix, quite costly at 75p but well worth it. Now it may seem rather peculiar to extol the virtues of another magazine in a periodical belonging to someone else, but I have my reasons. I have long held the view that wings on cars and karts for that matter, are often the first thing to become detached in even the slightest mêlée and thence they continue a totally unpredictable trip looking for someone to dissect or decapitate. Anyway, in the Long Beach issue of *Grand Prix* there is an amazing sequence of shots of the first lap accident in which no fewer than three rear wings and two nose cones, complete with wings, are on the loose. It shows Niki Lauda after being attacked by Tambay's off side front wheel, only being saved by his roll bar from decapitation by what appears to be his own rear wing in a great hurry to stay with the action! Which endorses my point of view admirably - and karts don't have roll bars to stop wings taking off your crash helmet with your head still in it. Kart Committee please note - that is if you are allowed to read this wayward monthly, or is *Kart and Supercart* regarded as a subversive influence?!

Having thought I had made a find in *Grand Prix*, the first thing Martin Hines had to tell me the last time I saw him was that there would be a couple of pages devoted in a forthcoming issue of *Grand Prix* to Patrick Depailler having a go in a Zip Yamaha and what he had to say about his impressions. Whether you are a Formula One freak, as I am, or just want to read the Depailler article, get yourself out and buy one. No sneaky reading in W.H. Smiths and then putting it back. There are some diabolical printing errors, but I'll blame that on the 'frogs' as it appears to be printed in Paris, and they are not always too hot on the language of the master race!

John Pudney mentioned in the May issue of *K & S* that he got the impression that Lake Speed's World Championship hadn't been recognised very much in America. All I have to add is that Tony Dowe (mechanic for Wolf's) told me that a great deal was made of the U.S.A.'s three World Champions at Long Beach, Mario Andretti, Kenny Roberts and Lake Speed were all in turn heralded and presented to the crowd - so there! I won't be getting any more *Grand Prix* snippets from Tony as he has now gone to America to work on a Can Am car for a team run by Paul Newman and Masten Gregory. (A.T.B. please note, Tee! Hee! Hee!). Anyone wanting an explanation of the 'in brackets' will have to ask me for a full explanation when I see them at a meeting although, in truth there is much that is being kept from you.....

There are not many things that render me speechless, if only for a while, but a couple of occurrences in the past month did for a while. Firstly the May 'Karting' magazine editorial telling us all to vote Labour—sufficient to say you either didn't read it, or you voted for Maggie anyway! Secondly, after driving a humdinger final in poor conditions, Hines was in the dog house yet again. An R.A.C. official informed Peter Carter at Donington that Martin should never have raced, as his name was in the programme as being the sponsor of the meeting. It took me half an hour to find the mention in the wretched programme when I got home! I was looking at the *racing* at Donington, not nit picking through the small print of the programme.



The Chris Merlin column

Martin Hines did win something he wasn't expecting to, as was mentioned briefly in the May issue—the much delayed tribunal over the Hamburg European Cup affair. One of the questions raised in the brief mention, was why the Kart Committee initiated the proceedings on such flimsy charges? I was on the Committee at the time, and they didn't *sound* that flimsy when they were being reported! But though another member of the committee and I realised there were two sides to the story, it was thought that the only way the "truth would come out" would be at a tribunal, and lo and behold it did! That was a miscalculation on someone's behalf! At the end of the lengthy proceedings, one prominent prosecution witness actually had the gall to come up and shake Hines' hand, presumably to save face in front of his overlords—and with all that egg on his face! It was a classic foul up from beginning to end on behalf of the R.A.C. The track should have been inspected before the meeting by a British representative and it never was. When the team arrived in Hamburg it was then too late for British officials to admit their shortcomings and admit that the track was totally unsuitable for top class 250 competition. Needless to say the findings of the tribunal were not reported in 'Kartings' PRAVDA—neither the bad news from the "Karting Kremlin" (Belgrave Square) nor any of the good news, the meetings Hines has won recently. All were censored out of existence. Rather pathetic really—the poor lad can do no good, even when he does win. My wife says I must put down the hatchet now and as she types the thing for me, I must obey!

I now have proof of a few readers of this column—recognition at last! A good number of people have come forward to support a championship on a rounds basis. And also a couple of 'sort of' retractions—Reg Gange Senior insists that the number of engines used to win the World Cup in 1973 that I mentioned in the Bohlin article was inaccurate—it was really three re-builds and five engines, or something like that! Bob Clowes feels I have my lines crossed on the business of his exhaust systems being copied. It is the actual copying of the expansion chamber dimensions he is objecting to, as he contends all his patterns are his original idea. Rob Kerkhoven, the dastardly fellow, considers that 90% of all exhausts used on 250 Yamahas are derivatives of the original design found on TZ Yamaha racing bikes anyway and therefore everyone is copying to a greater or lesser degree.

At Donington, after watching with delight the delicate methods used to straighten Steve Elmore's rear axle (the Mercedes Van in which it was done will never be the same), I discovered that the artist with the blunt instrument was none other than Ben Godfrey, the man largely responsible for Steve's virtually unbeaten record with his Teign Valley Motorcycles 125 Yamaha. After venting his feelings on the rear axle he still wasn't happy. We started talking about engines and it transpired that he was suffering the fate of all of the best engine tuners. When you have a 'shop window' such as Steve and then start selling near replicas, you always get a degree of discontent from some quarters for a variety of reasons, some due to lack of driving ability and the driver concerned being unable to reconcile the fact that though his name isn't Elmore, he can't understand why he isn't winning. The other, and more relevant point, is engine maintenance. After a number of highly successful meetings, his customers then get beaten by another make of engine and return to him moaning. The trouble, Ben says, is that the Yamaha piston lasts too long! As a consequence, the rings are not checked and possibly changed, and bore condition is ignored—the most important department maintenance wise of any engine, in my experience. In the case of other rival makes of engines, the pistons are a known weak point (skirts cracking etc.) and are frequently checked and replaced with new, and the performance is thus maintained.

• Footnote: Seen at a recent meeting, a colossal pit board held by Damien Ford, Rae Davis' mechanic, indicating Rae's position as he battles his way to the back of the field with a sick engine. The pit board reads thus:—lap one 7th—lap two 10th—lap three 14th—lap four 19th—lap five—WANKER! Daniel stalks off in disgust.

C.M.

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continued...

However Jackie was not giving up that easily and lap after lap tried to use his slightly superior top speed to get through on the back straight, getting 2 wheels off the track in places. Spectacular stuff!! But Mickey was not to be denied and crossed the line a worthy victor, whilst Jackie was justifiably happy to settle for second spot after one of the best drives of his senior career. Two second places in consecutive major races proves his undoubted potential.

Back to the race, and Roy Mailer had worked his way up to third only to experience a partial seizure which allowed Simon Wright into third spot, a particularly meritorious drive in view of the fact that Simon got onto the back of the grid by dint of winning the 'B' final and even then was involved with Martin Leach on the first lap, so had to plough right up through the field. Martin Leach did well to finish 8th, an impressive debut for the ART kart, whilst in fifth and sixth positions came Mick Worth and Chris Needham, both of whom came via the 'B' final. Seventh was captured by Richard Weatherley, delighted to finish a race at last, after getting involved in an early fracas.

Behind the Scenes

48 drivers entered Wombwell and 43 turned up. Conspicuous by their absence were Terry Fullerton, still testing the new kart in Jesolo, and Alan Lane, who although he had an entry accepted, preferred to dedicate his time to Ricky. Terry Edgar, the 1977 Champion, was ill and John Gravett, Paul Knapfield, Mark Windle and Dave Long were all absent for various reasons. Two additional entries were taken, by young Mr Button and Biff Harris.

Although the organisation was generally very good, the track still leaves a lot to be desired. The line down the back straight was more of a zig-zag to avoid pot-holes and bumps, and after Saturday's practice, the hard working organisers actually set to, to fill some of holes, effecting quite a improvement in the short time available. There were a few moans from drivers and entrants about the short time available for practice on Saturday, and only 2 laps at a time on Sunday was ridiculous. I suppose this is the penalty for accepting so many entries in different classes. The Green Man and Road and Racing Racewear Championships are so well supported that they can easily support an event in their own right.

It was pleasing to see the M.D. of Road and Racing, Chris Wilson, present at Wombwell. It was the first time he had attended a kart meeting and he was very very impressed with what he saw. Chris is also pleased with the spin-off he is getting in terms of sales from his sponsorship.

'Twas an absolutely superb day at Wombwell, which strangely enough did not favour any form of demon tyres - in fact Martin Smart's fabulous drive up the field was on normal 005 Dunlop rears and I believe that Mickey and Jackie were also on normal 005 rears. Strangely enough some people, like Paul Fletcher, found Dunlops too "boggy" or power-consuming and opted for Bridgestones - there were definitely 2 schools of thought on what type of tyre to use, although generally Dunlops were favourite.

I believe we have 'Grandad' Fletcher to thank, amongst others, for the new and far superior hard cored pit area at the circuit, which is a vast improvement on the sea of mud which has confronted us in the past!

Martin Leach debuted the new ART FA 79 (details elsewhere). The kart obviously caused a



Jackie Brown was in dazzling form at Wombwell, and with one of his best performances, gave Mickey Allen something to think about. (Photo: John Pudney)

Experience told in the end, and Mickey finally pushed the young Brown into an error. (Photo: John Pudney)



great deal of interest and will have the benefit of Dunlop factory support this year.

Jackie Brown was using his usual chassis/engine combination which interestingly enough is set up completely for Formula Europe apart from rear tyres, in preparation for the Junior World Championship in Fano.

Dave Coyne, now 1½ stone lighter than he was at Fulbeck after a course of weight-reducing pills, showed extremely well and is obviously back with a vengeance. He looked very unfamiliar in a borrowed Griffin helmet, his regular Bell Star having been chewed up by the dog!!

Richard Weatherley was concentrating on a Komet K80 fitted with an angle mounted slide carburettor which obviously worked well enough in the event.

Grandad and Paul Jackson had nothing particularly new to show, but as they both ran different tyres on the same Sprint chassis set-up, it served to illustrate the difference in tyre choice. Nicola Fletcher's excellent win in the supporting 100 National race must have pleased her Dad, though.

Martin Smart, on a long wheel base 104cm Zip to iron out some of the bumps, found Dunlop rears far better for him, but was obviously bitterly disappointed at his bad luck in the final.

Biff Harris was another on 005 Dunlops, leaving his lightweight Continentals in the van, together with the new Barlotti.

Doug Spencer along with Coyne was trying a new wide-fronted Sprint, now fitted with spacers on the rear axle to prevent the movement which ruined his chances in the Global Cup.

The Lanes were mucking about with various combinations of Dunlops on Ricky Grice's Aerospace which featured temporarily reinforced stub axles after the Global Cup breakage. That breakage, together with the brake cable failure must unsettle Ricky's confidence to some extent!

Dave Evans and young Hewland were sporting new leathers, which did not please, Road and Racing too much as they are rather too similar! They did look smart though. Dave settled for Bridgestones for the racing and is also talking about changing his chassis.

Martin Homewood had a new wide front track Sprint to try in practice, but did not like it as much as his regular chassis, which opted to use.

Mickey Allen was sporting no changes whatsoever from the Global Cup - all he had to moan about was fingermarks on the chrome petrol cap of his otherwise as usual immaculate Sprint!

Driver of the day must go to Jackie Brown for his level-headed and gritty dice with Mickey, although Martin Smart, Dave Coyne, Ricky Grice and Simon Wright all deserve mentions for their drives.

Wombwell Funny. What I neglected to tell you about Ricky's accident is that about 30 seconds earlier I had been standing in the exact spot where Ricky came to rest, thinking myself to be perfectly safe because nobody could possibly get that far up a bank! Just shows you doesn't it, that although we correspondents think we have a charmed life, KART RACING CAN BE DANGEROUS!!

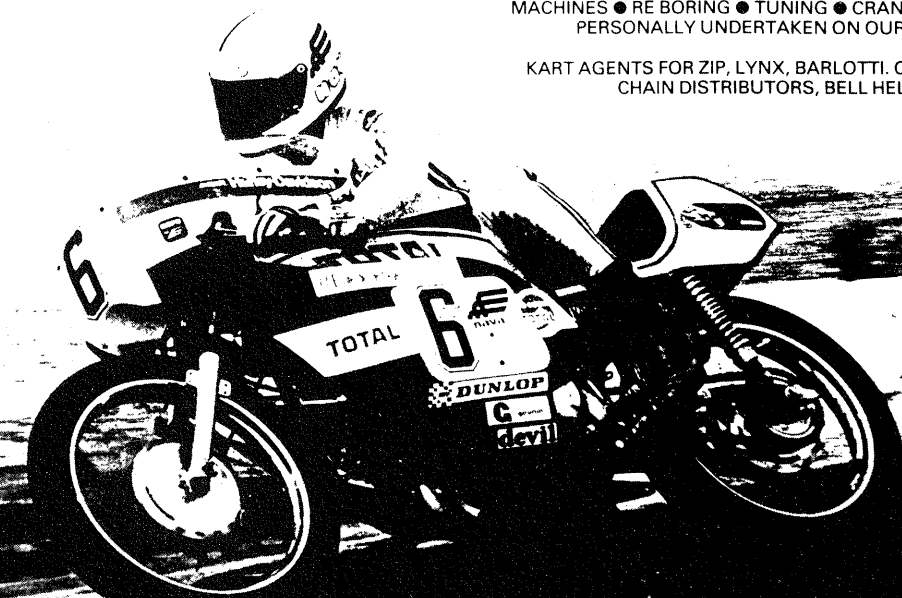


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Mickey's Pair!

John Pudney reports on the two recent Green Man Championship rounds.

Fulbeck

As usual, Fulbeck, on 22 April, attracted an excellent entry of 60 of Britain's top Internationals. Although many people took the opportunity to practise on the Saturday, the sessions were very short giving no real time for serious testing. Due to the amount of racing to be packed into the day the sessions were even shorter on Sunday, meaning that 'working people' like Paul Knapfield (Really! Ed), who weren't able to arrive on Saturday, really suffered on the Sunday through lack of practice.

If practice form was anything to go by, Mickey Allen was right back on top again at Fulbeck and sure enough, 2 heat wins and a second put him on pole position for the final, alongside Paul Jackson. The obligatory pouring rain which came on just before the start put everyone onto wet tyres and into weatherproof gear. It also deprived us of a chance of seeing Terry Fullerton race in the final, from a sixth row starting position, as incredibly, he had not brought any wet weather wheels or tyres with him! Behind Allen and Jackson on the grid were Biff Harris, who was having a really good day, and Martin Smart, then a flying John Gravett and Dougie Spencer, Ricky Grice and Dave Coyne, and behind them a full grid of 22 other top class drivers including Jackie Brown, Paul Fletcher, Roy Mailer, Paul Knapfield, Roger Mills, Kurt Luby, Chris Needham, Dave Evans and other notables.

Martin Smart went off on the rolling lap, caught out by the treacherous conditions, but on the second rolling lap the field got away with Jackson's Kamikazi drive for the lead almost getting the better of him as he slid wide, but not Mickey Allen or the good-starting Doug Spencer who sprinted (!) off into the first two places.

Miraculously the whole field made it round the first lap without any major tangles and quickly became spread out.

Grice soon picked off Jackson, pushing him into fourth spot and he was followed by Biff Harris, Roy Mailer, and Paul Knapfield who was climbing through the field in spirited fashion. Eighth was the surprising John Gravett, then Chris Needham, Jackie Brown and the rest. Paul Fletcher, who was going well, seized. Harris retired to the pits with a soaked motor, whilst young Dave Evans was finding the conditions too much for his Bridgestones and cruised round way off the pace, keeping out of people's way.

On lap 15, whilst Mickey stroked easily towards victory, drama occurred when Ricky Grice came round with a puncture in his offside front tyre. Driving brilliantly, with sparks showering from his chassis as it grounded on left hand bends, Grice slowly succumbed to Paul Jackson, then Paul Knapfield, but poor Knapfield was fated to have a con rod break on the last lap, handing fourth place back to Grice. Behind Grice at the line came John Gravett after an excellent drive, then in sixth position Dave Coyne, who had fought valiantly all meeting against an evil handling kart. Chris Needham got seventh, Roy Mailer eighth and Jackie Brown, his usual spectacular self, ninth.

1st	Micky Allen	Sprint/Sirio
2nd	Doug Spencer	Sprint/Sirio
3rd	Paul Jackson	Sprint/FRED Parilla

Am I right in thinking that Fulbeck is particularly hard on engines? This year there seemed to be an unprecedented number of heavy engine blow ups. Several mechanics remarked to me that they always give motors a particularly thorough rebuild after Fulbeck. Personally, I have never attended a meeting with so many reported con rod breakages. Could it be a faulty

batch of con rods, as a lot of the broken ones appear to have been brand new? If there is a faulty batch, I am sure the grapevine will be alerted and the faulty ones identified. Anyway, be warned.

David Coyne was having his first race since the World Championships, some 6 months previous, so did very well to finish 6th especially as his Sprint was handling appallingly. If David started a race with the kart sitting square on the ground he finished the race with one wheel virtually permanently off the deck, due to severe chassis twist. David eventually twisted the chassis in the opposite direction before each race to try to counter the bias. In some of his races the handling was interesting to say the least. Still the new chassis which is on the way, a Sprint of course, should cure the problem.

Biff Harris showed very well indeed in the heats on his old Barlotti, as the promised new Kestrel has still not yet arrived. He did, however, have a very interesting prototype unpainted Barlotti in the back of his van which had some very Dap/Fullerton type features. As Biff said, if he had brought it out one week later everyone would have accused him of copying! It is interesting to see that he is still retaining some obviously very strong ties with Barlotti. Also interesting, in view of his excellent showing, was the fact that Biff was running Continentals in all his heats as well as the wet final.

Martin Smart was at last in the real action, and was actually running a Hewland Arrow in Sunday's practice and the first heat. Although Martin got up through the field well with the motor he soon reverted to a trusty BM, although he was not on his best engine as he too had suffered 2 engine blow-ups in Saturday's practice. The reason for Martin's use of a Hewland motor is that Neil Hann has just been appointed a distributor, so obviously wants to fly the flag a little. For IAME's benefit I am to tell you that what looked like a Hewland was really a B M with Hewland barrel and head!!!! On the kart side, Martin was using a short wheelbase 101cm Zip 79SE with a much more forward and upright seating position than he has normally used, making him look much bigger in the kart.

The Mills family were not very happy. Roger candidly admitted that he has lost a lot of his old enthusiasm especially for testing and John was none too happy with the Junior Nationals he was scrutineering, as a few were obviously trying to work some flankers with regard to engine eligibility. (See my column for more comment on the Junior scene). Roger was obviously on a DAP/DAP with no visible changes to normal but was another suffering from race rustiness, as he has only done one meeting in the last 6 months. He didn't look too fit either when he spun at the pits hairpin and tried to push start. Not the sprightly Roger Mills I remember!

Terry of course caused the greatest interest in the pits with his new Fullerton Ti79 kart. He looked very promising in the heats and actually achieved the satisfaction of winning his first ever race in the new kart albeit from pole position in his first heat. He had 2 karts with him, 101cm and 105cm wheelbase versions, and settled to try the shorter one in the actual racing. The karts



Paul Jackson drove steadily, for third, albeit some way behind Allen and Spencer.

certainly looked right but were painted in a sort of undercoat brown—very strange! Terry was obviously acutely embarrassed at not having a full set of rain tyres with him. Although he was bombarded with numerous offers of loan tyres none would fit, as the new kart needs special 30mm size wheel spiders which nobody else had available.

Hero of Rye House and according to some watches, fastest in unofficial practice, Martin Homewood had a disastrous day, breaking a con rod in practice in his quickest TT2, quickly followed by one in his Sirio. To cap off a grotty weekend, he also had a third rod go on him in the B final. An expensive weekend!

Jackie Brown was trying a new, thicker 30mm axle on his 2 bearing Zip and was another practising on Dunlops. This was also his first chance to experiment with a digital engine temperature gauge wired into his usual DAP motor.

Ricky Grice was trying a new slide carb of "Seth Efrican" origin on his usual Lane Aerospace and was also experimenting with some new compound Dunlops but poor Alan Lane who at last had an entry accepted was destined for a dramatic day. Looking unfamiliar in a new red AGV crash helmet, Alan got involved in probably the most spectacular crash I have seen in recent years, when he tangled with a back marker in the sixth heat whilst chasing Gravett, and "kartwheeled" for a huge distance into the corn field adjacent to the back straight. Alan was extremely lucky to escape with just bruising, but his new kart was totally written off. When I glimpsed the accident, Alan and his kart were at least 10 feet off the deck and flying inverted!!

Carl Kilbey at last had a new Sprint chassis to play with, but tyre width problems and other teething troubles made sure his was not a happy weekend.

In marked contrast the Sprint camp was in excellent spirits with Paul Knapfield as usual providing the bulk of the unfortunately mainly unprintable quotes and quips. Who is it that he said was the reincarnation of Ghengis Khan?? And is there any truth in the rumour that Mickey's racing number reflects his age. (Mickey was racing No 40 at Fulbeck!!)

Mickey's Sprint was featuring slightly wider front chassis rails, because as the rear tyres were working so well, Paul Deavin reckoned the

Wombwell

Frankly, although Mickey netted 2 wins in the heats, he didn't look quite so unbeatable at Wombwell as he had at Fulbeck or the Global Cup. As he got involved in a tangle in one of his heats, to finish 10th Mickey started the final from the outside second row behind David Coyne, who was flying, and Martin Homewood who had pole after a win, a fourth and a fifth in the heats. Alongside him was Jackie Brown who had won a heat, a directly behind him, Biff Harris also with a heat win. Next positions were taken by Richard Weatherly, with some consistent placings, and Paul Fletcher, going very well on one of his home tracks. Roy Mailer and Doug Spencer had mixed heats to put them onto the sixth and fifth rows, whilst 3 favourites, Paul Jackson, Martin Smart, and Ricky Grice, were on the 8th and 10th rows after various dramas. So basically all the leading contenders had made it through to the final, but some had a lot of work to do to get into contention!

At flag fall Dave Coyne grabbed an immediate lead, extremely closely followed by Jackie Brown, Paul Fletcher then Mickey, Homewood was in 5th spot, soon to retire with carburettor problems. The front 4 were involved in a fabulous dice, with Mickey very much playing a waiting game in fourth spot. From way down the grid, Grice and Smart were making a charge up towards the leaders. While Fletcher dropped a place to Mickey, poor Coyne retired from the lead with a seized motor, handing the running to young Jackie Brown.

Drama occurred at the end of the back straight when Ricky Grice experienced total brake failure, and hit Roger Mills an almighty blow, cannoning off him at least 10 feet up the bank. Roger was severely shaken in the accident whilst Ricky was unhurt, but both, especially Ricky, were very very lucky to escape serious injury. Meanwhile Martin Smart had got up to third spot and in a brilliant manoeuvre overtook Mickey at Stadium bend for second spot. Doug Spencer, Paul Jackson and Biff Harris had meanwhile all retired from the fray - Dougie with a puncture caused by a collision with Paul Jackson, Paul himself when his main carb jet dropped out, while Biff's retirement was unspecified.

Back up front Paul Fletcher spun out of fourth place in spectacular fashion at the end of the back straight, when his engine locked up - probably caused by ingestion of a stone. Smart looked to be ailing in second spot and indeed, retired with a broken link in his chain after a masterly drive, leaving the stage set for a classic confrontation between the old Maestro Mickey and the rising star Jackie. The youngster was driving the race of his life up front, fending off the heaviest of pressure from Mickey, but a slight indiscretion exiting the far hairpin gave Mickey the gap he needed and he was through.

The early laps were hectic with Dave Coyne (51) leading until his engine seized. Here he is under pressure from Brown (hidden) and Allen (3). (Photo: John Pudney)

