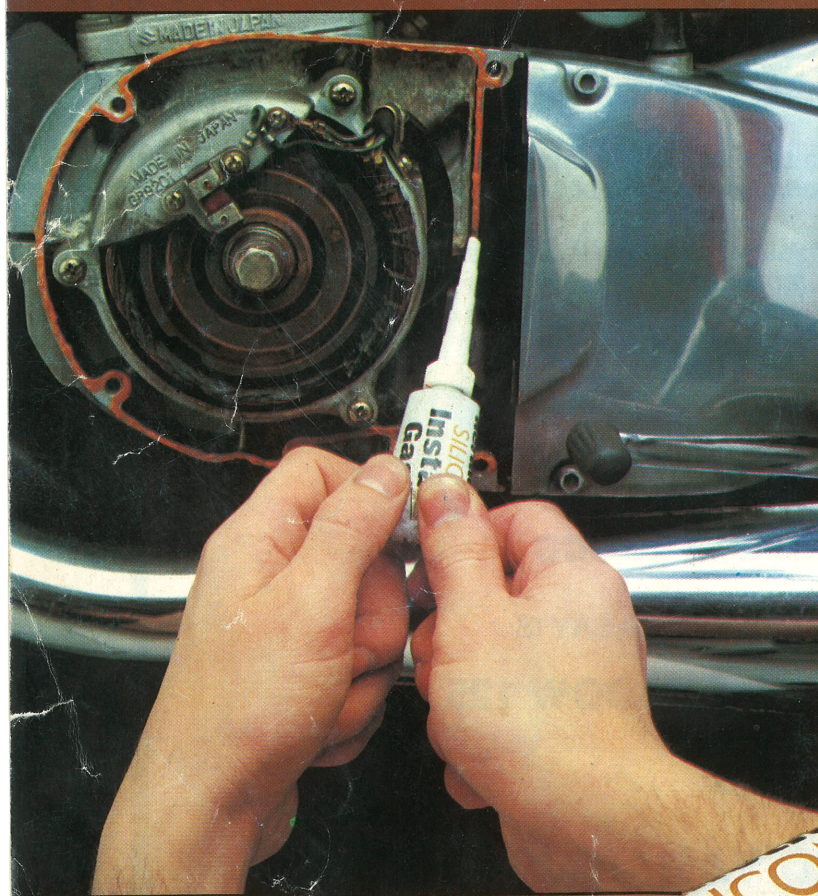
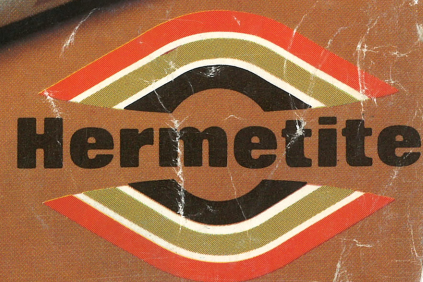
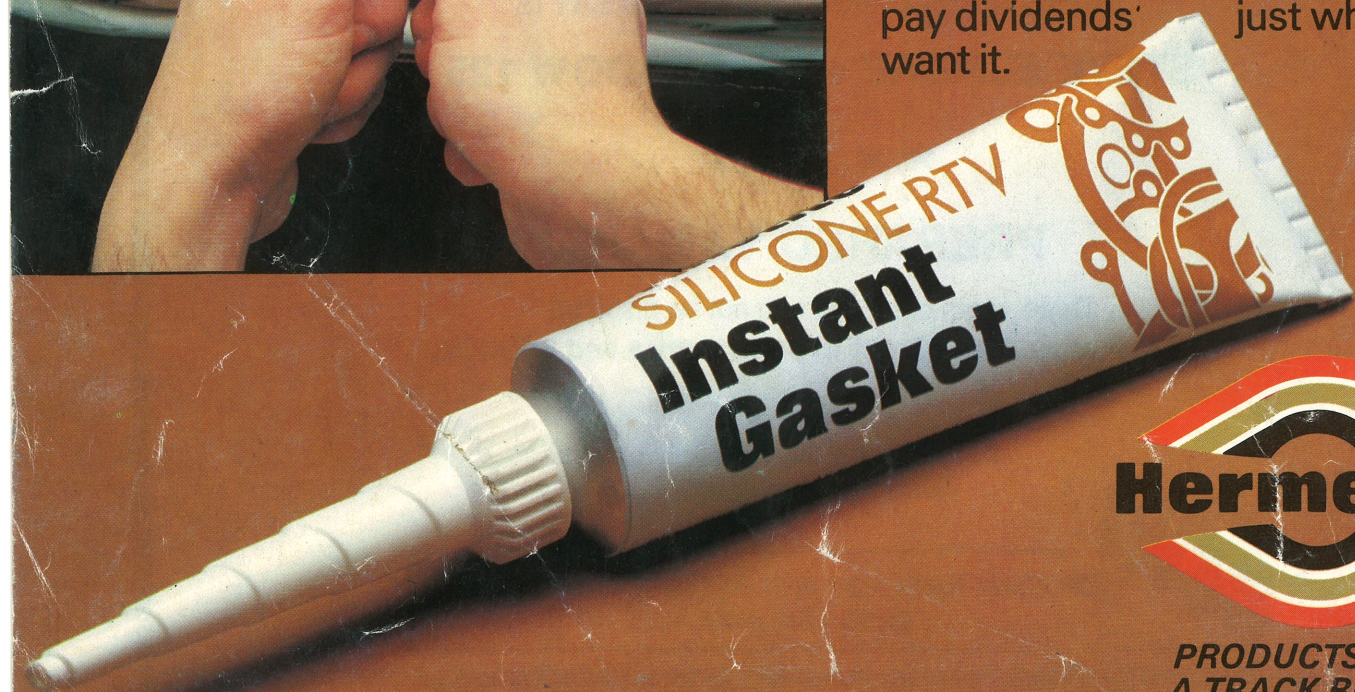


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July '79



Champions Cup – Jesolo
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Britain Class Engine Comparison

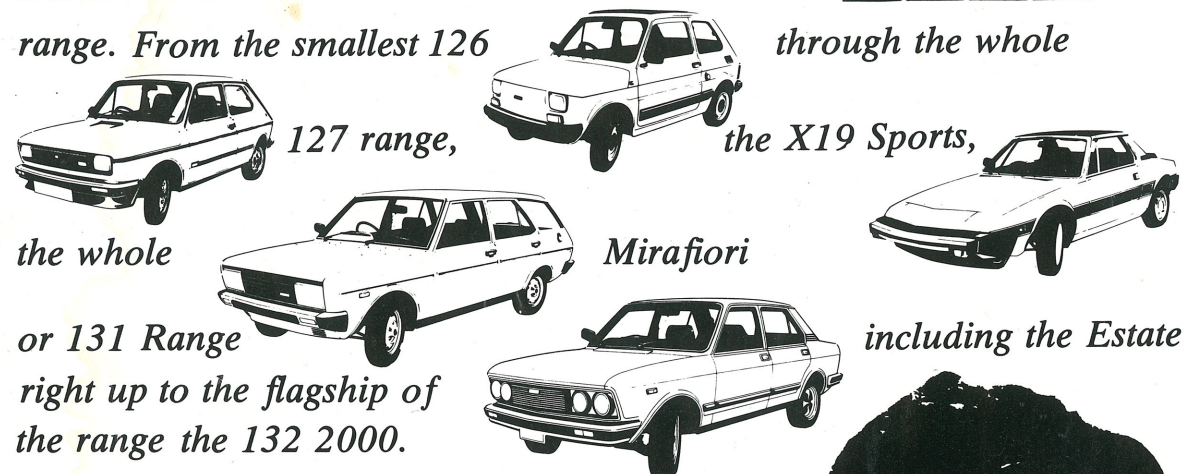
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July

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

CHASEWATER (Pleasure Park, Brownhills, off A5) Chasewater Grand Prix — National meeting

KIMBOLTON (15 miles north of Bedford)

TILBURY (near Tilbury Docks)

14 SURBITON (Worcester Park Road, Surrey)

15 NUTHAMPSTEAD (1½ miles east of Barkway off the B1368 Cambridge to Ware Road)

ELLOUGH (2 miles from Beccles, Suffolk)

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

BLACKBUSHE (Airport) Round 4, Kart and Superkart Magazine 100 National Championship

29 FELTON (7 miles south of Morpeth, on A1) RAC British Championships — 100 International and Junior

August

4/5 SILVERSTONE — Daily Express Hermetite British Kart Grand Prix

5 WOMBWELL (near Barnsley) Round 5, Kart and Superkart 100 National Championship

FELTON

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

LYDDEN HILL (6 miles south of Canterbury, off A2)

12 RYE HOUSE — RAC British Championships — 100 National, 100 Britain

19 TILBURY — Round 5, Road and Racing Racewear Junior Championships

CADWELL PARK — Round 4, Superkart Championship and MW 210 Championship

Kalendar

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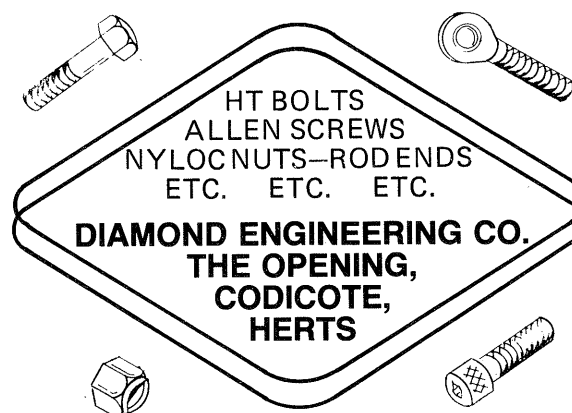
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It is very fashionable at the moment for motorsport magazines to talk about petrol prices, reducing consumption, and alternative energy sources, faced as we are with what threatens to be another oil price spiral. Among all the sports, motor sport seems to, quite unfairly, take the brunt of the 'reduce consumption, or else!' lobby. The amount of fuel actually consumed in competition is minute — it is the spectators who gobble it up, getting to and from to watch.

So, following on from that premise, why not reduce the Football League programme? Why not cancel a couple of horse race meetings? Imagine the hundreds of thousands of gallons that would be saved if one Wembley international was scrapped...

But, rightly or wrongly, motorsport will continue to be singled out, and it is probably in the interests of the different branches of motor sport to 'be seen' making some sort of contribution to a reduction in petrol consumption, before government forces the situation.

If you believe what you hear in the media, then the RAC are already discussing the use of methanol — in some forms of car racing, and karting. This is not a bad thing on its own — the conversion is fairly easy, and all carburettors currently in use, from 100cc to 250cc classes, can be modified without too much trouble.

What does need consideration though, are (a) the timing of any change (the RAC are notorious for last minute 'instant' changes!) and (b) Britain's position relative to other world karting countries. Britain cannot afford to isolate itself if its current high position in world karting is not to suffer. A decision on methanol would need to be taken in conjunction with the wooing of the International body — the CIK — on to the same line of thinking, thereby committing the rest of European and International karting to the same change.

It's probably not as far away as you think...

CHRIS LAMBDEN

Front Cover

Ex World Junior Champion, Stefano Modena, now leads the works Birel team and was extremely fast on the first day of the Champions Cup at Jesolo (full report page 7). A disastrous timed practice ruined his chances on the second day. (Photo: John Pudney).

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KART AND SUPERKART

Monthly

No. 007

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- Green Man — Clay Pigeon
- K & S — Blackbushe

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European 250 at Mondello

Due, as you can no doubt guess, to the postal and communication difficulties currently stifling Ireland, we are unfortunately unable to bring you our usual full coverage on the event. However, we have been able to pick up various snippets on the Championship.

The initial impression when looking at the Mondello Park circuit is that it looks good, with maybe a few bumps here and there — obviously the conclusion that the CIK inspection team must have reached when looking over the circuit a few weeks earlier. A walk around the circuit by the British drivers on arrival reached the same conclusion.

However it seems, unfortunately, that Mondello is one of those tracks that 'changes' the moment you start to drive around it — especially in a 250 Superkart.

So yes, the track was bumpy, yes chassis were worn away underneath, and yes fibreglass fairings were smashed. But the drivers made the best of the situation and competed as best they could. Several of those with spare engines changed to those to avoid pounding their very best engine, and most in the end, ran without the front fairing.

Danish driver Poul Petersen dominated the event, his home grown chassis — using many of the superb Dino parts — handling the bumps well. Throw in a little Danish determination, and you've got a winner, who in timed

practice was one second a lap faster than the second man. Paul Elmore was the only person to offer any opposition in the three finals — leading Petersen for a few laps in the first and third finals.

Steve Elmore, in trouble anyway for not having a green British helmet, suffered a broken ankle in a nasty start line shunt in the first final.

The circuit was exhausting, with drivers physically shattered after each final. It was a godsend therefore, when RAC man Les Needham (on hand to keep an eye on the event and British team interests) was able to persuade the organisers to waive the 'start the next final within half an hour' CIK rule, and indeed a good hour was allowed, for complete driver recovery!

What the organisers lacked in a circuit, they apparently more than made up for in hospitality and good old Irish humour. And so, despite the racing conditions, most returning competitors admitted to having a super time!

Result: European 250 Championships

1st	Poul Petersen	(DEN)
2nd	Paul Elmore	(GB)
3rd	E. Thinghoj	(DEN)
4th	Martin Hines	(GB)



Karting was in on the enormous Year of the Child children's party, held over two days in early June. Eighty-five thousand youngsters crammed into Hyde Park each day, taking part in innumerable activities. Amongst them, Operation Karting — a part of the Inter-Action Trust, the largest community arts organisation in Europe — who bring karting to youngsters in areas all over the UK, were present with some of their karts. Over 3,500 youngsters visited the site over the two days, with probably half of them actually getting to drive around the small demonstration circuit (above). Both Zip Karts and Sisley Karting were on hand with full race karts on show, and spent the days answering thousands of questions. More on 'Operation Karting' in a future issue.

In a Word . . .

• Firstly an apology. Due to a brief illness, there is no *Hines Quarter* this month. However, be sure that Martin will be back next month for our bumper, special Grand Prix edition.

• Everyone concerned will no doubt have noticed that the RAC British Championships (International and Junior) is now back one week to 28/29 July. We were not advised of the change by the RAC, but we presume it is to avoid a clash with the World Junior Championships in Fano, Italy on 21/22 July.

• An interesting entry for the Silverstone GP — Nigel Smith's brother is coming over from Canada for the event. Whether British karting can handle two from the outrageous Smith family remains to be seen! — that is presuming that Nigel isn't the 'black sheep' of the family . . .

• From France we hear that Michel Rougerie, the bike star who tested a Superkart at Folembay, is that hooked that he may well be racing at Silverstone, in a two kart team with *Sovame* boss Michel Fabre!

• The London Kart Club's annual trip to Etaples is apparently off, because the RAC refused to issue the team with visas . . .

• Roy Wooldridge from Merlins expects to debut his full bodywork Barlotti 125 at the Donington British Championships.

• Although we have no official confirmation of results, we hear that Germany's old campaigner Leopold Zewelbar took the 100cc Swiss Grand Prix at Wohlen, the weekend after Jesolo. Best practice time was taken by Charlie Güdel (younger brother of Paul, and about to compete in the World Junior Championship.)

It poured with rain soon after the start of the first final and Güdel was in carb trouble. Zewelbar came through to win and then took the second, to sew up the title. Brazilian Ayerton Senna da Silva took the third final and second overall.

Australian Howard Heath had a bad accident in his first heat, but recovered to finish fifth in the finals.

1st	Leopold Zewelbar	(Germany)
2nd	Senna da Silva	(Brazil)
3rd	Thomas Glauser	(Switzerland)

• There is no Cronus Award this month. The award will return next month.

STOP PRESS Unofficial Result

European Individual Championship — Biesheim, France.

1st	Cathy Muller	France
2nd	Eddie van der Hoek	Netherlands

Martin Smart (GB) qualified second, but first corner spin ruined his chances.

Full details next month.

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Exciting Times!

The next few weeks are among the busiest on the karting calendar, with an array of Championship events of all types to attract crowds of spectators.

Beautiful southern circuit Clay Pigeon hosts the Green Man Championship circus on 8th July, with Mickey Allen about to set some sort of points scoring record! In support, of course, are the Road and Racing Junior Championships.

In the absence of Britain's two other major international stars, Fullerton and Wilson, Allen's domination of the Green Man comes as no real surprise. The British Championships, three weeks later, at the northern Felton circuit should therefore provide British-based followers with an exciting menu - Fullerton will definitely be defending his title, and a little bird tells us that an entry has been made in Wilson's name. It looks like being the only confrontation between the 'big three' in Britain this year, so purists won't want to miss it.

A week later on August 4th and 5th comes the biggest and most publicised event in the British karting year - the Daily Express Hermetite British Kart Grand Prix.

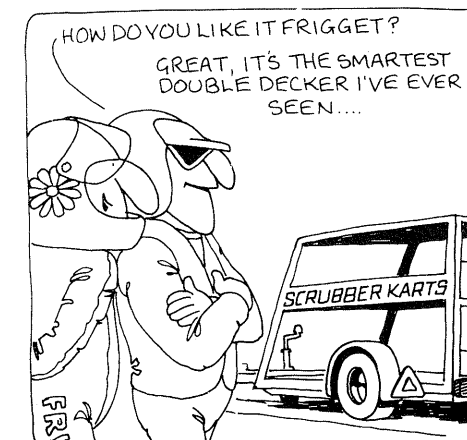
After last year's highly successful, if damp, debut, the Grand Prix is back at Silverstone on the full Grand Prix circuit. If prayers for a fine weekend are answered, the stands which were nearly full last year will be overflowing.

The karts do not use the Woodcote chicane, and so spectators are treated to the full-out, twitching, sight of 150 miles an hour machinery drifting through one of the most famous corners in motor racing. Last year's best lap averaged over 104 mph. Will anyone get near 110 mph? Several varieties of new-generation, 'ground effect', full-bodywork karts will be in evidence and could well tip the scales in favour of the 110 mph lap.

The highlight of the weekend will undoubtedly be the spectacular Superkart Grand Prix, but of course there will be Grand Prix events for 125, 210 and 250 National categories. Practice and qualifying heats will occupy Saturday's programme, with further qualifying on Sunday morning, and the Grands Prix in the afternoon.

Will the Elmore brothers repeat their sensational performances from last year, or will recent front runners Martin Hines and Rob Kerkhoven win out? Will Dave Buttigieg get his long circuit act together, or will it be a dark horse? If you have never seen karting and would like to, or you're a regular follower, this is the day not to miss!

FRIGGIT



We're getting around! The Kart and Superkart logo is now on the rear wing of Dave Kennedy's Formula One Wolf, seen at recent Aurora Formula One events. Through his acquaintanceship with Richard Wallis of Burgess Racing, Dave can often be seen down at the Tilbury kart circuit, as he finds there is nothing better than an afternoon's hard driving around a kart circuit to sharpen his reflexes and maintain peak fitness.

It is hoped to have Kennedy, along with other motor racing personalities, at the press day being held a fortnight or so before the big day at Silverstone.

Kart and Superkart will be there, with the special August Grand Prix edition on sale, hot off the presses, with our last minute predictions, personalities and race information. See you there.

Further rounds of the *Kart and Superkart Magazine* 100 National Championship are scheduled for Blackbushe (July 15) and Wombwell (August 5). The National Class circus then moves to Rye House on August 12th for the RAC British Championships - always a tense, action-packed day!

As we said, exciting times are ahead, and you can be sure to read about it all in *Kart and Superkart*.

Alan King's Superkart exploits are to be backed by Rank-Wharfedale HiFi over the next six months. His Barlotti/GBRD Yamaha will be finished in the firm's Black and Green colours.

Platform 1 Club, Shaggers hairdressing chain, Honeyfield Trailers, and Powerclean are Bristol and West Country firms who have all discovered the benefits of a small involvement in karting sponsorship. All are assisting Bristol 100 National driver Richard Watkins.

100 International driver Stuart Allison has retained his backing from Conveyor Truck Services and in addition is now receiving backing from Jen Racing and Removatop Sun Roofs.

The Borders Club now have meetings in full swing at their Hemswell venue. The track is 1,000 yards in length, with a good surface and they cater for all classes. More competitors would be very welcome, to support this new circuit's growth - it's only 30 miles from both Fulbeck and Wombwell. The club is very enthusiastic and you would enjoy the atmosphere. For their race programme etc, see ad elsewhere in this issue.

BY BARRY FOLEY

ZIP KART THE WORLD'S LEADING KART & COMPONENT MANUFACTURERS

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

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

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

complete with German Goodyear tyres.

ZIP SHADOW 79 SE This kart was developed in the later part of 1978 to make full use of the Bridgestone super wide tyres (on its very first outing it won the British 100 International Championships). With our continuous development programme and Zip's involvement from the very birth of the Bridgestone tyres you can be assured of a kart second to none that will give you the ultimate from chassis and tyres for the 100 International Class. £415 complete with magnesium components, die cast alloy wheels and Bridgestone tyres.

Or may be you require a reliable competitive engine, like the **ZIP PREPARED ZIP 48** of **STEVE DAVIS**.

And yet again for **The British classes** just look how Mark Bailey is cleaning up on his Euro 79.



Mark Tredwell on his Zip Shadow 79 G.T.

But if it is the **JUNIOR OR SENIOR NATIONAL CLASS** where your interests lie the Shadow 79 G.T. is equally as dominant. **Mark Tredwell**: First time out on the 79 G.T. romps home to a convincing win.

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ZIP TEAM HATS RED AND WHITE WITH ZIP BADGE £3.50 NOW AVAILABLE.

THE TRADE PAGE

At last, a Show!

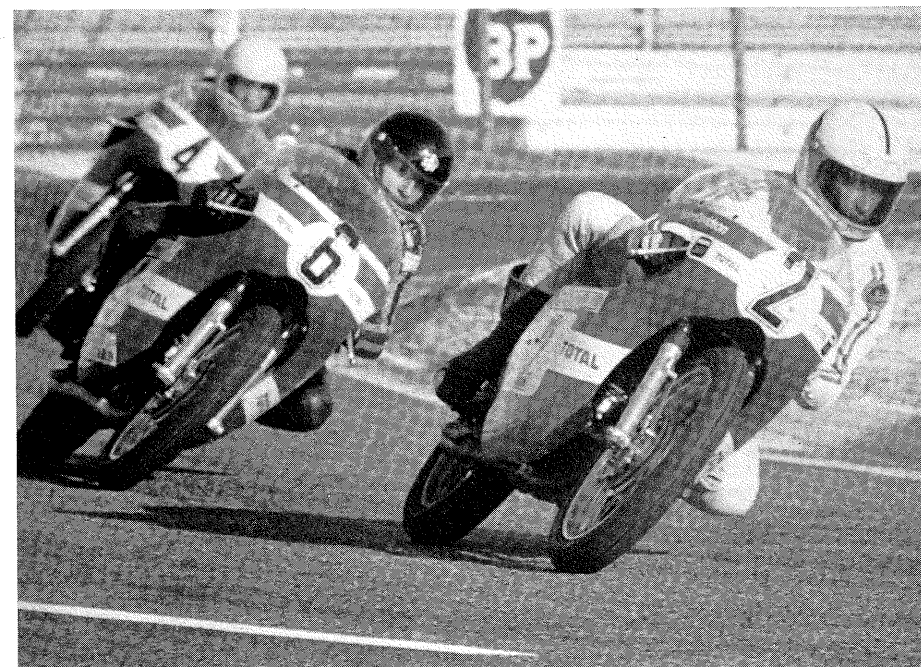
The way karting is going, it had to come – a decent Show, to promote the sport and its manufacturers.

Pencil in these dates – December 7th to 10th, at the Alexandra Palace, North London. 'The Road Racing Show' will feature all that is best in motor cycle and kart racing, and falling when it does, is an ideal time for manufacturers to catch the Christmas buyers. Apart from the sales stands and display areas, the exhibitions, movies, and competitions galore should make for great entertainment.

The organisers have issued an attractive prospectus containing all the information for

potential exhibitors – stand sizes, costs, facilities, and a booking form. These, and any more information, are available from Planet Exhibitions, 104 Kilburn Square, London NW6 6PS (01-328 2281), Martin Hines of Zip Karts, or ourselves.

With 80,000 square feet of exhibition space available, Alexandra Palace looks like being packed with exciting racing equipment. A great opportunity for karting, and kart manufacturers, to avail themselves of some enormous exposure and publicity – let's hope they all make the most of it.



Tony Smith leads a bunch of his pupils around – all on identical Harley Davidson machines.

Tony Smith Racing Developments are now firmly established in their new premises in Bridge Street, Peterborough, and can offer the full range of Yamaha bikes and spares in addition to a range of karting equipment (see ad elsewhere).

Tony himself comes from an interesting background. A few years ago he ran a successful motorcycle racing school in France, using a fleet of Harley Davidson 250s. It was run along similar lines to the better Motor Racing Schools in Britain, with the better pupils qualifying for a School Championship Race at the end of the year. A panel of experts was drafted in – such notables as Mike Hailwood – and their pick as the best all-round rider received a complete season's racing with full sponsorship from the school and its sponsors. One or two of the winning pupils from 'L'Ecole Tony Smith' went on to become leading French riders.

On his return to England he spent some time in the Zip engine workshops, preparing the works Yamahas, but the itch was there to go out on his own again, and soon after, Tony Smith Racing Developments was born.

Last year, on the 250 Superkart scene, Tony looked after Mick Goy's engines, and perhaps the highlight of their season was being credited with fastest lap at the Silverstone Grand Prix. This year Gary Deal has made

a comeback, with Tony looking after his engines as well. The two drivers have taken some good places – but are now looking for that elusive win.

In a Word . . .

- Sisley Karting are initiating a 100cc kart school, to be based at a London kart track.

The idea follows on from the thought that it is often unfair on both customer and kart dealer to sell an outfit to a complete novice who may only have driven a hire kart. Letting him out on a race track in a machine completely alien to him is a danger, and in many cases, novices become disillusioned early on, and are lost.

The school will take the form of a day's tuition – the morning spent in technical discussion on preparation, etc, and the afternoon practical driving demonstrations and lessons. At the moment, the school is only available to people who already own a kart, but 'school karts' are being built to cater for others. Costs are not finalised, but are expected to be £20 per day of instruction with own kart, £25 per day with Sisley hire kart.

- B & N Parrington now have 250 Yamaha base gaskets in three thicknesses, and are making Tillotson pump diaphragms.

- Did you see the flashy team T-shirts worn by the 250 British team – courtesy of Nigel Smith (Team Schemes). Nigel also does one-off personalised stuff (viz our new *Kart and Superkart* jackets and name badges).

But I ask you . . . have you seen the 'Chip Butty', 'Sideways 'Crisp', 'Potato Racing' T-shirts . . .?

- Burgess Racing are yet another new member of the Merc brigade, servicing all the main gearbox meetings.

- Tran-Mech are moving to new premises shortly. They are expanding their assistance to drivers this year, and apart from Tony Shearman himself, other TMR drivers are Martin Poole (Superkarts) and Mick Bryant, who performed so well in round 3 of the K & S 100 National Championship.

- Latest from Zip are some nifty pit hats in red and white, with Zip badge, at £3.50 each.



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continued . . .

Cabourg Six Hours

Sixty-two entries for this, the opening round of the French Endurance Championship, augers well for 1979 Enduro Racing. The revised Cabourg circuit can only accept 52 entries and so 10 unlucky teams had entries refused.

As usual the organisation at Cabourg was good and conditions were far better for the competitors with the new covered pits.

Saturday practice in fine sunny weather gave the expectation of a good race. Moth/Harland, Mitchell/McKay were showing good form, as were a French water-cooled 125. Coles/Sharrock, Staplehurst/Duheuil prejudiced their chances with a big coming together when Staplehurst seized.

Race day arrived wet with a promise of brighter weather later which didn't materialise. The rolling up laps were a shambles as most were having carb. problems due to the various filters used, added to which Moth misjudged the first corner and took 3 or 4 karts with him including Terry Mitchell. Thereafter the English teams just had problems to keep going! Meanwhile two quick 100cc and two quick 125cc French teams were battling for the leading positions, with the Swiss team an ever-present threat should any of them fail. Rain intervened at about 2 pm for 20 minutes, putting a premium on good pit work. Shortly after Moth retired with numerous recurring problems, having now lost 45 laps to the leaders. Mitchell/McKay were circulating consistently, but Coles/Sharrock were in all sorts of dramas and steadily lost ground through too many pit stops.

Kart and Superkart Magazine 100 National Championship Round 5—Wombwell, August 5

- Entries close 30th July (forms available at Round 4, Blackbushe)
- Practice available Saturday, 4th August from 12pm to 6pm.
- Entry fee — £6
- Camping facilities are available at the circuit. There is even a milk delivery on Sunday morning — courtesy of Brian Wilson!!
- Post to: Competition Secretary, Mrs S. Edwards, 2 Arnold Avenue, Retford, Notts DN22 7JZ

The race ran its course until with 20 minutes to go, a deluge of rain nearly flooded the track causing pandemonium on the circuit and in the pits. The Swiss were now demonstrably quicker and picked up four places to finish third. Terry Mitchell also picked up a lot of laps but to no avail as he'd been trailing his closest rivals by some five laps, and finished fourteenth, the highest placed British team and an excellent effort, deserving of a better placing.

A 125 won at 411 laps with French team drivers Boulineau/Boulineau second at 306 laps. The 125 with its gearbox — an advantage in the wet — increased its lead during the very wet spell. Coles/Sharrock finished thirty-fourth with 291 laps and Moth/Harland finished forty-eighth after having retired at 3 hours with 169 laps.

The Cabourg Club are to be congratulated on providing a fine race, the weatherman ought to be told that it's summer time now and the English teams had better sort themselves out better, because the French are getting just a bit good at Enduro racing!

John Fitzpatrick

Is This You?

It appears that our columnists are too good! Long circuit reporter Phillip Bingham, just completing A-level examinations, has been snapped up by *Motoring News* to pursue a professional journalism career! Our heartiest congratulations are tinged with regret at possibly losing a fine contributor.

Although Phillip does hope to still be able to cover some long circuit meetings for us, there is obviously a gap to fill. We would be interested in hearing from anyone who follows, and has a certain knowledge of, this form of racing, has a journalistic flair, and would like to cover these meetings — mainly Cadwell Park and Donington — for us. You never know — like Phillip, six months' exposure in K&S may launch you into a career!



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1/2" square drive, 13 metric (10.22 mm) 14 AF (1/2"-1 1/4") and 8 Whitworth (1/2"-1 1/4") sockets, rev. ratchet, speeder and sliding T bars, plug socket, univ. joint. 5in and 10in extensions. Case size 17inx7inx2in. Slashed from £50.85 to an incredible

£20.00 carr £2.00

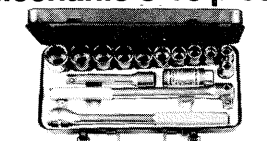
Professional 24 piece



1/2" square drive, 10 AF (1/2"-1 1/4") and 8mm sockets (10.22mm), 10 ratchet and sliding T handles, speeder, univ. joint. 5in and 10in extensions. Case size 17inx7inx2in. Available as AF/MM set as above, Metric only (10.32mm) or AF only (1/2"-1 1/4"). State which required. Slashed from £38.10 to only

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Mechanic's 15 piece



1/2" drive, 11 sockets, 10in ratchet and flex handles, plug socket and 5in extn. Case size 11inx6inx2in. Available in AF (1/2"-1 1/4") or metric (10.22mm), state which required. Slashed from £24.55 to only

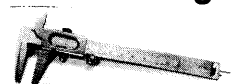
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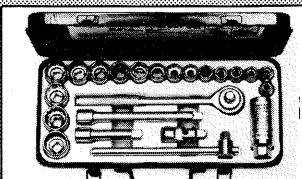
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At last - this 1/2" square drive set has 17 bi-hex. sockets from 6-22mm (available in Metric only), rev. ratchet and sliding T handles, 3" & 6" extensions, 14mm spark plug socket and universal joint, giving a complete range for the motorist and motorcyclist. Case size 11" x 5" x 1 1/2". Slashed to only

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13 piece 1/2" square reversible drive, 4 cross, 5 flat and 4 allen-screw kits in metal case with full instructions. £3.55 carriage 90p
Lightweight impact driver with 3 cross and 3 flat 5" blades in metal case with full instructions.

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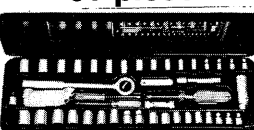
Torque Wrench



These Norbar click-stop wrenches are English made, and feature 1/2" square ratchet drive:
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SL4 (50-230ft/lb). Our price £17.50

Plus **£1.20** carriage per wrench

Comprehensive 61 piece



1/2" and 1/4" sq drive, 18 MM (4.5-19mm) and 16 AF (1/2"-1 1/4") sockets, ratchet and spinner handles, converter, plug socket, extn, plug and feeler gauges, 2 screwdrivers and 18 pc AF/MM combining spanners. Case size 17inx6inx1 1/2". Slashed to only

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Torque Wrench



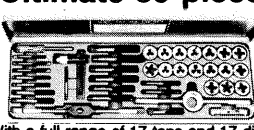
1/4" sq drive. British made, chrome vanadium, 0-150 ft.lbs and 0.20 m.kg scales, ends all that guessing.

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Ideal for the mechanic who requires a good range, these sets are heat-treated carbon steel-fully guaranteed.

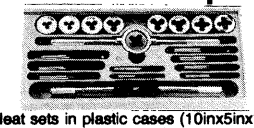
Ultimate 39 piece



With a full range of 17 taps and 17 dies, long and T handle tap wrenches, die handle, screw pitch gauge and screw-driver. Case size 16inx6inx1in. State whether required in Metric (3.12mm) or SAE/Whitworth (1/2"-1 1/4"). Slashed to only

£9.80 carr 90p

Mechanic's 20 piece



Neat sets in plastic cases (10inx5inx1in) with 9 taps and 9 dies, long tap wrench and die holder. State whether required in Metric (3.10mm), AF (1/2"-1 1/4"), BA (0.8) or Whitworth (1/2"-1 1/4"). Slashed to only

£5.30 carr 60p

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Converts socket-set drives from 1/2" to 1/4" and 1/4". Invaluable where two or more square drives are being used.

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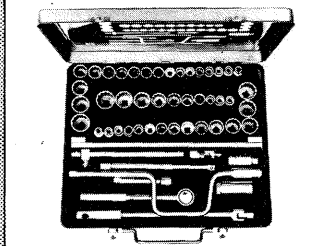
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1/2" sq. drive chrome-vanadium set from Hilka, 18 metric (10-32mm), 15 AF (1/2"-1 1/4") and 10 Whitworth sockets (1/2"-1 1/4"), rev. ratchet, speeder, breaker and sliding T bars, 14mm & 10mm plug sockets, 10" & 5" extns., and univ. joint. Case size 16"x14"x2". Slashed from £73.53 to an incredible

£39 carr £3 (while stocks last).

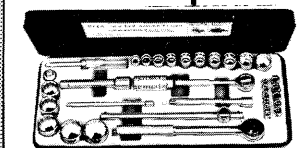
Complete 39 piece



1/2" drive, 11 AF (1/2"-1 1/4"), 11 BA (0.10) and 11MM (4.12mm) sockets, ratchet and sliding T handles, flex, 2 extns and tommy bar. Case size 11inx5inx1 1/2". Slashed to only

£6.90 carr 90p

D.I.Y. 35 piece



1/2", 3/4" and 1/2" square drive, 26 AF (1/2"-1 1/4") sockets, 1/2" and 1/4" ratchet handles, spinner and sliding T handles, converter, plug socket and 3 extns. Case size 17inx7inx2in. State whether required in AF (as above) or Metric (4.32mm)

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CLUB SCENE

Tilbury in June

gap on the rest of the field. Lap 8 saw Team Automotive driver D. Jones spin away fourth with only four laps left. Back markers were being encountered by the leaders and as the last lap approached, the positions were reversed. Jackson appeared, followed by Anderson, now sporting a bent rear axle after a novice had spun in the chicane. Jackson took the chequered flag for his second win at Hemswell, as the Piston Supplies of Workshop entered Anderson limped home in front of Steve Rawson.

1st P. Jackson Barlotti/Upton
2nd C. Anderson Barlotti/AKR Upton
3rd S. Rawson Barlotti/Dean Upton
4th S. Whitley Barlotti/Upton

For our next events, see our ad elsewhere.

Chris Anderson

Nuthampstead

Nuthampstead is Hertfordshire's other kart track - the friendly one! - and the Cambridge Kart Club's June meeting there produced some top quality racing, particularly in the Junior Britain and 100 National classes. The best individual performance must have been that of Ian Saville in Junior Britain. A novice having his first meeting at Nuthampstead, he improved throughout the day and finished by winning the final heat and taking home the third place trophy. Closest racing of the day was provided by Steve Bridgeman and Dave Lees in 100 National, but Dave left himself with too much to do after a spin while charging through the field in heat one. After winning the first heat in 210 National Peter Lipman was involved in a spectacular accident in the second and although escaping relatively unscathed, took no further part in the meeting.

RESULTS

Junior Britain
1st Jeff McLaird Zip/TKM
2nd Paul Sherwood Ambassador/Mc91
3rd Ian Saville Kestrel/Parilla

100 McCulloch
1st Eric Sawford Zip/Mc92
2nd Les Cooper Zip/Mc91
3rd Steve Newman Zip/Mc91

210 National
1st Chris Unwin Barlotti/Upton
2nd Bill McDougall Blow/Villiers
3rd R. Bettis Zip/Villiers

Junior National
1st Lee Hogger Kestrel/K77
2nd Malcolm Russell Zip/Parilla

100 National Novice
1st Trevor Brown Sprint/K88
2nd Nigel Smith Taifun/K77
3rd Martin Gilbert Kestrel/K77

100 National
1st Steve Bridgeman Sprint/TKM
2nd Dave Lees Sprint/K88
3rd Paul Hodge Sprint/Parilla
4th Martin Tyrrell Sprint/TKM

250 National
1st Mark Robinson Zip/Bultaco

Phil Hunt

120 drivers signed on for the June meeting, including no less than 36 Novice 100 Nationals. Special thanks to Burgess Racing and Start-line Motors for donating awards for best prepared karts, and B & N Parrington for their annual 100 National trophy.

Results were:

Junior Britain
1st James Chitty Zip/TKM
2nd David Chitty Zip/TKM
Novice
1st Ian Saville Kestrel/Parilla
2nd David Germain Zip/TKM

Junior National
1st Robert Childs Zip/Parilla
2nd Hayden White Zip/Parilla
Novice
1st David Willis Sprint/K88

100 National
1st Mark Tredwell Zip/Parilla
2nd Gary Prior Zip/Parilla
3rd John Adolpho Zip/Parilla

100 National Novice
1st Gary Holah Zip/K88
2nd Stephen Twin Zip/K88

210 National
1st Roy Randall Barlotti/Upton
2nd Jim Paffett Barlotti/GBRD
3rd Dave Oldroyd Zip/Burgess

250 National
1st Terry Arnold Sprint/Montessa

250 International
1st Mike Jackson Zip/Yamaha

L. Docherty



Dave Chitty, Mark Tredwell's Junior Britain protégé, even runs No. 66. He took second in the Junior Britain final. (Photo: D. Callingham).

Frenchman Eric Vuillemin is a mechanic for the RAM Formula 1 (Aurora) team, but still manages to fit in some 100 National racing. (Photo: D. Callingham).



continued...

Results

100 JUNIOR BRITAIN

1st	Mark Bailey	Zip/Parilla
2nd	Lee Cranmer	Kestrel/Arrow
3rd	Paul Dryden	Kestrel

100 JUNIOR NATIONAL

1st	Gary Ward	Sprint/TKM
2nd	Simon Sutton	Sprint/Parilla
3rd	Gary Foster Jones	Zip/Parilla
4th	Tony Ripacandida	Zip/DAP

100 NATIONAL NOVICE

1st	Graham Townsend	Sprint/DAP T70
2nd	Clive Manley	Zip/Zip 48
3rd	Graham Pettit	Sprint/Parilla
4th	Russell Lewis	Zip/Parilla

100 INTERNATIONAL

1st	Dave Mellish	Zip/Parilla
2nd	Ian Hunt	Lane/Parilla

100 NATIONAL

1st	Mark Tredwell	Zip/Parilla
2nd	Gary Prior	Zip/SS20
3rd	Nigel Edwards	Zip/DAP
4th	Gerry Cain	Zip/SS20
5th	Steve Chittenden	Sirio/SS20

Alan Kilbey

Hemswell

The Borders Kart Club's meeting on 28th May was run in damp conditions with rain tyres being the order of the day in the finals. Club officials have worked hard to improve the track, including the acquisition of a new signing-on caravan. It is a pity that drivers are not supporting our new club, which at the moment has a willing band of helpers and supporters.

JUNIOR NATIONAL/JUNIOR BRITAIN

Mark Wilson (Sprint/Parilla) was the star of the day in J.N., winning every lap of his heats and final, Simon Blessed (Zip/Parilla) having two heat wins in Junior Britain.

In the final Wilson streaked to the front followed by A. Saville, M. Hood and Blessed. Hood moved up to second on lap 3, and this is how the race finished.

JUNIOR NATIONAL

1st	M. Wilson	Sprint/Parilla
2nd	M. Hood	

JUNIOR BRITAIN

1st	Simon Blessed	Zip/Parilla
-----	---------------	-------------

100 NATIONAL/100 BRITAIN

Mike Mulhearn, John Knell, and M. Rose each won a heat — the races could not be closer.

As the flag dropped Knell (Dap/Dap JM) outbraked the field into the pit corner. When the field streamed through the chicane to complete lap 1, it was Knell, closely followed by Rose, Peary, Mulhearn and Marsden. Mulhearn had a brief period behind the flying Knell, but on lap 9 spun away a secure second, allowing Marsden up to third behind Knell and Rose.

Tony Kingswood of Lincoln dominated 100 Britain, a repeat of the previous day's success at Fulbeck. D. Smith followed him home on a Lane/Manx.

100 NATIONAL

1st	J. Knell	DAP/DAP JM
2nd	M. Rose	Zip/Parilla
3rd	L. Marsden	Zip/DAP JM

100 BRITAIN

1st	T. Kingswood	Kestrel/T70
2nd	D. Smith	Lane/Manx

210 NATIONAL

Phil Jackson (Barlotti/Upton) and Chris Anderson (Barlotti/AKR Upton) took the honours in the heats.

It could have been termed as an international field, as one competitor had just returned from Japan — welcome back Spencer (210 Flyer?) Whitley.

Starter Nigel Edwards brought the grid under orders as the rain began to fall. The largest grid of the day all managed the pit corner and at the end of lap 1 it was Anderson, Jackson, and Rawson, who were opening a

A Champions Cup



Fullerton takes a professional victory. Forsmann and Zoserl both make recoveries to take the places. Modena fast, but unlucky in the second timed practice. Wilson a front runner, but sidelined by spectacular accident. French woman driver Muller surprises with fifth overall.

Report: Chris Lambden Photos: John Pudney

The Lido di Jesolo, sunny Italian resort, annually plays host to the best in World 100cc Karting, with the Champions Cup enabling Europe's top competitors to get their first measure of the opposition in the new season. Organised by Mr Grana, head of the IAME organization, the event has grown annually in prestige and now ranks second only to the World Championship as a 'must' on the International calendar.

A couple of new ideas were to be tried at this year's meeting, which is made up of two almost separate one-day events. Timed practice showed the greatest departure from tradition, with drivers having a 10-minute timed 'session', rather than the 2-lap system used normally, with points from 36 down to 1 allocated on relative position. Each day's finals also sported a change in that all three were of different length, with correspondingly different points allocation. A trifle confusing for some, but it did mean that with the high points on the third and longest final, the result could not be certain after the second final — as is often the case with equal points races. Both innovations aroused interested discussion and certainly had an effect on the final outcome — but more of that later!

The works drivers had of course done days of testing in the period leading up to the meeting, but it was not until official practice got underway that the changes amongst the elite since the end of last season could be confirmed. Unlike Formula One, with its wholesale off-season musical chairs, the karting fraternity seem a relatively settled lot, with only a handful of changes of allegiance.

Defending Champions Cup holder Terry Fullerton is now of course developing the chassis that bears his name, in conjunction with DAP, who manufacture it to his specification. Many days had been spent at the circuit in the previous weeks testing different versions of the chassis against each other and DAP's own chassis.

With the move of Corrado Fabi into Formula 3, the plum works Birel/Parilla seat became vacant and moving in neatly to fill the gap has come the young 1978 World Junior Champion, Stefano Modena.

Britain's IAME works driver Mike Wilson has taken something of a sideways step within the organization, and appeared with Sirio chassis and Parilla engines instead of the BM/BM equipment used during 1978. In fact, none of the 'favoured' drivers were on any BM equipment. The 'behind-the-scenes' reasons for this seemed to be either a phasing out of the BM marque, or something to do with BM mainstay Baroni leaving IAME and working for Bertuzzi (whose Astra company originally created the BM engine!).

Both Zoserl and Forsmann arrived with their usual Birel/Parilla equipment, and despite persistent retirement rumours, Leif Larsson turned out with his Sirio chassis and engines.

Two entries from well outside Europe added depth to the field. Australian Howard Heath was back for his second time at Jesolo, this time bringing his own equipment after the disastrous rent-a-drive problems of the previous year. Ayerton Senna da Silva flew in from Brazil to renew his tie-up with the DAP works team. Da Silva is expected to remain in Italy until after the World Championships in September.

A large contingent of English entries joined the total of 55 hoping for one of the 32 starting positions. Apart from Fullerton and Wilson, 10 more made the long journey south. The Sprint duo of Mickey Allen and Doug Spencer were backed up by Martin Homewood and Roy Mailer. Zips were represented by their two works supported drivers, Jackie Brown and Martin Smart and Alan Lane and Ricky Grice were flying the Lane Racing flag. Making up the dozen, Bill Sisley entered Richard Weatherley with his Cobra chassis, and he was joined by Tim Davey.

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continued...

The meeting proper got underway on Saturday, but not before a piece of typical IAME-DAP interplay. Fullerton and da Silva had done considerable testing with DAP water-cooled engines, development having reached the stage where they seem as fast as their air-cooled brothers. On Thursday evening DAP received a communication, stemming from Mr Grana, that water-cooled engines would not be allowed at the meeting! A lengthy protest was lodged by DAP against this ruling, and surprisingly enough, they won it. However, confounding everybody, they then decided to use their air-cooled engines anyway...

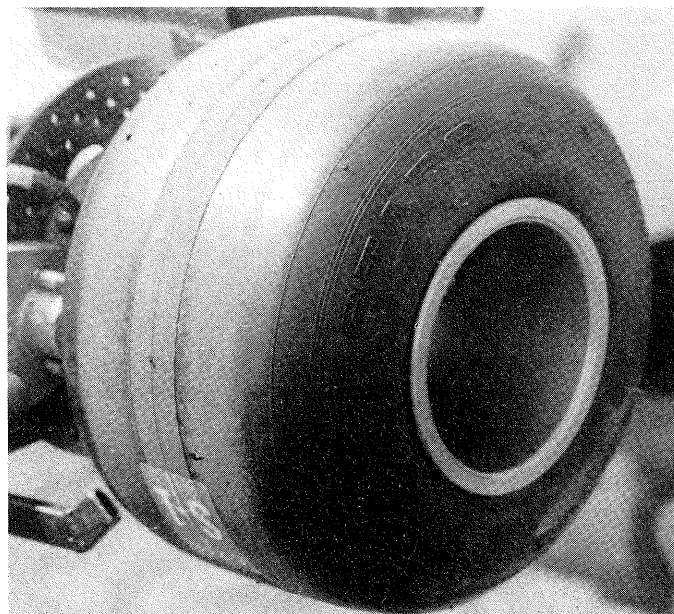
Saturday's timed practice began at 11 o'clock, with the first group of six drivers out for their ten-minute session. Although the first three laps were not supposed to be timed, it seemed that in fact every lap was timed. The best six laps were averaged to give each competitor's qualifying time.

The approach to this form of qualifying varied. Some went out and circulated rapidly for the entire ten minutes. Others, noticeably the higher qualifiers, would put in two or three quickies followed by a slow cool-down lap to conserve both tyres and engine.

1	Modena	(I)	46.51
2	Wilson	(GB)	46.63
3	Forsmann	(S)	46.64
4	Zoserl	(A)	46.66
5	Fullerton	(GB)	46.82
6	Ravaglia	(I)	46.91
7	Pirro	(I)	46.99
8	Demolin	(B)	47.04
9	Busslinger	(CH)	47.05
10	Muller	(F)	47.14
12	Smart	(GB)	47.18
24	Mailer	(GB)	47.48
26	Homewood	(GB)	47.53
29	Brown	(GB)	47.62
31	Spencer	(GB)	47.74
33	Allen	(GB)	47.74
42	Davey	(GB)	49.28

Englishmen Lane, Grice and Weatherley all struck problems and were unable to complete six laps. Anyone who had not completed ten minutes' running was able to apply, within ten minutes of finishing, to participate in the 'second-chance' session a couple of hours later. A good idea in theory, but in practice a problem, as the weather intervened to exert an influence on the outcome. Clouds appeared and the drop in temperature left the circuit some 3/10ths of a second quicker than it had been in the earlier session. Although this was a saviour for Mickey Allen, who was able to turn in some steady 47.3 sec laps and thus qualify, for Doug Spencer it was a nightmare as he was only able to watch from the pits as driver after driver bettered his time, until he finally dropped off the list of qualifiers — without turning a wheel in defence of his position! Jackie Brown was also sweating, but an increase in the number of qualifiers to 36 saw him take the last spot.

It's a fairly serious business, this racing! Achille Parilla shows signs of tension as he and Fullerton await timed practice.



This brand-new Sirio illustrates the technical way in which the tyre companies make wider tyres — a spacer in the mould!

Alan Lane was amongst those to improve and put up almost identical times to Mickey, to qualify comfortably.

Fuel tests were made on everybody during the timed practice, and a buzz went around the pits when it was learned that Zoserl's fuel had given a positive reading! Rumours flew thick and fast, as they are prone to do in this situation, until a statement was eventually released by the organisers. Apart from Zoserl, the fuel used by four others — Calvayrac, Gasser, Aebi and Frey — had given identical 'readings' showing a 2 1/4% presence of a foreign substance, which was 'presumed' to be methanol.

The statement, in Italian, went on to say that as somebody had suggested that the humidity may have affected the fuel, a similar test had been carried out on some fuel with 2 1/4% water added. This had given the same positive result, and on this basis the Technical Commission had recommended that the five drivers not be penalised in any way. All rather strange — one would think that the organisers of such a prestige event would have equipment capable of telling the difference between methanol and water!... However, as the gain from just 2 1/4% methanol would hardly be worth the effort and risk, giving the five drivers the benefit of the doubt was probably fair enough.

1st Final — 15 laps

Saturday's finals were run in the cool of the evening, with the first at 5.30 pm. Mike Wilson out-manoeuvred Modena and leapt into an early lead and as the field snaked through to complete lap one, he could be seen with a several yards buffer over the Italian. Behind them, the early tension manifested itself as Zoserl and Forsmann locked wheels and slid wide. So anxious was Forsmann to regain lost time that he overshot the very next corner, hit some tyre markers and rolled. By the time he sorted that out, the field was long gone!

Up front, Modena had warmed to the task and was back on Wilson's bumper, diving through under braking to lead on lap 7. However, a lap later, Wilson pulled off an identical move to regain the running. Three seconds back, the Italian Ravaglia had a comfortable four-second cushion over Fullerton, who looked to be struggling. Ravaglia was soon gone though, in usual spectacular style with a long, tyre-smoking seize!

The Swiss driver Guedel was making spectacular progress from a grid 14 start and as the race went into its latter stages, could be seen pulling in Fullerton. Modena pounced as the leading pair plummeted down the start/finish straight for the second-to-last time, outbraking the Englishman to gain the last lap initiative. But with only 300 metres to go, the Italian

continued...

only three drivers finished. Bob Kennings, 250 driver from Warley, forged ahead of the field winning all the heats and gaining pole position for the final. In the 125 National Malcolm Burnett led the field and finished a lap ahead of the next man in the final!

The last race of the day was an Invitation fun-race for 210 National drivers — Devil Take the Hindmost — which proved to be a fitting finish, with crowds shouting for their man to keep in front and the pits' mechanics crying for another. At the end Martin James from Birmingham showed he could keep ahead and won the trophy.

A superb meeting for spectators, drivers and officials alike. Thanks to everyone for a splendid day.

JUNIOR BRITAIN

1st	Mark Beddall	Zip/T70
2nd	Carl Atkinson	Sprint/DMA
3rd	Carl Hodson	Zip

JUNIOR NATIONAL

1st	Jonty Millward	Dap/Redhill TKM
2nd	Rob Cooper	Rapide/Redhill TKM
3rd	Andy Rollason	Barlotti/Komet

100 NATIONAL

1st	Lawrence Hackett	Zip/Parilla
2nd	Peter Christo	Lane/Parilla
3rd	Martyn Anker	DAP
4th	Steve Lester	Sprint/Manx

100 INTERNATIONAL

1st	Peter Whalley	Zip/TKM
2nd	Mark Allen	Sprint/Parilla
3rd	Peter Walker	Zip/K77

210 NATIONAL

1st	John Ostins	Barlotti/Villiers
2nd	Paul Robinson	Barlotti/Villiers
3rd	Dave Rowbottom	Barlotti/Villiers
4th	Adrian Wilcox	Zip/Villiers
5th	David Lloyd	Barlotti/Upton
6th	John Tunstall	Zip/Villiers

125 NATIONAL

1st	Malcolm Burnett	Zip/Yamaha
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250 INTERNATIONAL

1st	Bob Kennings	Blow/Yamaha
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Val Lee

CLUB SCENE

Junior Scene

Well, what's been happening since the last 'Junior Scene'? Let's start off with some of the big meetings that have been going on! At the 'Roy Mortara' meeting at Blackbushe we had Gary Foster-Jones putting it all together at a very wet meeting to lift the super first pot. Gary Ward wasn't far behind — both these lads coping well with the extremely difficult conditions. Young Crabtree in third spot wasn't too far away either. The Champion of Champions at Rye House saw some terrific racing. A very good grid of Junior Britain's turned out and once again it was Mark Bailey who 'turned it on'. What a super driver this little chap is — forget the engines and karts, he puts the power on and off in the right places and gains yards on the corners (Steve Davis is a good teacher!). As it has been for the past few meetings, the 'dynamic duo' of Cranmer and Dryden were second and third. These three are definitely sorting it all out. Robert Childs looked good and little Simon Blessed from Wombwell came fourth, a good result from Simon, who is *blessed* with a lot of talent! (Did you get the joke??? *Forget it*, you lot are too thick for your uncle Jock's razor-sharp humour!!!) In Junior National it was very tight, with John Herbert, Gary Ward, Simon Sutton, Gary Foster-Jones and Tony Ripacandida all looking very capable of winning the meeting. Herbert, Sutton and Ward were the heat winners and with Gary Ward on pole. I thought he was going to have a hell of a job to keep all that mob off his back, but I was very pleased to see Gary go from flag to flag and never put a foot wrong — the best drive I have seen from the lad and how well he deserved it. Sutton, going well, came second, and Foster-Jones followed closely in third. Young Herbert went adrift after being a front runner and young Clark, from Clay Pigeon, had engine problems. Not a big grid for a meeting like this, but a very competitive one and one of quality.

My little bit about the price of carburettors in last month's mag was not meant to cause aggro for anybody, but knowing both Dartford and Sisley Karting very well, and how they run their karting empires, I can explain to my little friend from Camberley about the price of carbs. Bill Sisley charges the *recommended* retail price of £15 and gives the normal discount to other traders who buy from him.

Dartford doesn't serve to the trade so he 'does his own thing'. I hope that will put your mind at rest mate.

I must apologise for not being at Rowrah, but I heard that Gary Ward put another notch in his belt with a superb first in the national grid (isn't he doing well). Guess who won the Junior Britain final!!!

This month I thought I would like to take a close look at some of our top Juniors and what makes them tick!!

JOHN HERBERT (Kestrel)

Now this is a young man who in the last six months has suddenly matured beyond recognition. I have known John for a few years and watched him come through the Junior Britain grid (which he wasn't very happy about), but since he has become the 'Sisley' sponsored Junior National, his racing has 'taken off'. One of his assets is coming through the grid, which he does rather quickly — always the essence of a good driver. He has a very aggressive style of driving and a big heart. If he finishes a race, he usually wins it. John has had a few shunts in recent months, which I would put down to 'patience'! I think he is a tremendous prospect for this country, being so young and with so much ability.

GARY SHAW (Zip)

A big lad is Gary, which doesn't do him any favours. I have seen him race five times this year and he made a lasting impression on me. I love to see a determined Junior, and this is one that doesn't give up. He has plenty of marbles between his ears and I like the way he reads a race. A strong point to this lad is that he drives good racing lines, and if you are trying to pass him, *you have problems*. Being so tall he can look a bit awkward in the kart — I *used* to think that, but after seeing his racing these past months, I can honestly say he is one of our top Juniors. He always seems to have plenty of engine power and his kart is well sorted out. The only advice I would give to Gary is to stop growing!!!

Dear 'Daddies'. If I have not written about your little chap, don't worry, because if he has any ability, I will soon know about it! See you all at Clay Pigeon.

Jock Mailer

Champion of Champions

The trouble all race promoters suffer is that the programme for the years' events must be prepared in August or September of the preceding year, so when pitching an event of the calibre of the Champion of Champions it is very much a case of 'suck it and see'. Unfortunately for the Hoddesdon Karting Club our date, 3rd June, clashed with a major International meeting, 'The Champions Cup' in Italy. This resulted in many of the top 100 International drivers not being present at Rye House. Nevertheless, 12 of our regulars had signed on, coupled with 17 Junior Britains, 15 Junior Nationals, 19 National Novices and 100 Britain and 55 100 Nationals (this class

really is the backbone of the sport).

In addition to our glamorous array of trophies we were very pleased to have been given two enormous American columns with a kart resplendent on the top. These gifts were donated by American Serviceman Sam Brion who, together with his charming wife, has joined the Hoddesdon Karting Club. Sam is a personal friend of that other notable American Lake Speed and reiterated how unhappy Lake had been when he was unable (through the flooding disaster) to come to England and race at Rye House in the very successful TOSHIBA 100cc GLOBAL CUP. These trophies were given the title 'American Eagle'.

Most of our usual officers were on duty and once again all the drivers owe them a debt of gratitude before, after and on the day, for all the hard work that is put into making a race meeting the success that it is. Our friends from St. John fortunately were not required — we are to give them a lecture on kart racing, with a driver and mechanic in attendance. I hope this will help to cement even firmer our bond of friendship, for I know they enjoy watching the racing.

The prize presentation was carried out by Sam Brion, our new friend from America.

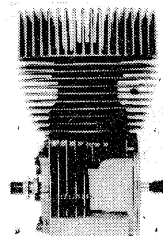
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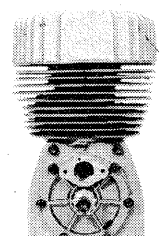
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made a mistake, braking impossibly late as he tried to rush past a back marker. The Birel slid wide on to the grass, the crowd roaring as Wilson flashed through for the win. Modena recovered for second, but Fullerton lost third to Guedel only yards from the flag. Demolin and young Frenchwoman Cathy Muller took the next places, while further back, one or two of the English entries had made very worthwhile moves up the field – notably Mailer, Lane, and Brown.

Micky Allen was not having a weekend to remember. Having won nearly everything in England of late, his team were finding conditions in Jesolo just did not suit their chassis/tyre combination, and whatever they did, Mickey just wasn't in the race. His first final ended with a valve pulled out of a tyre, after a collision with Mailer.

Fullerton, hedging his bets, had chosen to scrutineer one Fullerton kart and one DAP, and in fact had run the DAP in this first final. But finding it much more physically tiring to drive, and suffering a bad vibration, presumably engine, he switched back to his own chassis (for the rest of the meeting), and changed engine before the next final.

2nd Final – 18 laps

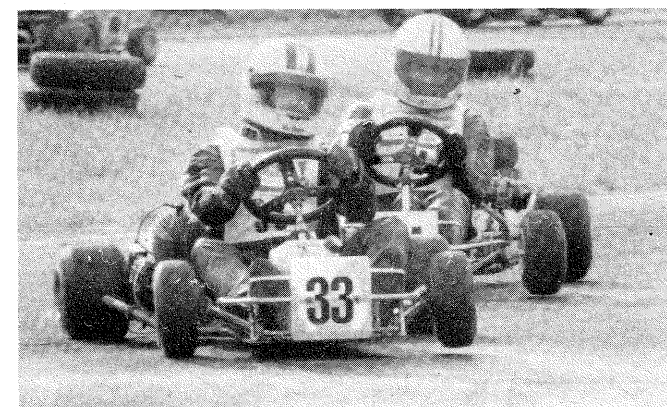
With the grid determined by the finishing order in the first final, Modena, from grid 2, got the jump from Wilson, Guedel, Fullerton, Giugni, and Lane. The two leaders pulled away to indulge again in their private battle, leaving Guedel, Giugni and Fullerton in a nose-to-tail queue disputing third.

The race pattern remained settled until the latter stages, when in a flurry of action Guedel seized, Fullerton slipped inside Giugni, and Forsmann, moving rapidly through the field after his disastrous first race, pushed into sixth, behind Lane. Muller and the ever improving Jackie Brown took the next two spots.

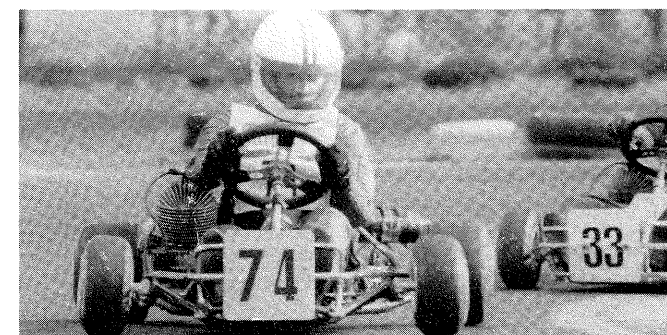
Modena had got the better of Wilson and finished with a comfortable gap up his sleeve.

Third Final – 22 laps

It was 7.40 pm as the field rolled away. Aggregate points from the two preceding races determined the grid and so Modena had pole, sharing the front row with Wilson. Fullerton and Giugni made up the second row, with Lane, after his dramatic improvement, and Forsmann on the third, ahead of Muller and Jackie Brown, who was putting up a superbly consistent performance. After seizing in the previous final, Zoserl was back on the 14th row, with much to do.



Modena (74) and Wilson (33) had their own private battle on the first day, with the young Italian just having the edge (above and below).



Again Modena got the jump, with Fullerton squeezing past Wilson, who in turn led Forsmann, Lane and Brown around to complete lap one. With Fullerton holding Wilson back, Modena was able to put some road between himself and the pack, and settled in for another smooth, controlled, flag-to-flag win. Behind the young Italian, though, there was plenty happening!

Two multiple accidents spread the field wide open on the first lap – considerably helping Zoserl's cause, as he avoided both melees and moved rapidly forward. Lap 3, and Wilson forced his way back past Fullerton, with Forsmann taking advantage of the situation to squeeze past as well.

Two more laps and Alan Lane's fine effort came to nought when a 'special factory' big end blew and he came to an abrupt, tyre-smoking halt. Fullerton nudged Forsmann aside and moved back on to Wilson's tail as half distance approached. Zoserl, meanwhile, was motoring, and on lap 10 was up to sixth, with Brown in his sights. This became fifth almost immediately as the British Junior Champion's engine locked up after a piston failure.

Five to go and Fullerton nudged his way inside Wilson, whilst Zoserl caught and passed Forsmann with ease. The Austrian was well fired up!

Wilson fought back and after two laps regained second after what can only be described as a fairly physical move! Modena, meanwhile, cruised home to justly end the day as competition leader. With the points from timed practice and two of the three finals to count, he had a slim three-point margin over Wilson. Zoserl had somehow salvaged fifth overall despite his two troubled heats and was still within striking distance.

Overall Result First Day:

	Practice	1	2	3	Total
Modena	36		36	44	116
Wilson	35		35	43	113
Fullerton	32		34	42	108
Forsmann	34		31	40	105
Zoserl	33	16		41	90
Demolin	29	26		31	86
Muller	26	25	30		81
Giugni	23	24	33		80

With competitors having to use the same three engines for both days, many of the works teams had been up late rebuilding tired or blown engines. The first sounds of activity were heard at 5.30 am as one particular works mechanic began running in, using a group of back streets near the circuit. No-one in that area of Jesolo was sleeping in that day!

For the smaller teams, unable to carry out such comprehensive rebuilds in the field, Sunday was to be a test indeed, with tired engines getting progressively slower.

The day dawned as fine and as hot as any of the previous days, with temperatures in the afternoon over 35°C in the shade. Events were to run earlier than the previous day, with timed practice getting underway at 9 am. Modena and Wilson had certainly dominated Saturday's proceedings, but how fortunes were about to change...

Overnight the track had changed complexion, and in the brief free practice some vastly quicker times were reported than on the previous day. Fullerton's best engine, seized early the previous day, had been rebuilt and a slide carburettor, which although giving best lap times, had the nasty habit of running leaner and leaner during races, was replaced by a normal Tillotson. The British Champion was in a much more confident frame of mind and predicted a greatly improved performance. He was drawn in the third group of six drivers for the ten minute session, and true to prediction, put up a scintillating 45.72 average – 7/10 sec better than Modena's Saturday pole time!

Modena was in the same group, but consternation swept through the Italian's team as with only five laps completed the Parilla seized. This would mean a second attempt, in the 12 o'clock session, and the track would surely be slower in the mid-day heat. When, in subsequent groups, both Forsmann

continued...

and Wilson both seized, the event was thrown wide open. In this first session, no less than seven drivers were below Modena's Saturday time.

Fullerton	(GB)	45.72
Zoserl	(A)	45.79
da Silva	(Br)	46.10
Busslinger	(CH)	46.11
Koene	(NL)	46.38
Gysin	(CH)	46.41
Guedel	(CH)	46.47
Giugni	(I)	46.57

Sure enough, the second timed session was slower, but Forsmann and Wilson put up a brave battle, qualifying fifth and seventh respectively. Modena put in a couple of 46.3 laps before the Birel slid off the track with another engine locked up — total disaster, the loss of over 30 points effectively putting the overnight leader right out of the competition.

Without a cloud in the sky and not even a breath of wind, the day got hotter and hotter. The band played, the marching girls strutted, and the crowd poured in, filling the stands to capacity and grabbing every other possible vantage point.

The first final grid formed up under the beating sun, not knowing the strange effect that it was having on the track surface. Somehow, with the accumulation of rubber, heat and dust, the surface had become like ice, only a matter of centimetres off the tight racing line.

The day was to be one of tactics. With Modena languishing unhappily at the rear of the grid and more or less out of the running for overall victory, Fullerton was suddenly looking good. Wilson's lead was virtually gone due to his placing in timed practice, and the only other threat could be Forsmann. Zoserl could possibly salvage a placing, but victory looked far away.

1st Final — 15 laps

The Austrian immediately hit the front as the flag came down with Fullerton, da Silva, Busslinger and Koene in line astern. Amongst the first lap pandemonium, Wilson could be seen spinning and most of the field was past before he could restart.

Zoserl was two seconds clear of Fullerton on lap 4, with a similar gap to da Silva, now showing some of his World Championship form. Forsmann was already in fifth, and closing on Koene, having disposed of Busslinger.

Three more laps and suddenly there was a flurry of activity on the fastest part of the circuit — a kart could be seen upside down on the circuit with a stunned driver lying nearby. It was Mike Wilson. Charging back through the field he had misjudged the gap inside Englishman Mailer, collided and flipped spectacularly. Mailer pulled Wilson and the damaged Sirio kart from the track.

A few moments later, race leader Zoserl arrived on the scene, unaware of events, hit some loose stones left by the accident and slid wide on to the slick 'off-line' surface, careering backwards off the circuit. A little way behind, Fullerton and the following bunch saw the danger and were able to get through safely.

As the unfortunate Wilson was stretchered away with a suspected broken collar bone, so Fullerton and DAP team mate da Silva found themselves well clear of Koene and Forsmann. Some brief hand signals between the two seemed to ensure that the Brazilian would not try any silly passing move, and they settled into a steady formation drive to the flag.

2nd Final — 18 laps

Strangely, the grid for this race is determined by overall positions from the previous day. This brought Modena back up to pole — he had made little progress in the first final from grid 36 — with Wilson supposedly alongside, Fullerton on 3 and Forsmann on 4. With Wilson clearly a non-starter, the organisers waited until the field was on its rolling lap before

Golspie

The choice was (a) ignore *Kart and Superkart's* warning about getting reports in to the mag while they were still news, or (b) ignore the wife's pointed hints about the amount of ironing lying about the house because of the time spent at the circuits. Funnily enough, the report is being writ!

100 Junior Britain. Without Brian Ewing entering, Elaine Buchan had a field day, winning all the heats and the final. 'Brora Transport' sponsored Ali Polson came second and Brian Ross third. Look out for Kevin Docherty's name in future, this young novice could go places!

100 Junior National. Another dominating performance from Philip Patterson, who has tended to blow most opponents off with ease. He took the silverware this time too, but second place for 'Mini' Melville indicated future promise and his determined head-down charging on a 3-year-old outfit to head name-sake Brian home, looked good.

Both these races were a bit processional, a pointed difference from the 18 kart grid of 100's International and National. Andrew Buchan (who copied who?) won all his heats and the final. Absolutely no one could touch him, though Graeme Foubister tried hard. Maurice Dudley and Steve Robertson tried hard as well, and consistency paid when Steve got second spot. But it was Buchan's day, beautiful, precise driving, just carving past back markers and on — fast! The fastest lap of the day at 28.10 seconds got him the privately awarded Struie Crafts stuffed mouse, and the points gained him a share (with sister Elaine) of the coveted Kelvin Catering Rosebowl (which the club has been unable to prise from the grip of one Peter McCallum). Nationals was Colin Robson without getting into the wars, as happened to Pete Cartwright and Phil Selkirk. These three were quick enough to want to carve through the slower Internationals. Pete crashed out early, not to return while Phil took a flying header at a stationary sandbank in the final (he was okay on Sandy Taylor's 250 after). This let Peter Polson (junior) move up to second and R. Mackay to third.

It was back to the ironing board before summoning up enough gall to write about the 210s, for this really was a snore. Seven starters, only two finished. Al Fraser cleaned up. Roy Gallant always looked to be trying and deserved better than to retire, to let Al Baillie misfire into second. The 125 Nationals were a welcome change, and some exciting tussles saw Davy Barron have to relinquish trophies while Norman Deas and Gavin Nicholson battled for supremacy. Gavin seemed really polished while leading, but ragged under pressure. He spun out once and dead-headed for third with his brother Iain, then in the final a late-braking move down the inside of Norman ended up with Gavin off once more and Norman grinning all the way to the flag.

If the 250 Internationals can be accused of boredom, it can only be because of their consistency. They've been consistently exciting for three years now and even their sound creates bubbles of expectancy in the blood. Bevan Fraser shot off the grid to lead the first heat in the ex-Martin Hines powered outfit, but seized the box. He was the only drop-out and for the rest of the day Sandy Taylor, Sandy Dalgarno, Geordie Moddie and Geordie McKay went at it with hammer

CLUB SCENE



Sandy Dalgarno chases George MacKay (54) in the 250 International field. (Photo: C. Baird).

and tongs. Not conforming to custom, Dalgarno fluffed his starts and set his wheel spinning, screaming, one handed drove through the field, keeping them all on their toes! Sandy Taylor was less spectacular, but more effective and took first place ahead of Dalgarno and Moddie. He got a share of the

'Highlands Fabricators Trophy' for 1979 (with Al Fraser) and missed having to take the knife to share the stuffed mouse by 2/100ths of a second. A pity, I reckon Jenny and the kids could have done things with that mouse!!

IMP

Chasewater

The BBC weather forecast said rain for Chasewater Kart Racing Club's June meeting. By mid-day all the layers of woollies and coats were shed, shirt sleeves rolled up and the sun-tanning began. We were set for a good day's racing and sure enough the club's official lap record was equalled by a Junior. Generally speaking, though, kart preparation was well below average.

Junior Britains and Junior Nationals raced together for separate awards and as usual the Juniors showed some fast and close racing. Mark Beddall of Stourbridge, racing Junior Britain, had things all his own way, as for once he wasn't dogged by the bad luck he has had previously. He led throughout all the heats and took the flag in the final a well deserved first, followed by Carl Atkinson and Carl Hodson.

In Junior National, racing was close, with Rob Cooper, Jonty Millward and Andy Rollason juggling for positions both in the heats and the finals. Jonty and Rob kept the tension on throughout the final in which Jonty equalled the lap record of 23.00 (quite something for a Junior!). The final line-up at the flag — Millward first, Bob 'Wellies' Cooper second, and Andy Rollason third.

100 National saw the comeback of two drivers after some months' absence! First, Lawrence Hackett of Halesowen, who proved he hadn't lost any of his nerve or driving skills. In the first heat Lawrence was black flagged after reaching the head of the field and looked set for the lead. This meant a visit to the pits where he discovered his exhaust had come loose, his mechanics worked furiously to fix it, but on getting back into the race he couldn't get to the front due to lost time. In the last heat Martyn Smith of Castle Bromwich spun off on the pit bend and went out of control right in front of

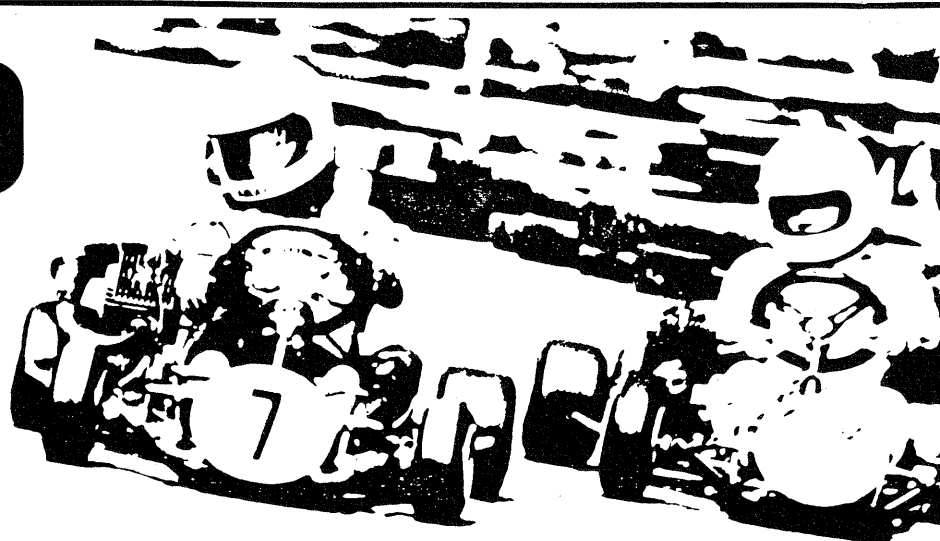
Race Control, giving the girls a few anxious moments! Martyn was taken to hospital for an X-ray on a suspected broken arm, but luckily it was only badly bruised. Also making a welcome comeback was Steve Lester, a 100 International driver, competing in 100 National for the first time, but he made the switch successfully, coming in fourth in the finals. The finals were quick and exciting, with four drivers swapping places up to the last three laps when Hackett drew away and left Peter Christo and Martyn Anker (last month's winner) contesting second and third positions. That's how it finished, with Lawrence Hackett first, Peter Christo second, Martyn Anker third and bringing up the rear of the quartet, Steve Lester.

100 International. Usually the race to watch for thrills and spills but it didn't prove that today, although the boys did their best to make the most of a poor entry. Peter Whalley was in his usual form and flew ahead in the final with Mark Allen and Peter Walker left to battle out second and third positions. At the flag, Whalley was a quarter of a lap ahead. Allen came second, a wheel ahead of Walker.

210 National. The most exciting and tight racing of the day. As usual John Ostins dominated the heats and had pole position for the final. John streaked away from the rest, leaving Paul Robinson, Dave Rowbottom and Adrian Wilcox to contest the next three places. Wilcox held second position until lap 14 when Robinson and Rowbottom both got past him and that's how they took the flag, Ostins first, Robinson second, Rowbottom third and Wilcox fourth.

The 250 International and 125 National raced together for separate trophies. Although a good grid started in heat one, only four drivers finished and in heats two and three

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CLUB SCENE

continued...

JUNIOR NATIONAL
Very close racing in the heats, with a good showing from Kevin Warner, Derek Higgins, Simon Povey and Stephan Byfield.

Final: From the flag, poleman Warner took the lead ahead of Povey, Higgins, Barry Benham, Byfield and Gary Moynihan. Higgins moved to second and began closing on leader Warner, these two moving well away from the field. Behind, Byfield was pressuring Povey for third but was unable to pass. Warner gradually moved into a comfortable lead from Higgins and Povey further down, with Byfield on his bumper. Trevor Peck moved on the inside of Moynihan at the elbow on the last lap, taking fifth place.

1st	Kevin Warner	Eagle/Arrow
2nd	Derek Higgins	Zip/Parilla
3rd	Simon Povey	Zip/K88

250 INTERNATIONAL/NATIONAL, 125 NATIONAL
T. Harvey won all three heats but dropped out of the final on one cylinder. Billy Joe Moses also dropped out whilst leading with fuel pump problems, leaving Dave Hockey to take over the lead and win easily ahead of N. Vaughan. D. Jones had an easy win in 250 Nat, the 125 pot going to R. Western, fourth across the line.

250 INTERNATIONAL		
1st	Dave Hockey	
250 National		
1st	D. Jones	Barlotti/Montesa
125 National		
1st	R. Western	Barlotti/KR Maico

100 INTERNATIONAL
Front row men Dave Evans and Roy Austin moved ahead of Richard Wilcox, Ken Booker and Andrew King. Bumper to bumper. Further down were R. Heath, Peter Brinkworth, Steven Maund and K. Brown. Evans held off pressure from Austin in the early laps, while Booker had moved away from Wilcox and King. Lap 5, King spun out and Wilcox retired. At the front Evans had Austin on his bumper for four laps, but on the last lap and into the hairpin Evans seized and the unfortunate Austin crashed into his bumper, flicked up on two wheels and came to a stop. Ken Booker now had the lead, and completed the last lap to take the flag. Heath took second. Peter Brinkworth and Steven Maund had a coming together at the elbow with Maund coming out in third place, Brown behind taking fourth, with Brinkworth on the grass.

1st	Ken Booker	Sprint/Parilla
2nd	R. Heath	Eagle/PCR
3rd	Steven Maund	Barlotti/K77

210 NATIONAL		
1st	Colin Hoare	Zip/Villiers
2nd	Paul McRae	Barlotti/GBRD
3rd	Clive Bisp	Barlotti/GBRD
Novice		
1st	Mike Hodgins	Barlotti/GBRD



Dave Barron (92) tries an inside dive, as he attempts to pass Norman Deas. (Photo: C. Baird).

100 NATIONAL
Very close competitive racing in the heats, with wins for M. Ankrett, Paul Wilkes, Steven Moore, Dominic McGee, Cyril Barrett and M. Divine.

Final: At the first bend Barrett spun and stopped in the middle of the track with the inevitable pile-up as the pack surged past. The race was stopped. Barrett and Nick Browning were out of the restart with damaged chassis.

From the restart, Dominic McGee held the front but dropped to second by the end of lap one as Norman Box took over the lead and slowly moved away from the field. McGee was then pressured by Steven Moore until he spun in the chicane. A close bunch of M. Divine, Lawrence Hackett, Ashley Browning, Alan Dry and Dave Medlock had J. Crookes chiselling his way through, slotting in behind Divine. Medlock moved through at the elbow into fifth ahead of Browning. At the front Norman Box held a comfortable lead, overtaking back markers before the chequered flag.

1st	Norman Box	Zip/Parilla
2nd	Dominic McGee	Sprint/SS20
3rd	Mike Divine	Reema 79/Arrow

N. J. Tomkins

Dunkeswell

Dan Thomassen, the sponsor for the first meeting of the season at Dunkeswell which was washed out, kindly transferred his sponsorship to the May Meeting.

100 NATIONAL
A small but very competitive field provided racing of the highest quality. Saltash driver Paul Spiller powered his Sprint/MW SS20 around the club circuit in the final to take the winner's trophy. Second place went to Yeovil's Arthur Wood driving a BM/K88, whilst in third place was a newcomer to Dunkeswell, Roger Perrin from Cardiff. Paul's strongest opposition in the heats failed to make it to the finals - Peter Lake from Exminster.

100 INTERNATIONAL
Only four drivers signed on, leaving local club driver Russell Maple with no opposition what-

soever. Russell returned to Tiverton with the winner's trophy whilst second place went to Kenny Brown.

100 JUNIOR NATIONAL
This was very much a family affair with brothers Andrew and Nigel Clarke taking first and second place.

100 JUNIOR BRITAIN
Andrew Bundy travelled down from Salisbury with his Barlotti Manx, and returned home with victor's laurels for the class. Andy found very little trouble in containing the rest of the field, winning two of his three heats and coming a close second in the other. Second place went to Clive Taylor driving a MM/Manx, whilst in third place was Alan Giblett.

125 NATIONAL
Bristol's K.R. Racing entry Keith Bisp driving a Barlotti/KR Maico, crushed the opposition to win this class.

250 NATIONAL
Salisbury drivers seemed to have a field day at Dunkeswell, first with Andy Bundy and now in this class Mike Cannon. Mike stormed through the heats on his Zip/TVM Bultaco. When the final arrived Mike found it harder going against the Zip/Bultaco of Tim Dedman, however, he managed to 'pip' Tim at the post.

250 INTERNATIONAL
This class was won convincingly by Charles Atherton.

210 NATIONAL
This was karting at its best. Two drivers, Alan Jarrett and Stephen Plain, both vied for the premier position, which Alan won by a short margin. Alan, St. Austell resident, drives a Star/EPM whilst Exeter based Stephen favoured a Zip/PPM. Third place went to Keith Bisp, a Bristol resident who drove a Barlotti/K.R. Villiers.

100 BRITAIN
Pete Rochford driving a Barlotti/Upton collected two firsts in his heats and then went on to collect a silver plate as winner in his respective class. Second place went to Teignmouth company director Terry Williams. Terry, racing under the Mistrale banner, drove a MM/Arrow. Third was Alan Bryant, on a Zip/T70.

Norman Hawkes



Frenchwoman Cathy Muller arrived at Jesolo having set a new track record at Biesheim (where the European Championships are being held as we go to press) during a France/Switzerland/Germany team event. She reflected this form with fifth overall in the Champions Cup.

deciding to fill the gap and move everyone up one grid! Fullerton actually got his nose in front as they rushed towards the first corner, but went fractionally wide, losing all grip on the marbles, and letting Modena and Zoserl through. This pair had a small gap over Fullerton after two laps, who was already choking the carburettor, keeping the engine running rich, but holding Forsmann, the one person left who could take away the overall win, at bay.

It was ten laps before Forsmann could poke his nose inside, push Fullerton wide on to the slick surface, and take third. Meantime Zoserl had plunged past Modena and was edging clear.

The front four were now fairly close. Modena, seeing Forsmann behind, and perhaps with an eye to driver-management relations, slowed and waved the Swede through, who closed in on Zoserl.

But the Austrian was certainly *not* driving to team orders, and try as he might, Forsmann could not find a way past, with the surface slicker than ever only centimetres off the racing line.

The situation suddenly became very tense - with even the normally placid Mr Grana pacing nervously around the start/finish area - as Modena slowed and fell menacingly back towards Fullerton. Would there be an 'incident'? This sort of thing had happened to Fullerton before and by way of self protection, he began pointing to Modena, as if to attract all eyes and a maximum number of witnesses should anything devious take place. Fortunately nothing did.

Zoserl held on to register his first win, but even before the field had rolled to a halt, the calculators were out. Could Fullerton be beaten? Forsmann still had an outside chance - he had to win the third final with the Englishman below seventh place.

3rd Final - 22 laps
The grid, mysteriously, was made up with finishing order in the previous final determining competitor's positions. If the track was slick before off line, it was now totally treacherous, so the start, with Modena lurking inside Fullerton on the second row, would be critical.

The atmosphere was electric, but Fullerton opted out of the first corner rush, giving Modena a very wide berth and in fact letting de Bruyn, making a late-in-the-day burst, through as well. Zoserl braked fractionally late for the next corner and was instantly scrabbling wide as no less than five drivers

slithered inside. Forsmann led momentarily before committing the identical sin at the next corner! The crowd erupted - it was all but over after one lap.

Down the straight for the second time and another roar as de Bruyn scythed inside Modena. The Italian was not to be denied the last word however, and next lap 'assisted' the Dutchman out on to the loose, pushing him back to third. Perhaps sustaining some damage in this incident, de Bruyn never came back, and in fact slowly slipped back to be devoured by Zoserl and Forsmann.

The race became a nervous procession - Modena, hunched slightly over the wheel, showing what might have been; Fullerton content to sit and watch, ever choking the carburettor, and maintaining the 30 metre gap back to the scrapping pair. Excitement was provided by young German star von Ommen, who flipped spectacularly in to the fence, dislodging a few spectators!

Twenty-two long laps wound out, and then it was over - Fullerton, arm raised in jubilation, Grana swallowing his feelings and placing the huge garland around his shoulders, the victory lap, the commentator going berserk...

The DAP pits were an emotional place to be - everybody hugging everybody else, drained mechanics in a daze, first blood for two years running!

Final Result Champions Cup	1st Day	2nd Day	Total
1 Fullerton (GB) (Fullerton T179/DAP)	108	112	220
2 Forsmann (S) (Birel/Parilla)	105	107	212
3 Zoserl (A) (Birel/Parilla)	90	113	203
4 Modena (I) (Birel/Parilla)	116	79	195
5 Muller (F) (Swiss Hutless/Parilla)	81	90	171
6 Wilson (GB) (Sirio/Parilla)	113	56	169

Bits and Pieces

- Mike Wilson's injuries were not as serious as originally thought, and Mike was back at the circuit to watch the final race, although he understandably missed the prize giving and went home. Apart from being badly shaken, his shoulder received a nasty gash as he slid along the road upside down.

- As usual, tyres held some of the key to success with an amazing variety of rubber around.

Wilson was the only main contender to consistently use the new Sirios, which were obviously sticky. Combined with a fairly narrow rear track, there were one or two very hairy two-wheel moments for him.

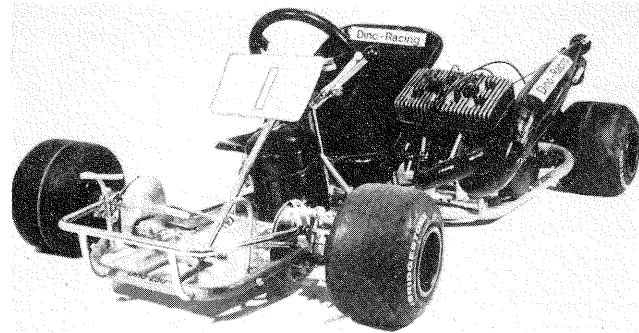
A good guide as to what is good on the day in Bridgestones is a check on what Zoserl and Fullerton are using. The former especially, has a carefully preserved collection of 'specials', assembled from last year's World Championships, and trips to both Japan and Hong Kong.

Australian Howard Heath seemed to have the best supply of the new production Bridgestones. The new seven inch rear is coded YAW and the 460 fronts (based on prototype tyres produced for the last two Hong Kong international meetings - in essence a 'spaced out' 360) are coded YAV. Opinion was divided on the new tyres at this particular meeting. Although Forsmann used them exclusively, and Fullerton used the rears, Zoserl preferred a set of ex-World Championship green coded rears, and red fronts.

Dunlops, of course, just did not seem to suit the circuit at all, leaving Mickey Allen in the strange and unhappy position of struggling to qualify.

- Mickey looked decidedly aggravated most of the weekend, but through all the struggle came up with the quotable quote of the meeting - 'I'm just pleased to be here, an honoured member of the British team . . .!!' (Tongue jammed firmly in cheek!)

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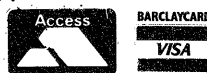
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**BURGESS
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GB v SA at 3 Sisters

On Sunday, 20th May, Cheshire Kart Club played host to the South African and Great Britain 250cc International teams at the re-opened Three Sisters circuit, near Wigan. The teams were present to contest Rounds 1 and 2 of the British Airways Trophy.

A full entry of 200 drivers signed on as the programme catered for all the current classes. Scrutineering, practice and most of the heats took place in sunshine, although a cool wind blew across the circuit, but unfortunately as the last few heats were run the heavens opened and the rain poured down, continuing right to the end of the day.

The racing was opened by the first team race, but prior to this both teams were introduced and presented with a selection of gifts including a commemorative plaque, by Les Jones, chairman of Cheshire Kart Club. Once the presentation and photographs were complete, the racing began and after one warming up lap starter Alan Wood dropped the flag and had them away.

From the start Rob Kerkhoven jumped into an early lead which he was never to relinquish, followed at a short distance by Derek Rodgers. Third, and trying hard throughout the race, came the first South African, Tony Cape. Following Cape closely was Malcolm Turner, while into fifth, after a good climb through the field, was young Calvin Fish, a last minute substitute for Steve Stylin. An unfortunate incident on lap one resulted in the elimination of South Africans Nico Breytenbach and William Fink after they collided with each other! Breytenbach was forced to retire from the rest of the meeting with a badly bent chassis and a suspected broken bone in his foot.

1. Rob Kerkhoven (GB)
2. Derek Rodgers (GB)
3. Tony Cape (SA)
4. Malcolm Turner (GB)
5. Calvin Fish (GB)
6. Derick Irving (SA)
7. Blake Osborne (SA)
8. John Ashe (GB)
9. David George (GB)
10. John Morrell (GB)
11. Dennis Crompton (GB)
12. Ed Kretzschmar (SA)
13. Dave Buttigieg (GB)

Race two, held later in the day, was another flag to flag victory, only this time it was Derek Rodgers who held the premier position. Rodgers was followed closely by Rob Kerkhoven for the entire distance with a small gap back to third place man Calvin Fish who again drove very well. First South African past the flag this time was Derick Irving in fourth place, after coming through from midfield. Dave Buttigieg had another disappointing heat, suffering brake problems on his Sprint chassis.

1. Derek Rodgers (GB)
2. Rob Kerkhoven (GB)
3. Calvin Fish (GB)
4. Derick Irving (GB)
5. Mick Goy (GB)
6. Blake Osborne (SA)
7. Dave Buttigieg (GB)
8. Malcolm Turner (GB)
9. David George (GB)
10. John Ashe (GB)
11. Frank Eingels (SA)
12. Brian Penney (SA)

13. Tony Cape (SA)
14. Ed Kretzschmar (SA)
15. John Morrell (GB)

The entry for the Noggin Inn award, presented by John and Janet Arnold of the *Noggin Inn*, Risley, near Warrington, required two grids and included several of the team drivers.

Grid One. Heat one was led from the start by Graham Roscoe, but he was overtaken on lap two by South African Derick Irving. Irving's lead was shortlived as Rob Kerkhoven, the current short circuit champion, took over the lead on lap three after climbing up from the back of the grid. Irving held on to second at the finish with Mick Goy in third place.

Heat two started as the rain began to fall and was led until lap 9 by John Dixon, when Kerkhoven, who'd shadowed Dixon all the way, slipped through into the lead. Third was Brian Penney of South Africa.

Grid two. Heat one was a Derek Rodgers benefit as he led from lap one to the chequered flag. Behind him Tony Cape and John Rees disputed second with the South African claiming the place when Rees retired on lap 9. Third went to David George.

The second heat held in the now heavy rain was another victory for Derek Rodgers as again he led from start to finish. Second place went to a hard trying Calvin Fish, while third place was taken by Alan King.

The 'B' final was a processional affair which was led from start to finish by Dave Squires. Second and third throughout were Carolyn Grant-Sale and Brian Galley.

The last race of the day was the 250 'A' final for the Noggin Award. Many people considered the race would be a Kerkhoven benefit as he'd really got to grips with the track. From the start he led, but as they reappeared at the end of lap one the field was led by John Dixon, followed by Derek Rodgers and Alan King. The rest of the field filed through with no sign of Kerkhoven who had apparently stopped out on the track. Meanwhile back at the front, Dixon had pulled out a small gap on Rodgers and Derick Irving had moved up into third place. Dixon made a slight error on lap 9 when he put two wheels on the grass entering the Start/Finish straight, but kept control and even with this mistake Rodgers, in a lonely second place, could not catch up. Dixon took the chequered flag and the Noggin Award of £25 after 12 very wet laps, while about 10 lengths behind Derek Rodgers took second place and the £15 Noggin Award. Into third place and claiming the £10 Noggin Award came Derick Irving, the South African driving superbly in the atrocious conditions. Fourth behind Irving came fellow countryman Brian Penney who put in another fine drive.

Trevor Kilburn, the South African Team Manager, kindly presented the trophies at the end of the meeting. He also presented, on behalf of the South African team, a hand carved elephant in Verdite to Cheshire K.C. chairman Les Jones, as a reminder of the visit.

Finally, the Club would like to thank all officials, many of whom stood out in the pouring rain, for all their hard work. Also a thanks to all competitors for making the meeting a success, and in particular the South Africans for 'flying the flag'.

Mike Barratt

Little Rissington

The early morning fog lifted giving cool clear weather for Bromsgrove Kart Club's June 3rd meeting. With parts of the circuit resurfaced since the last meeting everything was set for a good day's racing from the 150-plus drivers attending, including RAFMSA members competing in their own national championship. The spectators had plenty of close action during the afternoon, especially from the 100 Nationals!

JUNIOR BRITAIN

From pole position Paul Andrews took the lead from William Hewland with D. Hope, G. Chapman, Susan Wilcox and A. Giblett in a tight bunch behind. The early laps saw Andrews and Hewland move away from the field. On lap four at the exit of the first hairpin Andrews had the chain snap, allowing Hewland to take the lead which he increased during the latter stages, to take the flag with a comfortable lead over Pope, who had moved away from Chapman in third. Susan Cox held fourth.

1st	William Hewland	Zip/Arrow
2nd	D. Pope	Zip/Parilla
3rd	G. Chapman	Zip/T70

100 NATIONAL 'B'

Poleman Guy Unwin spun it at the second bend, G. Waldron taking the lead ahead of John Percy, Paul Chambers, Andrew Povey, Nick Browning and the rest following. These four were bumper to bumper on lap four, pressing Waldron. At the chicane Povey moved through and took the lead, moving away to a comfortable lead. As M. Durham challenged J. Percy in third, they closed on Waldron, Durham passed Percy in the chicane. On the last lap Durham seized second from Waldron in the chicane, whilst at the elbow, Percy made a last effort on the inside of Waldron, locked the brakes and spun. Philip Cooke took up fourth, challenged by Nick Browning on the line.

1st	Andrew Povey	Sprint/Parilla
2nd	M. Durham	WR1/Arrow
3rd	G. Waldron	Barlotti/K77

RAFMSA — 100 BRITAIN — 100 NATIONAL NOVICE

C. Owen drove to an easy win, leading from start to finish. Close racing for second during the early stages between M. Nethaway, M. Boardman and C. Whibley, the positions remaining the same throughout the race. Nigel Cleveley (100 Brit) crossed the line in fifth spot with a good performance behind Whibley (RAFMSA). A. Rutter was the first novice home, in ninth, the only one not lapped by Owen.

RAFMSA

1st	C. Owen	Zip/SS20
2nd	M. Nethaway	Zip/SS20
3rd	H. Boardman	Zip/T80

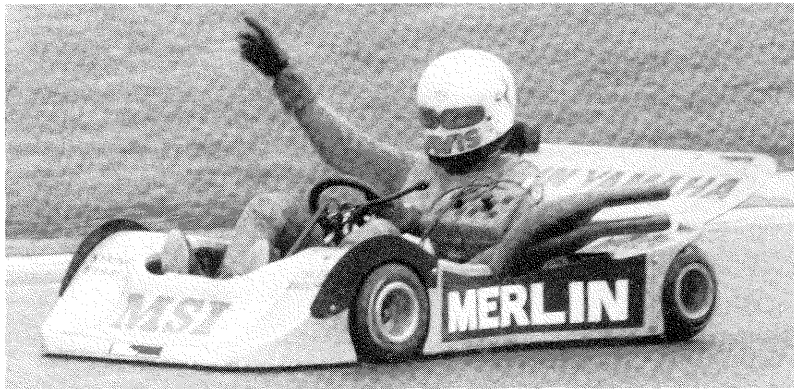
100 BRITAIN

1st	N. Cleveley	MM/Arrow
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100 NATIONAL NOVICE

1st	A. Rutter	Birel/K88
2nd	G. Coleman	Zip/K77
3rd	R. Jones	Barlotti/K77

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2nd William Hewland 2nd Mo Klintermack
Eagle Chassis Eagle/Arrow

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★ SEE NEXT MONTHS ISSUE FOR FURTHER
DETAILS

Runaway Reg!

Flag-to-flag win for Gange. John Ball and Lennart Bohlin push through well for the places. Derek Rodgers throws away second. Great Britain overwhelms the South Africans.

In the pits

A murky fog greeted competitors as they set up shop in the Cadwell Park paddock on June 3rd (yes, they have 'summer fog' up there!) At stake were third round points in the Superkart and Mansfield-Wilkinson 210 Championships. An additional attraction was to be the third and final race of the GB v South Africa Superkart series.

With Messrs Hines, Kerkhoven, Styryn and both Elmores – who between them had won all previous long circuit races this year – all away at Mondello Park, the opportunity was there for some of the 'almost wons' to score. However, on form, it would be hard to see past Dave Buttigieg, fresh from World Cup victory.

The fog delayed the start of the meeting and the schedule of heats was rearranged to leave each driver with one six-lap heat, rather than two of four laps, around the full Cadwell circuit. This obviously agitated competitors whose grid draw was not good, and calls for a 're-draw' were made – and ignored. As the meeting was only running about 1 hour late, many could not see the necessity to cut the programme anyway! They were further agitated when, with all the programme cuts, a great deal of time was spent before the International Team Race on driver introductions and other time-wasting platitudes...

The new streamlined Barlotti made its first British public appearance, with the fully enveloping bodywork creating great interest. With a rising tail section, the kart is not dissimilar from the Turner Aero Kart (with the addition of a rear mounted wing) and indeed the general comments were similar – 'Yes, it looks fine, but will it work?' This question remained basically unanswered as the kart completed only two exploratory laps before a puncture, and thereafter a shortage of practice, precluded any serious tests.

The Turners themselves were talking about a new Aero that is on the way, and in fact a half-completed new chassis was seen in the transporter. A complete redesign of the front end has been done to now incorporate 7½ inch discs, and the rear end bodywork will be new, with provision for a rear wing.

Rule Britannia

The third and final race in the Great Britain/South Africa series was run over eight laps.

From the fourth row of the 2 x 2 grid, Gange gave an indication of later things to come by powering through to lead with a comfortable gap to second placed Mick Goy at the end of the second lap. In line astern, Derek Rodgers led South African Derick Irving, Malcolm Turner, Blake Osborne (SA), Brian Penney (SA), John Morrell, Calvin Fish and the rest.

Rodgers disappeared next time around when a tyre came off the rim. As spectacularly as Gange was opening up his lead, Buttigieg was carving through from the back of the field, up to ninth on lap 3. Two laps further on and he sliced past Irving into third.

With the aid of a special Inchley-tuned engine (see Chris Merlin's column), Reg Gange returned to form and romped away with the Superkart final. (Photo: Dave Smith).



The front trio settled in, with Gange some seven seconds clear of Goy. Buttigieg closed the gap slowly, leaving South African Irving well behind, ahead of a fairly well spread out field – Turner, Morrell, Collier, Penney (SA), Osborne (SA), George, and Fish. The latter finished his current term as the youngest British Superkart team member in an extraordinary way on the following lap – a rag attached to his arm (to wipe the visor with, old chap) became detached and was sucked in by the carburetors!

So the British team won convincingly, a 1–2–3 win and the balance of the midfield placings, crushing the South Africans. With the relative standard and size of 250 racing in the two countries, little else could be expected – but 'good on them' for trying!

125 and 250 Nat.

As usual these two classes were run in a combined final, the 250s starting when the 125s were half-way around their first lap.

The 125 grid wound away cleanly, with Mike Doble taking the initiative from heat winner Barrie Langley's Rotax powered Barlotti. But a surprise came in the form of Brian Hill, whose Zip/Kawasaki was moving extraordinarily quickly. From seventh on lap 2, he zapped past kart after kart and in one more lap was plunging side by side towards the start line with leader Doble!

Doble fell away slightly, allowing Hill to build up a small gap and the Rotax of Langley to sneak past. But everything changed back a lap later as the leader briefly lost concentration and went wide on to the grass. The subsequent 'trip' cost him three places, and it must have taken its toll on some part of the mechanicals as he was unable to repeat his earlier charge, in fact dropping back slowly into the clutches of the Zip/Maico of Andy Griffiths.

Up front, Doble and Langley were nose to tail, diving in and out of slipstreams, passing and repassing. James Hoy was having a solitary drive in third, just clear of the scrapping fourth place bunch.

Last lap, and it was Langley who managed the final slipstream pass, hurling down to the line with Doble only feet away.

1st Barrie Langley	Barlotti/Rotax
2nd Mike Doble	Barlotti/Honda
3rd James Hoy	Sprint/PH Rotax

A relatively small field of 250 Nationals provided George Smith (Barlotti/Bultaco) with an end-to-end win in a display of complete domination. Somewhat surprising, as Tony Missin had showed similar dominance in the heat, but although he stayed with the leader for a while could not match the pace, and slowly fell back, to tussle with Bob Phair's Barlotti/Bultaco.

Tony Draper (Star/Bultaco) and Peter Featherstone (Zip/Bultaco) pushed each other ever nearer to the leading trio, catching them with one lap remaining. Draper wasted no time and forced his way through to second before they made the line.

continued. . .

Ansell's 210

However, Smith was well gone, recording a decisive 7-second win. Bob Phair held Featherstone at bay long enough to claim third spot, while all did not seem too well with Missin — finally being relegated to fifth.

1st George Smith	Barlotti/T. Smith
2nd Tony Draper	Bultaco
3rd Bob Phair	Star/Bultaco

Will Hoy jostled to the front as the capacity field swarmed towards Park Corner, with Roger Hall and Phil Ansell in his slipstream. After a walk-over heat win, Owen Jones was slow off the line, but by lap 2 was disputing third with Hall — Ansell having slipped past.

In every race there is a 'charge' and this time it was coming from Brian Heerey. From the back of the grid, having had to come through the qualifier, he was passing karts everywhere — sliding into sixth on lap 3. However, reeling in the 'guns' at the front was

going to be a different proposition, and the Zip/BRH Upton was going to have to give its all.

Meantime Ansell had arrived at the front and was putting road between himself and Gartmore Unit Trust man, Hoy. Owen Jones had the GP1 number plates clearly in third, but his race was about to end in an oily mess, as the primary chain burst through the cover.

The race degenerated rapidly into a regularly spaced procession — Ansell piling away to a winning margin of some 12 seconds over Hoy. Heeney had got as high as third, but the last burst of defiance had seen Chris Anderson retake third from the Stockport man by less than half a length.

1st Phil Ansell	Zip/APV
2nd Will Hoy	Gartmore Zip/PH Upton
3rd Chris Anderson	Barlotti/AKR Upton

Reg's Route

An enormous entry of over 130 Superkarts arrived to chase third round points in the Superkart Championship. With the two heats immediately after the team race, there was a certain amount of pandemonium, with several team members pulling out of the first heat and slotting into vacant spaces in the second.

Martin Poole has certainly found something he didn't have, carving through from the twelfth row to demonstrate his new form and take heat one comfortably. John Simpson had led most of the way, after a sizzling start, but a puncture on the last lap meant entry in the qualifying race for him.

Reg Gange showed what he thought of the one-heat system, by blatantly jumping through



A pair of battered 210 Nationals soldier on! (Photo: Dave Smith).

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Britain Class Engines

Britain Class engines are a constant source of discussion. We take a look at the five most popular makes, how much they *do* cost and what you actually get for your money.

CHART A

What do you get for £165?

How much over the £165 for Motoplat ignition and variable jet carb?

DAP	Engine complete with CEV ignition, Tillotson HL304A (variable jet) carburettor, and £10 change!	£10
TKM	Engine complete with CEV ignition, Tillotson HL310A carburettor (fixed jet)	£30
ARROW	Engine complete with Motoplat ignition, Tillotson HL304A (variable jet) carburettor	Nil
PARILLA	Engine complete with CEV ignition, Tillotson HL304A (variable jet) carburettor	£26.50
MANX	Engine complete with Motoplat ignition, Tillotson HL304A (variable jet) carburettor	Nil

The idea of Britain Class racing, both Senior and Junior, is to introduce new competitors to the sport via a cost-controlled, competitive formula — something along the lines of Formula Ford. There is one subtle difference, and that is whereas Formula Ford is a one-engine formula, 100 Britain has several brands to choose from — and competition is fierce between the five major makes.

Although the formula is governed by a basic £165 maximum engine price, there are loopholes, different interpretations, and 'optional extras', which in effect give different prices for all five engines. Spare parts are also governed by a collective maximum price, but again there are considerable variations.

All we intend to do here is document some current prices for comparison's sake. Performance you will have to judge for yourself — look at the winners, what they use (remembering that internal modifications are allowed), and talk to drivers and mechanics about reliability and maintenance costs.

Prices given are to the best of our understanding the current retail prices, and were obtained from the following sources: John Mills (DAP T70); Goff Karts (TKM FF99), Mistral Racing (Hewland Arrow KEB), Lane Racing (Parilla TG14L) and Fieldhouse Engineering (Manx 100L). If the prices given here differ from any quoted to you, ask the dealer why — or give Esther Rantzen a ring! (Remembering of course that VAT at 15% must now be added to all these prices).

CHART B

Build a Motor from Spares!

	DAP	TKM	ARROW	PARILLA	MANX
	£	£	£	£	£
Cylinder head	17.50	29.64	25.50	31.84	20.00
Cylinder complete	40.00	56.26	52.50	55.95	40.00
Crankcases complete	44.00	50.82	54.50	56.83	30.00
Crankshaft half (mag)	18.00	22.00	20.00	22.91	13.00
Crankshaft half (drive)	18.00	24.20	20.00	24.75	14.00
Connecting rod	10.50	13.20	14.50	14.50	12.00
Big end cage/rollers	3.00	3.00	4.20	2.50	3.00
Main bearings (2)	4.00	3.80	8.00	4.40	5.00
Small end rollers/washer set	1.90	1.25	2.65	2.30	.75
Rotary valve cover	7.60	9.07	10.90	7.97	8.00
Rotary valve	2.95	2.50	4.10	3.18	2.50
Rotary valve drive	3.50	4.50	3.65	3.86	2.50
Engine sprocket	3.00	3.55	4.70	3.67	3.00
Motoplat unit	47.50	52.21	52.00	34.00	48.00
Oil seals (2)	.90	.90	1.30	1.10	.80
Gasket set	.50	.35	.67	.50	.37
Cylinder nuts/washers (4)	.96	.88	1.12	.72	1.92
Crankshaft nut (2)	.40	.44	1.50	.42	.40
Piston (complete with pin, rings, circlips)	11.99	11.61	12.25	11.57	11.61
TOTAL	236.20	290.18	294.04	283.17	216.85

Theoretical overhaul kit consisting of: piston (complete), small end roller set, con rod, big end cage/rollers, two bearings, two oil seals, gasket set

£32.79	£34.11	£43.57	£36.87	£33.53
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In Chart A we compare what you would get if you had £165 (the regulation price limit) to spend. The two major variables are the ignition system, and the carburettor. The CEV ignition is the cheaper old-style points ignition, until this year compulsory on 'Brits', while the Motoplat is the up-to-date electronic job now allowed to be used — more expensive of course, but worth its weight in gold. (CEV ignitions are known to give trouble, with a capital T).

Carburettors are either fixed jet (with five interchangeable jet sizes) or variable jet. Possibly not as much to choose between them, but the variable jet (HL304A) gives finer adjustment, and is of course used in all the other 100cc classes.

Finally in Chart A we discover how much extra, over your £165, you must pay to purchase a new motor, with both Motoplat ignition and variable jet carburettor. You might call this the 'race price', because in reality, very, very few people compete without both.

Chart B compares the price of spare parts, by firstly building up virtually a complete imaginary motor from spare parts. Finally at the bottom, we put together an 'overhaul kit' — the parts you would probably need for a complete overhaul.

The conclusions are left to you!



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John Ball drifts out of the hairpin ahead of Martin Poole, on his way to a fine second place. (Photo: Dave Smith).

The mistake that cost Derek Rodgers second place. The PDS Zip/Yamaha slews wide into the bales as John Ball and Lennart Bohlin slip through. (Photo: Dave Smith).



the field on the warm-up lap of heat two. In fact as the field snaked down the hill to complete lap one, Gange was alongside Chris Guggisberg, disputing third position - not bad from the fifteenth row! This heat was packed with the 'big name' entries, but none could live with Gange, who powered the Barlotti away to a 3-second win over Mick Goy, with South African Derick Irving showing well to lead Derek Rodgers, Lennart Bohlin and Nigel Smith home, in third.

Malcolm Turner and Dave Buttigieg were both qualifying-race bound after the former took a wild excursion across the grass after trying to drive around Calvin Fish, and the latter seized. However, both qualified easily, with the new World Cup Champion taking the qualifying race with ease.

To the final. The grid formed up - not it seems as per the official list, but rather on who was first there...??! Either way Reg Gange had planted himself on the front row, with Martin Poole and Mick Goy.

A clean start, and as the wail of sound burst on to Park Corner, Gange could be seen at the head of the column, the Inchley Yamaha powered Barlotti twitching slightly under acceleration. Down to complete lap one - Gange, Rodgers, Nigel Smith, Poole, Irving, and John Ball.

Gange gradually pulled out a cushion over the next few laps, but Rodgers was

coming under pressure from Smith. They disappeared out of sight towards Barn Corner nose to tail - but the Team Schemes Zip failed to reappear. Nigel's typical luck had hit again - a con rod poking out of the bottom end!

South African Derick Irving, far and away the best effort from his team - fourth in both the team event, and the main Superkart final. (Photo: Dave Smith).



Lap six and the leader was slowly easing up - a six second lead providing a suitable buffer before Rodgers whined through. John Ball was making great moves and was closing steadily on the PDS Yamaha, while a little way back, Bohlin headed a jostling, diving queue.

One to go, and Ball and Bohlin were glued to Rodgers' tail as they braked down towards the hairpin. Whether the pressure forced an error, or something mechanical intervened is uncertain, but what is for sure is that Rodgers missed the corner completely and burrowed into the hay bales. He extricated himself fairly quickly, but was able only to salvage tenth place.

Leader Reg Gange eased right off to take a 3-second win. John Ball at last achieved a deserving result after showing so much promise tinged with so much bad luck early in the season. Bohlin was only half a second away in third, whilst Irving could but be highly delighted with his showing, in fourth.

Nigel Smith's engine blow was a spectacular sight, with bits flying high into the air. With no engine braking, the kart slid off into the gate just off the track!

Malcolm Turner was lucky to escape injury in a nasty accident when someone in front of him spun ('not sure who - looked like a British team member...') and slewed across into the side of the Aero, which turned over at high speed, knocking off bits and pieces as it went. Miraculously the basic chassis was not badly damaged and Malcolm escaped with a severe shaking.

Result: Superkart Championship - Round Three, Cadwell Park, 3rd June, 1979

1st	Reg Gange	Barlotti/Inchley Yamaha
2nd	John Ball	Haydock Park Motorcycles Zip/Star Yamaha
3rd	Lennart Bohlin	Star/Yamaha
4th	Derick Irving	Taifun/Yamaha
5th	Martin Poole	Zip/Yamaha
6th	John Rees	Zip/Goff Yamaha
7th	Dave Buttigieg	Sprint/WK Yamaha
8th	Donovan Collier	Zip/Yamaha
9th	Calvin Fish	Zip/Turner Yamaha
10th	Derek Rodgers	Zip/PDS Yamaha

Taken from track notes supplied by Phillip Bingham.

Pole Position Karting

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Motoplat

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Sprint	£250	—	**£370	**£395	£440	£465
Kestrel	**£250	—	£355	*£425	£435	£475
Barlotti	—	—	£335	*£360	**£405	£440
Lane	£250	—	£320	**£400	—	—
Mamba	—	—	**£375	£400	—	—
Zip	£250	—	**£375	£455	£450	£485

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" 5" dia.	2/50	2.00
	2 1/2/63	2.25
	3/75	2.50
Rear 5" dia.	2/50	2.00
	2 1/2/63	2.25
	3/75	2.50
	4/100	2.75

Cast alloy rims — Machined true—		
extra strong	ins/mm	per half
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	2 1/2/54	3.00
	2 1/2/54	3.00
Rear 5" dia.	3/75	3.25
	3 1/2/89	3.50
	4/100	4.00
Dunlop Special	110mm	4.50

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	3 1/2/89	3.50
	4/100	4.00
Dunlop Special	110mm	4.50

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continued...

I foolishly braved the elements and went to Morecambe on my XS 750 Yamaha — there's nothing like arriving at a meeting *already soaked!* When re-wrapping myself and preparing to remount for the homeward journey, I was aware of the admiring eyes (mixed with a little sympathy regarding the rain), of Calvin Fish's effervescent father, Roy. After exchanging pleasantries it turns out he has one better — an XS 1100 Yamaha (and I always thought the smile on his face was attributable to the lovely Mrs Fish!). Calvin's hopes in the World Cup ended abruptly in a multi-kart first lap nonsense in a heat that didn't appear to be any of his fault. He finished up with a very second-hand looking kart, which I understand is to be replaced with a new Dino 250, which he should have by the beginning of July. I understand that Petersen, who is the new European Champion after Mondello, whilst making his own chassis, uses quite a few components

from the Dino — in particular the ingenious front disc, universal joint and stub axle assembly.

When the Little Green Man Championship visited Rowrah not far from where I live, I thought I would go and see a bit of Mickey (Allen) Magic, as I hadn't seen top quality Class I since they had the RAC Championships on the same track in 1976, I think it was. Well, quite simply, Mickey Allen was in a class of his own. A much overused phrase I know, but he would seem to have been out for a Sunday afternoon drive. For sure his engine seemed to have the legs on everyone else, but he looked so relaxed, smooth and unhurried, giving the carb a casual choke at the end of the straight preceding the chicane. It wasn't until you stood looking from behind at the apex of the chicane that his haste became more apparent — up on to two wheels every lap! Everyone in the paddock was resigned to the fact that his half a second per lap advantage was due to the latest mix of tyres. I think there was slightly more to it than that though. He was conspicuously good

in 1963-64 when he was Bobby Day's youthful protégé, and he's fifteen years better now! One thing seems to have left him though, and that's his nickname of yesteryear — *Penguin Feet!* (Look at the splayed angle of his feet next time he's standing on the rostrum...!)

Whilst the racing and dicing in this standard of Class I racing is excellent, it 'don't half' look and sound tame compared with the 250s of today — one is karting, the other is motor racing.

Something else that struck me as rather amusing was the abundance of magnesium engine mounts, sprocket spiders, and what have you, then not far away, half a ton of lead on the seat or bumper to get the whole lot up to weight requirements! There must be a morale there somewhere...

The junior racing was very good to watch — the determination of those driving and the entertaining antics of the peroxide blonde, hatchet faced Mums screaming at their little darlings to 'molder' the little fiend holding up her cherubic offspring!

Any of you who follow the TT motor cycle Isle of Man races will know that there were two more sad fatalities this year — one in the Formula 3 event (250 cc two stroke, 400 cc four stroke), Fred Launchbury from Raynes Park, London. Whilst I didn't know Fred well, many years ago I did have dealings with him. He thought karts were pretty awful and never resisted telling you so. Great bloke, though, for all that. In the days before Alpha and Upton Cranks for Villiers, we had to full-circle the standard 'T' crank that came with the engine. 'Launch the graunch', as he was known, did my first crank for me, though he wouldn't put it on the same bench as any of his beautiful motorcycle parts!

C. M.



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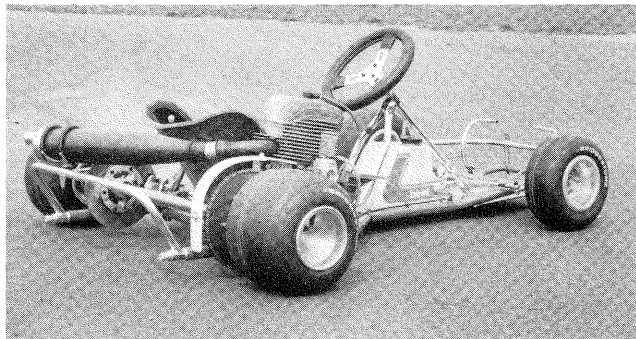
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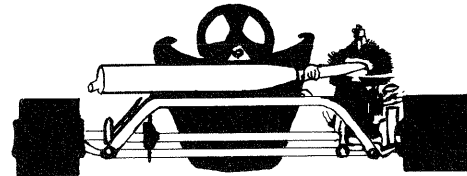
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Les Six Heures

Anglo-French pair of Dormer and Ranchin take six-hour win after superb final hour performance. Scratch French team second. English pair surprises leaders with one hour to go.

Report and Photos: Chris Lambden



Thierry Ranchin put in the last few laps for the winning team, moving faster in the final hour than at any other time!

The Hayes and Harlington Club in West London are known for their deep interest in endurance racing, with several members of the club regularly travelling to Europe, usually France, for 6, 12 and the occasional 24-hour events. Without a circuit of their own, the chance to promote an event is rare and so the decision to attempt the 6-hour signalled an all-hands-in effort. The result was certainly worthwhile.

Of course the major problem was a circuit, but the club was able to conclude arrangements to lease Rye House which with its better general facilities was a good start. Without a major sponsor, the club assembled a range of small sponsors who all helped in one way or another - and received good coverage for it.

The entry was fairly representative of the current enduro scene, with several French entries, and others from Sweden and Switzerland. Reg Dormer, long time endurance specialist and proprietor of the Remrod Karting concern, headed the 'British' entry, although he is actually a member of the Cabourg club in France. (Quite a number of the UK endurance mob prefer to race as 'Frenchmen' as it apparently avoids a lot of aggro and bureaucracy - must be a moral there somewhere!). However, Reg had one last minute problem as his nominated co-driver, Duncan Harland, was struck down with pleurisy on the Thursday before the meeting. As long time co-driver John Fitzpatrick was well and truly wrapped up in

running the event, a call went out to Frenchman Thierry Ranchin, some time partner, long time rival and friend, who was only too keen to fill in.

In addition to the other regular endurance specialists - Staplehurst/Deheul, Mitchell/McKay, Coles/Sharrock, etc. - one or two names more familiar in other branches of karting were on the entry list. Current 100

National British Champ Neil Hann teamed up with Roger Moth, who has done some long distance racing, on Kestrel/Hewland equipment. Bruno Ferrari was out of retirement and along with colourful Superkart pilot Rae Davis entered a Zip chassis with two of the hitherto unseen Komet K55 reed valve engines.

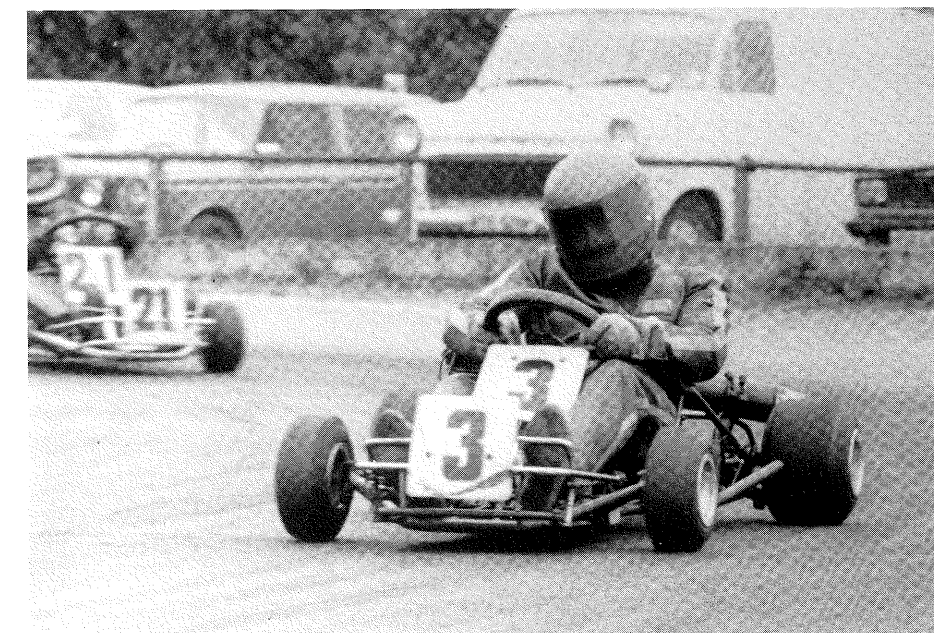
'Not anticipating overall victory', Superkart man Nigel Smith entered his McCulloch powered Sprint, and with 'Butty' down as co-driver, it was going to be interesting...

Another slight problem arose the day before the race when unbelievably Doug Staplehurst went down with pleurisy also! Apart from forcing a driver change, with Harry Lawrence standing in, it caused an enormous headache for the three St. Omer teams, whose equipment had been stored in Staplehurst's garage - and no-one knew where it was! After a hurried telephone call back to France, two spare chassis and a few engines were brought up overnight and with another borrowed chassis and other miscellaneous bits and pieces, the St. Omer teams cobbled up racing machinery! Tools were borrowed, and Reg Deavin was even prevailed upon to come up with regulation size fuel containers.

At precisely 11 am Sunday morning, the field rolled away and from pole, Roger Moth led with the local team of Howard and Trevor Davies slotting in behind. This pair ran nose-to-tail for the first half hour, pulling gradually clear of the bunch, while the professional endurance teams settled slowly and smiled knowingly to themselves...

As the first hour rolled by, the Hann/Moth equipe led by over a lap from the Swiss pair Weber/Weber (Mach 1), closely watched by the Mitchell/McKay Sprint. The Davies team had fallen away to fourth.

The Marguet/Franq combination's performance was superb, on strange, borrowed equipment.



continued . . .

One Hour:	
Hann/Moth	89 laps
Weber/Weber	88 laps
Mitchell/McKay	88 laps
Davies/Davies	87 laps

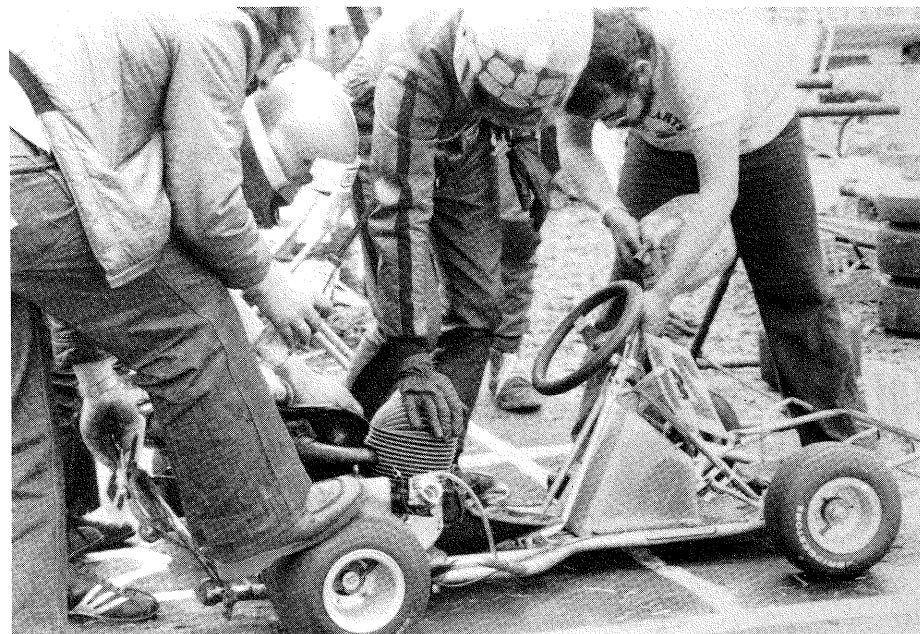
Into the second hour and the specialists, with smoother, practised pit stops, moved up. The Hann/Moth machine broke a throttle shaft late in the hour and left the top spot on the leader board, never to return! D'Alterio/Loisy assumed the lead while Englishmen Mitchell/McKay provided the meat in a French sandwich, with Marguet/Franq moving right up to third. Late in the hour the Mitchell/McKay Sprint pushed into the lead, but after a quick stop for fuel the engine refused to fire up. Out came the plug, and as they spun the engine over to check the spark, it ignited some spilled petrol. The fire was soon out, however, and the kart was underway without further delay.

Meanwhile the hour had passed and official positions were released.

Two Hours:	
D'Alterio/Loisy	176 laps
Mitchell/McKay	174 laps
Marguet/Franq	174 laps
Moth/Hann	174 laps

With the sun now beaming down, the D'Alterio/Loisy combination pounded on into the third hour. But behind the Zip/Hewland, the race was starting to take shape, with the teams that would fight out the finish putting in some steady lappery.

Ex club chairman Darryl Dixon, partnering Julian Burleton, started to come into the pic-



Pitstop activity for the winning Dormer/Ranchin combo. Most routine stops were completed in under 20 seconds.

ture. Also on Zip/Hewland equipment, the pair had decided to run the race on Goodyear tyres, reasoning that this would reduce the pounding the chassis and therefore the driver would take, and although theoretically slower on a lap to lap basis it would work out better over the six hours.

The Dormer/Ranchin team had overcome a first hour seize and moved smoothly back on to the leader board — up to fourth at the end of the hour.

And what of the 'outside' entries? The Nigel Smith/Dave Buttigieg McCulloch was

pushing along just as fast as its little reeds would let it! There were a few small problems, but the pair were having a ball. The Ferrari/Davis reed valve Komet entry had struck problems in the second hour, dropping well back, but they set off on a recovery run, moving steadily up the lap charts.

Three Hours:	
D'Alterio/Loisy	263 laps
Marguet/Franq	263 laps
Dixon/Burleton	261 laps
Dormer/Ranchin	259 laps

In the beginning, Bert (Hesketh) created the Heysham Head Circuit and a few days later created the World Cup with the blessing of the RAC and an encouraging introduction in the programme from the editor of Karting Magazine. This was way back in 1968. The World Cup title was obviously a carry-over from England's recent victory in the World Cup football series, on everyone's lips at the time. A great meeting it was too, with all the top Class 1 names coming up from the south to make up the programme and adding colour to the gearbox scene, which in those days was somewhat lack-lustre compared with today.

All went well for a number of years, although there was a certain amount of uneasiness from the CIK regarding the use of the word 'World' in the title. This was not generally realised in the karting fraternity, and at Club Conferences when various other clubs applied for the title to run the meeting, the RAC had to uneasily shuffle their feet and make up various reasons why this meeting was not one that would be doing the rounds and would not slip out of the Morecambe and Heysham Club's grasp. To ensure this, the title was registered as a Limited Company in Bert and Kelvin Hesketh's name. When a few years back there became a growing opinion that 250s had outgrown Morecambe, Hesketh insisted that if a prestige meeting was wanted on a fast circuit, a new title would have to be created and so it was the European Championship which was held at Oulton Park. No way would he let the lucrative World Cup leave sunny Morecambe. In a way, that was fair enough, although on reflection if some of the issues were known and made more public and not concealed under the RAC cloak of respectability, there would probably have been less discontent. That is to say if someone has been clever enough (if that is the correct word) to create a monopoly, then stand up and say 'hands off' — it belongs to my club for the following reasons', then at least the dissenters know the score.

Partly as a result of not knowing the full facts, the first of many petitions were circulated last year with promises of attractive prize money if it was held at Donington. Partly as a result of this, I feel sure, the CIK now intend *all* International 250 events to be restricted to circuits of less than 1,500 metres. And they talk of stamping out what they refer to as 'Pirate' international meetings. So, it now appears that the Judgement of Solomon (First Kings, Chp. 3, Verse 16) has been applied to the two warring parties in this country, for next year it could be held 'sur la continent', which seems a great shame as this country is surely the home of the event and gearbox karting. That is if the event is not stopped completely!

At the celebration dinner after this year's event, Bert Hesketh was well aware of the state of crisis surrounding the World Cup and went so far as to say that 'taking the event away from Morecambe could be likened to moving the Cup Final away from Wembley, where it would be played even if it was Carlisle versus Newcastle!' Our chances of keeping the event in this country, whether it be at Morecambe or not, therefore lie in the hands of our revered CIK delegate. What can I say about that!?!?

To get away from the politics that so frequently infiltrate into karting, this year's racing was as good as ever, though the weather provided what I think was the first wet final in 11 years and turned the form upside down. What looked like a sure win for Reg Gange ended up as a brilliantly smooth demonstration of wet weather driving that placed Dave Buttigieg in a class of his own.

The best race of the entire weekend was the third heat for both Gange and Buttigieg on Sunday. Both of them were down the grid at the start, Gange with two wins under his belt already, a few rows behind Dave. Buttigieg soon got to the front with Gange still coming through the field. When the road between himself and Buttigieg was clear and he was second, the gap relentlessly shrunk and he was soon within striking distance. He made one bid and drew back and then the next time they came up to the hairpin, even with the door being closed on Gange, he forced through and drew away to a comfortable win. It was wheel-to-wheel ten-tenths driving! An armchair critic next to me commented: 'That was bloody daft — they were both through to the front row of the final anyway.' I thought it was great — I love to see two compulsive racers at it hammer and tongs. That's what it's all about. For Gange to have gone into the final having caught, passed, and pulled away from one of his main rivals would have given him the all-important psychological advantage. As I have already said, that's what it's all about. In that very race after nearly two years of mediocrity Gange was showing his intentions in what would undoubtedly have been his final the following day, had the good Lord not had other ideas, and provided us with Morecambe's special brand of liquid sunshine . . .

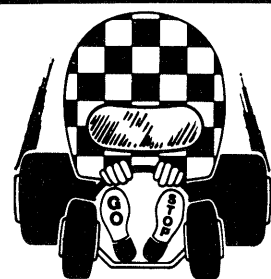
In the final it was very noticeable that Buttigieg and Gange had very different overall, first and second gear ratios. Dave was pulling out of the top corner smoothly in second, whilst Gange was dropping down into first — he spun once — and wasn't getting much traction coming out of the corner, having to change up before he had got going. Another point of great interest regarding engines — the Inchley engine that Gange used to set a new track record, had cast iron liners, not the



The Chris Merlin column

horrible, easily-wrecked chrome bores that are standard in TD3 barrels. Whilst it is partly true that a chrome bore provides better heat dissipation, the main advantage as far as the factory is concerned is the ease of production in a multi-ported barrel when compared with all the mating up required in a six-ported barrel, with the all-important angles of port direction to contend with. Peter Inchley maintains that the use of liners enables him to 'do more' to the barrels than he would otherwise do. He has two more pairs of barrels with even more radical configurations than the ones used at Morecambe. As Cadwell the following weekend proved, this was no flash-in-the-pan performance. After a very troublesome honeymoon period since Gange started driving an Inchley engine, things now look good. Peter says all the problems up to the World Cup have been simply fuel feed maladies, and whilst on after-sight they were staring him in the face, he was looking for more obscure factors to contribute to the series of seize-ups and long faces. This new-found knowledge he passed on to Graham Roscoe who was (fortunately for him) next to Inchley in the paddock and seizing with monotonous regularity! The help resulted in what is now history, and a delighted Graham Roscoe third in his first World Cup after working his way up from the C&B finals.

If you are interested, Inchley will 'tidle up' your barrels with liners for about £200 a pair and should you do a mischief in one of these lined barrels, it will cost you about £40 to re-liner a cylinder, which must make sense. He has shown me one of the finished articles — one of Gange's in fact — and the workmanship is first class.



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Chassis _____	date of purchase _____	Where & how normally stored _____
Engines _____	Total value £ _____	Which Kart club do you belong to _____ Age _____
Engines _____	date of purchase _____	Total sum insured for all engines, chassis & equipment £ _____
Engines _____	date of purchase _____	Signature _____
Engines _____	Total value £ _____	Date _____

Spares and tools (list any expensive items such as spare wets & dries) Total value £ _____

The fourth hour was a good one for Dixon/Burleton, as with only one quick fuel stop they notched up 91 laps. With the brief demise of the lead pair, they moved to the front, putting a couple of laps between themselves and Marguet/Franq. Dormer/Ranchin put in 90 laps to narrow the margin to second to 1 lap only.

Four Hours:

Dixon/Burleton	352 laps
Marguet/Franq	350 laps
Dormer/Ranchin	349 laps
Weber/Weber	346 laps

None of the first four positions changed during the fifth hour, but somehow all four contrived to close up to within two laps of each other. The distance covered in the hour was down considerably on the previous hour — limbs beginning to tire, engines and tyres wearing, etc.

Five Hours:

Dixon/Burleton	433 laps
Marguet/Franz	432 laps
Dormer/Ranchin	432 laps
Weber/Weber	432 laps

The scene was set for an intriguing final hour. On the now well-rubbered surface, the Dixon/Burleton team were losing very little to the sticky tyre brigade. However, their push-on style was shortly to get them into trouble as first the outside rear, then outside front tyres wore through to the canvas and punctured, necessitating two unscheduled stops.

This put the French pair into a brief lead, but they were soon swallowed up by the Remrod of Dormer and Ranchin, as sensing the lead, they went harder and harder. With only a brief stop for a driver change the official result sheet showed an incredible, almost unbelievable, 97 lap final hour, to which no-one had an answer!

Julian Burleton, doing the last stint for the all-English team, was forced to pit again, with unhappy noises suddenly emanating from the engine department. Despite the quick engine change, it was enough to ensure second for the Frenchmen, Marguet and Franq — whose performance, on last minute scratch equipment, must be applauded.

Dormer handed over to Ranchin with 20 minutes to go, and while all around them teams were easing up, they put on the pressure

The 'Potato Racing' team of Nigel (Sideways Crisp) Smith and Dave (Chip Butty) Buttigieg circulated the venerable McCulloch as fast as the poor, worn-out thing would go!



The dark horse team of Burleton/Dixon led with an hour to go, on Goodyear tyres, but wore out a front and rear tyre down to the air, forcing a panic stop.

These sprint-racers find the pace a bit much! Neil Hann recuperates.



a bit, pulling away to record a fine win, looking for all the world as if they could have gone on for another six hours.

A victory then, for the regular endurance mob. The Hann/Moth machine had made some sort of progress after a troubled patch, with four motor changes, finishing seventh. Bruno Ferrari and Rae Davis had come back after their early setback to move steadily up into a final twelfth.

But perhaps the performance of the day was from a pair hitherto unmentioned — Geoff Francis and Mark Tilley. They showed remarkable consistency and pace with a McCulloch MC92 powered Remrod, with hourly totals of 82, 85, 85, 84, 84 and 88 laps, combining to earn them an outstanding fifth overall.

Official result:

1st	Reg Dormer	Remrod/Parilla
	Thierry Ranchin	529 laps
2nd	Yves Marguet	BM/BM
	Regis Franq	519 laps
3rd	Julian Burleton	Zip/Arrow
	Darryl Dixon	518 laps
4th	Albert Weber	Mach 1/Komet
	Robert Weber	511 laps
5th	Geoff Francis	Remrod/Mc92
	Mark Tilley	508 laps
6th	Pierre D'Alferio	Zip/Arrow
	Michel Loisy	507 laps
7th	Roger Moth	Kestrel/Arrow
	Neil Hann	501 laps
8th	Terry Mitchell	Sprint/Parilla
	Jim McKay	499 laps

Winners Reg Dormer (left) and Thierry Ranchin collect some goodies.





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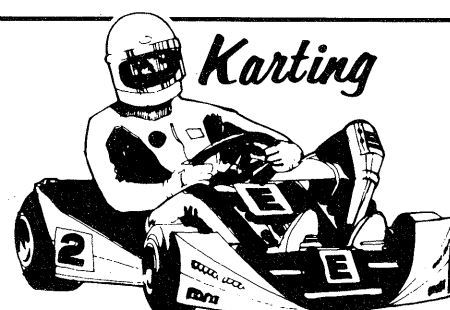
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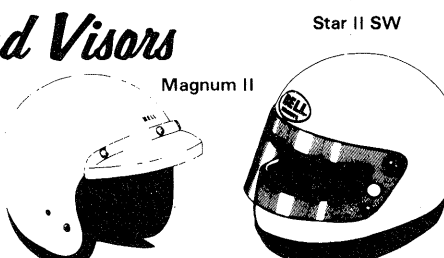
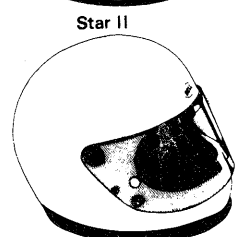
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continued . . .

larly noticeable was the most professional effort being demonstrated by Mark Bailey. I arrived at about half-past nine to find Mark already out on the circuit, not running-in but driving at racing speeds, getting all his equipment sorted out in good time to be able to spend most of the afternoon checking it over for the following day's meeting.

That he started the final from pole position on his immaculate Zip/Parilla, and immediately stormed away into an unassailable lead (being careful not to trip over any back markers this time!) is a measure of the absolute mastery he is displaying in Junior Britain this year, and it's difficult to see at this stage how any of the other drivers are going to catch him, in spite of there being no shortage of excellent equipment available to them. Motor racing at any level is a strange business, however, and the best form books suddenly get upset for quite minor reasons, so Mark and his father are going to have to keep the pressure up right to the last event before they can begin to feel safe.

The main challenge seems to be coming from Paul Dryden, Mike Little, Lee Cranmer, Tim Sugden and Adrian Mills, and indeed Paul drove very well to finish second at Rowrah, moving up to fourth in the Championship. Of these others though, Mike Little finally passed Adrian Mills into third place after a very lively race, only to put a wheel off the edge of the circuit as he was pulling away and have his chain flip off. Lee Cranmer's luck doesn't seem to improve — he is certainly fast enough, and always his standards of preparation are a credit to karting, but after only seven laps running in a strong third place he fell foul of a rather dubious overtaking move and spun down to sixteenth, recovering to finish tenth.

Tim Sugden started the season well with a fourth at Fulbeck, but he seems to be let down either by his kart, or by silly mistakes just when he is well placed, and could be much higher up the table. At Rowrah he simply fell off on the last lap trying to snatch third place from Adrian Mills, retiring on the spot to be classified fourteenth.

Of the others, Neil Douthwaite climbed to fourth from tenth on the grid, and Terry Stamper did even better to make fifth from a sixteenth place start. A lucky sixth, brakeless, was Nick Crabtree, who largely benefitted

Junior National. All a bit tight in there as a spin triggers off a sequence of avoidances!
(Photo: D. Herrod)



from the mistakes of others, though coping very well with his mechanical handicap. With better equipment there is no doubt that he would be a front runner, equal to any bar perhaps the maestro, Bailey.

The Junior Nationals on the other hand have no one driver who could be classed as the man to beat. Rather, there are about ten real chargers, all of whom can win on their day. Each *Road & Racing* round has produced some electrifying racing and a different winner. At Rowrah it was the turn of Gary Ward to get it all together, pulling out an immediate, if slender, lead from pole position, and staying far enough ahead to win.

Just behind him though, it was a different story. Kevin Warner and John Herbert resumed the battle that they had had at Fulbeck, though this time they did at least have a dry track, which simply served to make the struggle closer and more fierce. All through the race Kevin tried every move he could summon up to try to get into second place, and coolly and expertly John countered his every effort. The lap chart simply shows 69 leading 10 for lap after lap, with 37 (Derek Higgins) next up. In fact Derek had easily the best view of these two as Kevin tried to find a gap (or create one) that just didn't exist. Into the final lap and even Kevin appeared to have started to believe he would have to settle for third and the joint Championship lead. All the way round John made sure that there wasn't a gap, but going into the final corner his line was just a shade too tight. Kevin saw it and took a wider entry, diving for the hint of a gap

An early heat. Against the unique quarry background, Robbie Red (59), Stuart Ziemens (62) come up the straight as Paul Fletcher (2), hounded by Mickey Allen, pulls wide to pass.
(Photo: D. Herrod)

which appeared as John drifted a few inches too wide, coming on to the finish straight. Side by side they raced for the line, with both of them throwing their hands in the air in an effort to convince the lap scorers that they had the place, but Kevin had finally made it by literally a couple of inches.

Derek Higgins crossed the line fourth, underlying his now consistent form, and moving up to second in the Series so far, while Mark Shaw did well to come from 11th at the start to finish right on Derek's bumper.

Paul South, out on his new A.R.T. chassis for the first time, was giving Andrew Stapley and Gary Foster-Jones a hard time until luck took a hand as it had at Wombwell, his engine developing a misfire and then suddenly stopping altogether, with a broken coil lead.

Junior racing this year really has come on in leaps and bounds, and there is little doubt that *Road & Racing* have helped to generate a real air of challenge, with ever increasing entries in both classes as each round comes along. The next round takes place with the Green Man Internationals at Clay Pigeon on the 8th July.

CHAMPIONSHIP POSITIONS AFTER THREE ROUNDS:

JUNIOR BRITAIN:		
1st	Mark Bailey	360
2nd	Adrian Mills	313
3rd	Mike Little	296
4th	Paul Dryden	289
5th	Barry McNeill	278
6th	Neil Douthwaite	275
7th	Tim Sugden	259
8th	Peter Studer	256
9th	Nick Crabtree	252
10th	John Scott-Banks	250

JUNIOR NATIONAL:		
1st	Kevin Warner	315
2nd	Derek Higgins	306
3rd	John Herbert	305
4th	Gary Ward	302
5th	Simon Sutton	293
6th	Mark Shaw	290
7th =	Nigel Mitchell	280
7th =	Andrew Stapley	280
7th =	Ian Murphy	280
10th	Nigel Davison	251

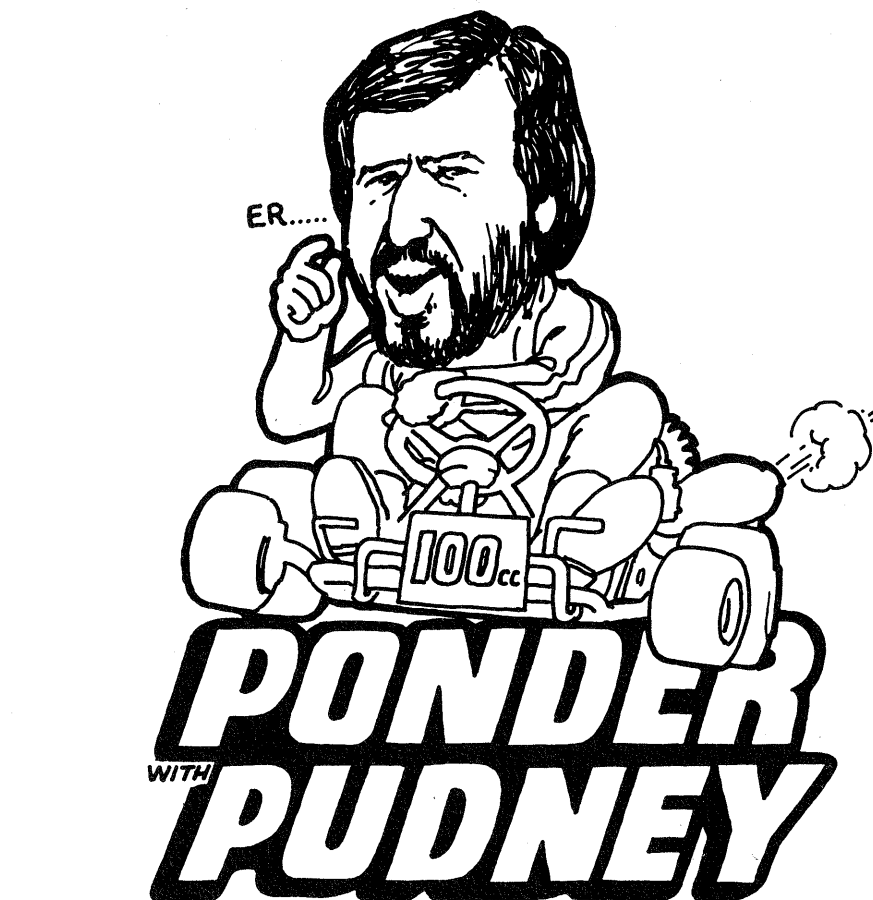
Godfathers, can this really be my seventh pondering? And they said the magazine wouldn't last. If it gets much thicker, I'll have to take a week off work to read it. But of course in a little place not far from Chislehurst *Kart and Superkart* does not exist. Working on the principal, I presume, that if you bury your head deep enough in the sand, any nasty threat will go away, Mr A. T. B. staunchly refuses to acknowledge the existence of this magazine, the sponsorship of the most popular 100cc series ever staged in this country, the largest kart manufacturer in this country, etc. etc. I know that A. T. B. is a bit like British Leyland, in that he's good knocking material (perhaps I had better rephrase that . . . or should I?), but I have the feeling that unless he does something about actually acknowledging the presence of what is quickly coming to be known as the foremost magazine of its type in the world, Mr A. T. B. will lose all credibility. There cannot be a karter in the land who by now does not know about *K & S*, and if they continue to notice a distinct lack of recognition by 'the other' publication, what will they all think?? I know . . . but do you, Mr Burgess??

On June 2nd I went to Jesolo. Well, of course I went to Jesolo — wild horses would not have kept me away, and boy, am I glad I went! You will all know by now who won, and will be avidly flicking through this magazine looking for Chris Lambden's report (after, of course, you have read my article!) . . . so I need not spend time on the actual race. Jesolo is Jesolo is Jesolo, to misquote a well-known saying. The barometer of what's going to happen in Europe, Jesolo regularly attracts the biggest names. This year was no exception, and perhaps it is easier to say who *wasn't* there, rather than who was. Lake Speed didn't make it and that's really about it, of the big names.

The Italian, World Junior Champ Stephano Modena surprised me, but no one else, by being easily fastest in Saturday's timed practice, and was immediately labled as another rich man's son by all who didn't know him. Mike Wilson soon put me right, as it seems Modena has come up the hard way, arriving at meetings up to last year in a clapped-out old Peugeot diesel — a far cry from the body-guarded limousines we tended to get used to with other young Italian drivers. Mike rates him very highly as a driver, although in his inimitable Italian/Barnsley accent reckons he can be slightly dirty, or words to that effect! With works IAME backing though, young Modena is bound to be one of the favourites in Portugal, so watch out!

Tony Zoserl had some very interesting things to talk about in Jesolo. When fuel samples were taken just before Saturday's timed practice, Tony's fuel was found to be showing 2½% methanol. Tony argued that he had picked up petrol in Austria en route, and that Austrian and German petrol must have a percentage of alcohol present not found in Italian jollop! Obviously the organisers accepted his story as they did not chuck him out, and indeed found one or two of the other entries with a similar amount of alcohol showing. It strikes me that Zoserl is an honourable chap, and certainly, if he had wanted to cheat he would have needed far more than 2½% to effect any improvement in performance. I seem to remember Cleveland Discol petrol boasting an alcohol additive in the past, and what with the general petrol panic at the moment it may be something we shall have to accept in the future.

It interested me that Tony deliberately chooses not to race at the Austrian Championships, arguing that in so doing he would race



on: Zoserl, alcohol, and other Jesolo snippets.

Speed record attempts.

Burying your head in the Chislehurst sand!

against, and probably beat, a lot of his own customers, which they might not appreciate! He prefers, however, to do the odd Austrian national event, hopefully winning it, to fly the flag a little and prove that he is the best in Austria.

I bet none of you know that Tony races a 250. I certainly didn't, and he's got something up his sleeve which I reckon will make absolutely fabulous P.R. for karting, and for him. He's going to attempt to break the official World Land Speed Record for a kart, currently standing at 273 kilometres per hour (or 170 mph in English!). He plans to use Salzburg airport as the venue, and will use a conventional chassis, i.e. not full laydown, with the seat just set low and leaning back in the interests of aerodynamics. As he says, to beat the record by 1 kph is all he needs to establish a record. Now why don't we, the home of *real* 250 Superkart racing, try to do something like that! A well publicised and successful attempt on the record could do more good for karting, in terms of image and publicity, than three British Grand Prix, and really it's not that difficult, tyres I would think being the only problem. How about it someone . . . Martin??

To harp on about speed record attempts in karts, do any of you remember a *Karting* magazine front cover picture back some time about 1966, which showed a 100cc Parilla-engined device used by some nutty Italian to achieve a speed of 135 mph at Monza? Remember, this was 1966 — 13 years ago!! The machine was a basic frame with the engine in the normal place, i.e. offside middle rear, but instead of sitting in it, the intrepid driver actually lay full length in it, on his stomach, steering with his arms full stretch by pushing and pulling two levers, and operating the pedals which hung over the edge of the rear bumper, via bicycle clips!! The whole front of the objet d'art was covered with an ex fighter plane plexiglass fairing. It looked

pretty hairy and by golly it was . . .

About 1970, whilst visiting the B.M. factory with David Ferris, talk with the senior management got around to speed record attempts. I was obviously very enthusiastic, as I am now, and was promptly dragged off to a quiet corner of the factory with David to be shown, hanging on the wall, complete except for the engine, the very machine which achieved that 135 mph at Monza. Now David was never the retiring sort, but when it was suggested by the BM management that he had a go, with a BM engine of course, to try to better the record, he declined, suggesting that I should drive it instead. I was, of course, much flattered and accepted with alacrity, visions of Donald Campbell and worldwide fame flashing immediately through my mind! The chassis was quickly detached from its hook on the wall and dusted down by a crowd of excited Italians and I tried it for size. No wonder David declined the drive. On a previous visit to the factory he had discovered the kart on the wall and had also discovered the two inches of play in the steering, the knackered stub axles, the totally useless brake, and the positively archaic way the thing was welded together. No wonder he declined the drive — THAT BOY WAS NO FOOL! Needless to say I never did follow through that one offer I ever got of a BM works drive!!!

Back to Jesolo. Like A. T. B., Mr Grana is a much maligned man. Pretty well always, he deserves it, but at Jesolo I must give praise where praise is due. True there were protests when DAP practised their homologated and very interesting water-cooled DAP T73s. But in the event DAP chose not to run the motor and stuck to conventional air cooling. As head of IAME, Grana obviously dearly wanted his own annual event to go to a driver using IAME

continued . . .

equipment or at least an engine, and with 30 of the 36 finalists using IAME engines, one would have thought the odds were with him. However, at the end of Sunday's racing, when Terry clinched premier position for DAP, Grana rushed on to the track to stop him on his slowing down lap (almost getting knocked down by Terry on the way), to put the victory garland round his neck and warmly congratulate 'Luigi' in action — for once with a flag in his hand!



late him. At the prizegiving, where incidentally the guy who came last in the consolation race could hardly carry all his prizes on his own, Grana was the leader of a hive of activity. The prizes were really something else. I could barely lift Doug Spencer's trophy for coming second in the 'Jesolo Trophy' and when Terry went forward to collect his trophies I literally thought they would never stop coming. The main trophy or cup, which Terry now keeps for winning Jesolo twice in succession, is the biggest trophy I have ever, ever seen. I frankly don't think you readers will get a chance to see it in England as Terry will have to charter a Jumbo to get it home. Slight exaggeration, but it is BIG. All the trophies are down to Grana (viz IAME) and all were graciously and generously given. By the end of the day, though, during which he had worked solidly for some 14 hours without respite in the boiling heat, Grana didn't look too much like an advert for ARID EXTRA DRY!!!

Before Jesolo, Chris had warned me about the crazy starter who is used every year and to whom Jesolo is obviously the high point of the year. Quite how the guy ever got the job defies me, unless the organisers regard him as karting's answer to Toto Roche, who used to start the Monaco Grand Prix standing in the middle of the front row of the grid, then make a frantic dive for cover. (Apropos of nothing — my wife has just screamed because Clint Eastwood has fallen out of a tree, looking like death, in the film she's watching, and the cat's just forced me to rewrite the last bit by walking all over it with muddy paws . . . oh, domestic bliss . . .) Back to the crazy starter. I didn't get his name — let's call him 'Luigi'. Luigi contrived to cock up virtually every start in every race. If the grid was going too fast he started them; if they

were going too slow he started them; if they got it right he didn't! When the race was on Luigi spent the whole time running from the start/finish line to the bend behind it (a bit like Rye House), waving any flag he could get his hand on at the poor driver he happened to pick on. He would often be standing only just off the racing line, shouting and gesticulating, and must have led a charmed life, as a slip by any competitor would have put them on to the slippery 'marbles' on the edge of the track, where they would certainly have chopped off his ankles! I was convinced that Luigi would miss giving someone the chequered flag as inevitably he would be about 100 yards from the start/finish line, shouting and waving at someone, when the leader was half-way round his last lap, but somehow he always managed to make it back to the line to wave the flag . . . perhaps he wasn't so bad after all. At the prizegiving he actually got an ovation and was treated like a hero.

The entry list for Jesolo did give us all a bit of a giggle with some real howlers of 'unknown' British drivers on the entry list. We had Martin *Horneward* (nee Homewood), *Jeckie* Brown, Roy *Moiler* and, best of all, *Dergie* Spencer!!

To finish. You may have noticed that I referred to the World *Land* Speed Record for karts earlier on. Of course the world *air* speed record for karts is also up for grabs, but you'll have to be good to get it. It's currently held by Alan Lane for his long 'flight' at the Fulbeck Green Man. Anybody who thinks they've broken the record should contact me with the necessary official R.A.C. verification, etc. etc.

See you soon. Love and kisses.

Uncle John

Who Can Beat Him Now?

'What's number 3 got that no-one else seems to have?' an onlooker asked innocently. Had they been within ear-shot, no doubt one or two competitors would have replied, rather sourly, 'New Dunlop tyres'. Certainly, there could be no doubt that the latest tyres allocated to Mickey Allen under his contract with Dunlop, did offer a distinct advantage at Rowrah on June 10th. Equally, it must have been rather demoralising for top drivers like Jackson, Smart, Homewood and Gravett to watch Allen calmly overtake them, looking, for all the world, as though he was enjoying a Sunday afternoon's pleasure ride. Yet, cool and relaxed though it all seemed, there was something rather compelling about Mickey's performance at this meeting which could not be attributed solely to the tyre situation. From the moment his kart left the pits during Saturday's practice session, he dominated this particular event in a way that few other drivers ever could. At the close of racing on Sunday evening, the question everyone asked was 'who can catch him now?' Leaving Rowrah with a massive points lead over his nearest rival, Doug Spencer, Mickey had demonstrated, with complete conviction, that he is the only serious contender for this year's Little Green Man title.

Yet, it might have been a rather different story on Sunday morning at the start of heat 1. Martin Smart, who had been having tremendous problems all weekend, suddenly spun on his approach to the hairpin bend, fetching Biff Harris off with him. Trying to avoid this incident, Allen went off on to the rough, spinning round through 360 degrees, with his motor miraculously maintaining its revs. Re-entering the race, he patiently started to pick up places, eventually finishing third behind Chris Needham and Derek Price. Simon Wright won heat 2 ahead of Paul Jackson, Alan Lane and Martin Homewood, with Jackson also taking second place in heat 3, this time behind John Gravett. In heat 4, Doug Spencer was followed by Homewood, whilst Dave Coyne narrowly won the fifth heat from Roger Mills and Peter Elliot. Paul Fletcher spent most of heat 6 trying to maintain contact with an elusive Mickey Allen, whose comfortable first place secured pole position for the final. By finishing third in this heat, Simon Wright also earned a front row grid, but Chris Needham dropped valuable points when his brand new Komet K80 seized just before entering paddock bend.

Local star Terry Edgar, this time back on Sprint karts, had a terrible time throughout his three heats and found himself in the 'B' final. This he won, very convincingly, from Ricky Grice, with Dave Evans, Peter Elliot and Paul Browning some distance behind. Steve Tutin, still loyal to Aubrey Upton's Manx motors, finished in seventh

Green Man Championship almost sewn up by Mickey Allen, with third win in a row. Bailey again in *Road & Racing* Junior Britains. Junior Nationals still wide open.

**Green Man: Dave Herrod
Juniors: Peter Wardle**



The relaxed style of Mickey Allen at Rowrah, well on the way to retaining his Green Man title in most convincing fashion.

(Photo D. Herrod).

place, narrowly missing the 'A' final. So they lined up for the 'Big One', with Allen and Wright on row one, followed by Price, Jackson, Gravett, Spencer, Lane, Homewood, Coyne, Leach, Windle, Fletcher, Mills, Reid, Austin, Davey, Ziemelis, Parias, Needham and five 'B' final qualifiers. It is interesting to note that Sprint Karts occupied all four front grid positions, powered by an assortment of Sirio, Talko, BM and Komet motors. Exactly half of the 'A' finalists had, in fact, chosen Sprint Karts, whilst three favoured Zips, with DAP, Mamba, Lane, ART, Kestrel and BM filling the remaining nine places. Parilla motors were not quite so prominent as in previous years with six 'A' final places, just one more than Sirio, whilst the Komet K80 found favour amongst four successful qualifiers. DAP and Talko each claimed three spots, Hewland two, and BM filled the remaining vacancy.

As expected, it was Allen who led away from the flag, quickly pulling away from Simon Wright as Price, Jackson, Gravett, Lane, Spencer and Coyne all served notice of their intentions to take over second place. Wright held on, if only by the skin of his teeth, until lap 14, when he and Lane had a little 'coming together'. Wright dropped eight places as a result, whilst Lane was fortunate to retain control, losing just one position. Price now headed a tight bunch consisting of Coyne, Lane and Mills, with Edgar rapidly gaining ground in sixth place. The following lap Coyne took over, with Lane following through and Price grimly resisting the persistent attentions of Mills. Soon, it was Roger's turn to protect his position, this time from a flying Edgar who was using every inch of the circuit in his efforts to get past. As Mills pulled down the shutters, so Edgar's attempts became more urgent, as he, in turn, sensed a threat developing from Chris Needham. With two laps remaining, Edgar made a final throw of the dice, touching Mills on Surrey Bend and losing sixth place to a grateful Needham. Meanwhile, as Coyne and Lane fought between themselves for second place, several onlookers were fore-

casting a monumental shunt. Perhaps it was mutual respect, or maybe just an old pals act which prevented this from happening, although there were several occasions when Lane made his presence felt by smartly tapping Coyne's tail end.

Where was Mickey whilst all this was going on? Somewhere out on the horizon, cruising to his third Little Green Man win this year. That was the extent of his domination at Rowrah. Coyne, Lane, Price, Mills, Needham, Edgar, Wright, Jackson, Spencer — any one of these drivers was quick enough to take second place, but, on this showing, no-one could live with the leader. 'I'll tell you what's so special about Mickey', volunteered one competitor at the end of the meeting, 'he's in a different bloody class.'

Result:

1st Mickey Allen	Sprint/Sirio
2nd Dave Coyne	Sprint/Sirio
3rd Alan Lane	Lane/Parilla TT23
4th Derek Price	Sprint/BM
5th Roger Mills	DAP/DAP T72
6th Chris Needham	Zip/Komet K80 & Parilla TT22
7th Terry Edgar	Sprint/DAP T72
8th Simon Wright	Sprint/TKM
9th Martin Homewood	Sprint/Parilla TT23
10th Mark Windle	Mamba/Sirio

David Herrod

A sign of the seriousness with which all the leading Juniors are tackling the *Road & Racing Racewear* Championships could be seen the day before the meeting, with virtually all the leading runners from both classes turning up to spend a day of unofficial practice. Particu-

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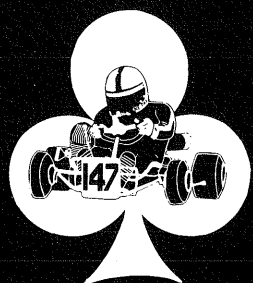
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1st Wombwell	March 11th	Tim Sugden	Junior Britain
1st Banff	March 18th	Brian Ewing	Junior Britain
1st Summerlee	March 23rd	Tommy Currie	Junior Britain
1st Nuts Corner	March 24th	Ricky Smith	100 International
1st Nuts Corner	March 24th	Cyril Davies	Junior Britain
1st Fulbeck	March 25th	Craig Leclere	100 National
1st Felton	April 1st	Tim Sugden	Junior Britain
1st Nuts Corner	April 7th	Robert Duncan	100 National
1st Nuts Corner	April 7th	Percy Jordan	Junior National
1st Nuts Corner	April 7th	Garry Jordan	Junior Britain
1st Clay Pigeon	April 8th	Peter Studer	Junior Britain
1st Rowrah	April 8th	Terry Edgar	100 International
1st Chasewater	April 8th	Martyn Anker	100 National
1st Knockhill	April 8th	Brian Ewing	Junior Britain
1st Boyndie	April 8th	Philip Paterson	Junior National
1st Ellough	April 13th	Nick Bacon	Junior National
1st Nuts Corner	April 14th	Hugh Dunne	Junior National
1st Nuts Corner	April 14th	Adrian Watson	Junior Britain
1st Nuthampstead	April 15th	Chris Roper	Junior Britain
1st Nuthampstead	April 15th	Steve Bierrium	100 Britain
1st Surbiton	April 16th	John Perry	100 National
1st Nuts Corner	April 16th	Robert Duncan	100 National
1st Nuts Corner	April 16th	Alister Kirkpatrick	Junior Britain
1st Nuts Corner	April 16th	Percy Jordan	Junior National
1st Hemswell	April 16th	Barry Peary	100 National
1st Newtownards	April 17th	Alister Kirkpatrick	Junior Britain
1st Newtownards	April 17th	Percy Jordan	Junior National
1st Mondello	April 28th	Jim Flannigan	100 International
1st Nuts Corner	May 5th	Garry Jordan	Junior Britain
1st Nuts Corner	May 5th	Percy Jordan	Junior National
1st Nuts Corner	May 5th	Bob Crawford	100 National
1st Surbiton	May 5th	Peter Studer	Junior Britain
1st Hemswell	May 6th	Barry Peary	100 National
1st Hemswell	May 6th	Tim Sugden	Junior Britain
1st Nuthampstead	May 13th	A. Savile	Junior National
1st Chasewater	May 13th	Martyn Anker	100 National
1st Fulbeck	May 27th	Lawrence Turner	100 National
1st Hemswell	May 28th	John Knell	100 National

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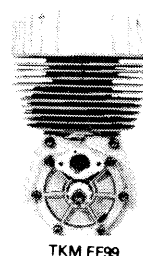
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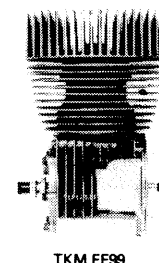
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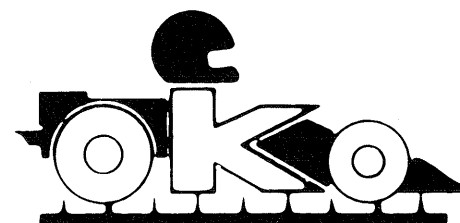
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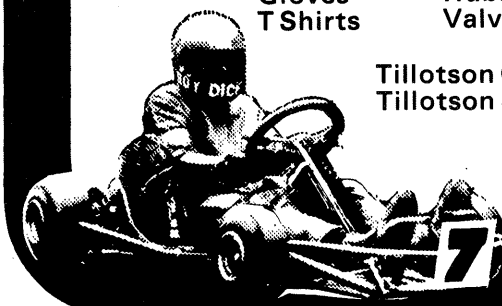
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'O'Butty

Dave Buttigieg splashes to a brilliant B.I.A. World Cup victory. Reg Gange an inspired challenger. Graham Roscoe storms to third. Stylin's bad luck continues. Title holder Bohlin is lapped. Over 20,000 spectators are attracted.

Report: Phillip Bingham.

On May 27th and 28th the coastal town of Morecambe was invaded by hopefuls from all over Britain and Europe who were in chase of the prestigious 250cc International 'O' number plates. The tight, hilly circuit at Heysham Head echoed to the roars of over 100 Super-karts, who indulged in what must surely be some of the most exciting kart racing in the world, in their battle for the 1979 British Island Airways World Cup. In the pouring rain the strong foreign contingent sadly failed to pose the expected threat, and the attention was grabbed by British front row men Reg Gange and Dave Buttigieg, both of whom were plainly hungry for one of the most valued titles in world class karting...

On the hillside

Perched in the hillside pits overlooking the cold, grey Irish Sea the atmosphere was of typical World Cup proportions — one of carnival, international bonhomie, yet simultaneously one in which the build-up of one-and-a-half days of 40 heats prompted immense tension, with the electric atmosphere charged to an almost tangible, snapping point.

It is undeniable that the Heysham Head circuit is not exactly one of the safest places in the karting world (although it must be said that the marshalling throughout the meeting was, on the whole, superb) — but this ironically only serves to add to the immense value and prestige of the World Cup. And this is typical of the paradoxical, two-sided character of the Morecambe event which provoked a waving of petitions and counter-petitions around the paddock over the weekend.

No doubt the arguments, and equally valid counter-arguments, will go on... One thing is for sure though: Morecambe is the place to be on May Bank Holiday Monday. It is the sort of place where you can drown in adrenalin just watching!

125 — Swedes superior

There were over fifty 125 entries, with Swedes Christer Carlsson, Tommy Falth, and the spectacular Hakan Dahlman, plus New Zealander Colan Humphrey, representing the foreign challenge. This class adopted the common arrangement of running four heats per driver, with the best three results to count towards the final grid positions. There was also a 'B' Final providing those unsuccessful in the heats with a further chance to qualify for the race that really counted.

Heat wins went to joint favourites Tommy

Falth and an on-form Roger Goff, whilst National Champion Stephen Coward also took a victory to place himself beside these two on the outside of the front row. Other heat winners were the talented Brian Hill, and James Hoy, who were found on the second and fourth rows of the grid. The other two Swedes, Carlsson and Dahlman, had their work cut out if they were to pose the threat expected of them, for they were back on rows four and eight. The procession 'B' Final provided a delighted Ray Woodhouse with a win.

In the wet 20-lap final, it was the Barlotti of Stephen Coward which made the most business — like getaway, and he squeezed determinedly down the inside of Brian Hill on the first visit to the hairpin, with Ian Shaw, the tardy starting Tommy Falth, and David Calland giving chase. 'Likely lad' Roger Goff had already been swallowed up by these five, and soon after mechanical gremlins caused him to drop completely out of the running.

It took only a lap for Hill to find a way by Coward, who then also tumbled down the lap chart due to engine troubles. Hanging on behind the two leaders was a gargantuan tussle involving a charging Christer Carlsson, Dave Calland, second row starter Ian Shaw, and Michael Henry. However, this point of interest was also dissolved in what rapidly became a race of attrition when Calland and Henry fell by the wayside, and Shaw slipped down a few placings, unable to maintain the hectic pace.

So, whilst Kali mounted Falth and the brilliant Brian Hill inched ahead of the rest of the pack, all eyes rested on Christer Carlsson, who was working away at narrowing the gap to second place, whilst behind him compatriot Hakan Dahlman somehow miraculously

managed to remain on the 'black bits' in his dramatically driven Tony/Rotax to dash through from the 8th row on the grid (after finishing third in the 'B' Final) to snatch fourth at mid-distance. Excellent entertainment!

With only three laps to go Carlsson latched himself to second-placed Hill's bumper, and started to nose to the left and then the right in a frantic search for a way by. A lap later he found the wanted gap, and pounced at the end of the main straight. Brian Hill could find nothing in reserve for a retaliation, and so at the chequered flag it was a conclusive Swedish 1-2, with Tommy Falth 10 secs ahead of Christer Carlsson, whilst third man Hill only just managed to fend off a late challenge from Hakan Dahlman when diving in and out of backmarkers. Ray Hyde claimed an excellent fifth place after having to wriggle through from the 8th row, with Morecambe driver Ray Woodhouse next up after an inspired drive from row 7 in his locally built Star kart, followed by Ian Shaw who had slipped down a few placings in a tidy drive.

So, the three Swedish visitors put themselves in the top four, with only the immensely talented Brian Hill, and the luckless Roger Goff, going some way towards disguising the fact that Britain still has some learnign to do if we are to become internationally competitive in the growing 125cc category.

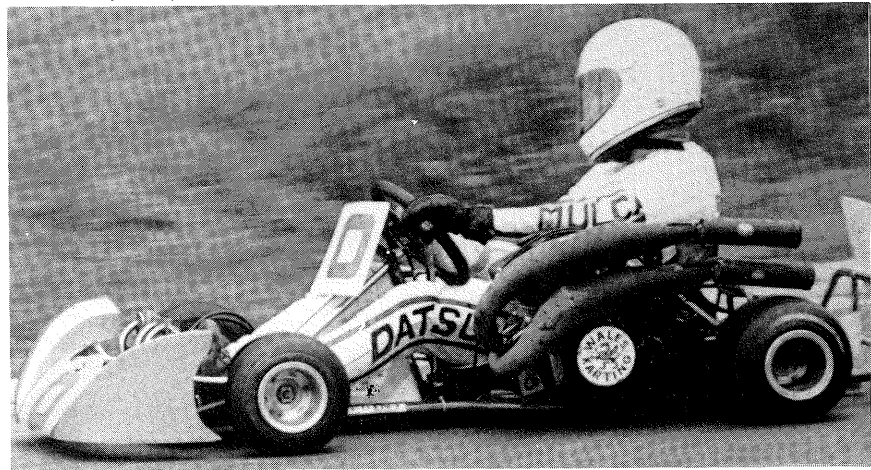
1st	Tommy Falth	(Swe)	Kali/Rotax
2nd	Christer Carlsson	(Swe)	Tony/Rotax
3rd	Brian Hill	(GB)	Zip/Kawasaki
4th	Hakan Dahlman	(Swe)	Tony/Rotax
5th	Ray Hyde	(GB)	Sprint/HPM Rotax
6th	Ray Woodhouse	(GB)	Star/Rotax

210 Winner a-hoy!

Again each driver had the chance of counting his best three out of four heat performances towards the final grid positions, with the strong entry of over 80 drivers in this class necessitating a 'C' and 'B' final.

A surprise turn-up for the books in the heats was Star seated John Haigh, who went like a man possessed on his home circuit to claim three impressive heat wins and a third. Beside Haigh on the front row was the 210cc expert himself, Phil Ansell, who took three heat wins and a steady midfield finish, whilst Will Hoy filled the other spot on the front row. Other heat winners were Bernard Baxter, John Ostins, Chris Latham, Bill Longden, and Robert Grubb. Tony Suthers was lucky to win the 'C' final with a very loose carb, whilst John Burns

The weekend following the World Cup, Dave Buttigieg was at Cadwell Park, displaying the 'O' number plate. (Photo: Dave Smith).



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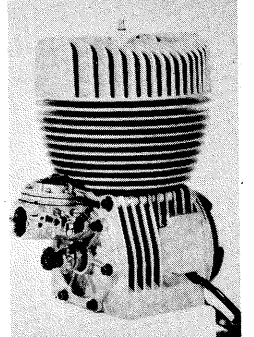
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Dear Sir,
I should like to make a few comments on that fashionable aspect of karting, namely 'ground effect' bodywork, as it appears to be shrouded in mystery to many people whilst to others it is either misunderstood or abused (to obtain a psychological advantage, perhaps).

Before we go any further it is worth pointing out that (i) conventional bodywork increases the speed of a kart by reducing aerodynamic drag, leaving traction to be improved via an inverted aerofoil, and (ii) the provision of an undertray with the intention of smoothing the airflow, thus increasing the air velocity and decreasing the under body pressure (according to Bernoulli's law) to suck the kart down, is not an entirely valid argument. Air is a viscous substance and the resulting boundary layer interferes with the road when the ground clearance is small, thereby slowing down the airflow, not speeding it up.

With regard to ground effect, the main difference when compared with previous generations of bodywork is that the underside is now more important than the upper surface. Basically, a certain amount of air is allowed to pass beneath the front of the bodywork, the underside of which then rises away from the road in a particular manner so as to produce a low pressure area. Anyone with access to a computer should be able to ascertain the correct shape — which I must restrain myself from revealing (!) save that the wrong shape will either increase the drag unnecessarily (thus slowing the kart) or produce an upward force which will reduce the grip of the tyres.

With the right shape, however, the above mentioned partial vacuum is created with little increase in the overall, inevitable, drag. As every schoolboy knows, nature abhors a vacuum, but the atmosphere has difficulty in filling it here because it is obstructed by (i) the bodywork's side skirts and (ii) the proximity of the ground. As a result, the only way the air can reduce the vacuum is by obligingly pressing down the body (and hence the kart) which increases the grip of the tyres. This in turn improves the cornering, braking and acceleration (by reducing wheel-spin) — and all this without a proportional increase in drag.

A purpose-built kart will of course make the best use of this phenomenon, but des-

pite the fact that the specially shaped underside cannot extend across its full width — thanks to those two inevitable obstructions to aerodynamic perfection: the engine/gearbox unit and the driver — the performance of an existing model can still be improved. This may be done by fitting ground effect pods (such as the NERO units) on both sides of the kart, linking them via an undertray to increase the low pressure area.

I hope the above few words will help to clear some misunderstandings and also (through mentioning the add-on modules) give hope to those who have been led to believe that last year's karts are (or are about to be) as dead as the dodo!

In closing, though, I have to say that despite large helpings of computer power, aerodynamics is still something of a black art and I shall be delighted to talk to anyone (my telephone number is Blackburn 220885) with ideas on the subject as we still have a lot to learn.

Rod Pickup, M.B.C.S.
Blackburn

Dear Sir,
I would like to congratulate *Kart and Superkart* for putting together such a fine magazine for karting.

As an American, I am flattered that a European would take an interest in American karting, even enough to feature an article in your April and May issues. It did take Lake Speed to win the World Championships for Europe to open their eyes and I agree with the fact that not too many Americans realise what an accomplishment Lake has achieved.

You are right when you pointed out trouble in the lack of coverage here in America, on the European scene. Please don't be too disappointed, because they don't do too good a job covering the American racing scene!

The style of European karting impresses me and makes me realise the lack of promotion in American karting. Hopefully I'll get the chance to see a European race myself. Please don't give up on the others, with our help they'll catch on.

Rhonda Mims,
Dallas, Texas

Dear Sir,
Having read your letter from Frank Gattrell in the April issue of *Kart and Superkart*, asking for sprocket sizes to use on 'Big Circuits', I would appreciate the equivalent for use in the 210 class.

Congratulations on a good magazine — it's a pity there aren't two a month.

D. John,
S. Humberside

We put this to Peter Haywood, our '210 Preparation' man who looks after Gartmore Unit Trust sponsored Will Hoy. In all cases, he would suggest the higher figure for an average engine, whereas a tip-top condition, well-tuned motor should pull the lesser figure. All are quoted for a 17-tooth engine sprocket:

Cadwell (full circuit)	24/25
Cadwell (club circuit)	25/26
Donington	24/25
Silverstone (G.P.)	23/24
Oulton Park	24/25
Thruxton (estimate)	24/25

Ed.

Dear Sir,
Through your excellent magazine we would like to thank all the officials, and members of the Hayes & Harlington Kart Club for a truly memorable 6-hour event — especially those who gave up the chance of competing!

Never have we enjoyed so many prizes for such a lowly finishing position, therefore our thanks to all the sponsors who made the meeting possible.

Looking forward to the next time.

Nigel Smith and Dave Buttigieg
Team Schemes

Dear Sir,
In these times when our country is beset with industrial action and strife there is not a great deal one can find to be really grateful for — only possibly that air is free (at the moment, that is!). When something does happen for one to be grateful for, I feel one should advertise the fact.

I wanted to get back into karting after a long absence and was wondering what it was all about now, as things had obviously changed a great deal from when I sped around the tracks on my Zip/Komet 77 and did quite well, or so I thought. I found out that there was a new magazine out, namely *Kart and Superkart* and managed to find out the address and telephone number and gave them a ring. A very charming lady spoke to me, who I found out was a Maxine Holland, answering my many and varied questions regarding engines and frames and also the new rules that had appeared. I must admit I never found anyone quite so helpful. Not only that, she also kindly said she would forward me the three copies that had been produced and would I telephone her again if I had any further problems.

Shortly after, I had occasion to telephone again regarding the distribution of the magazine here in Norfolk, as it appears at the moment they do not handle it in this area. Again she was most helpful and said she would look into it and advise me as soon as possible. Once again she forwarded me the next edition. At the moment the wholesalers are in the process of getting copies.

This is a magazine we have really all been waiting for, for some considerable time. The format is second to none and the contents are very informative. In all, a truly remarkable magazine. I have now read and digested all the copies I have received and look forward to further issues. To Maxine, and *Kart and Superkart*, a big thank-you for putting me on the right road (or should I say track?).

Mike Pink,
Norwich



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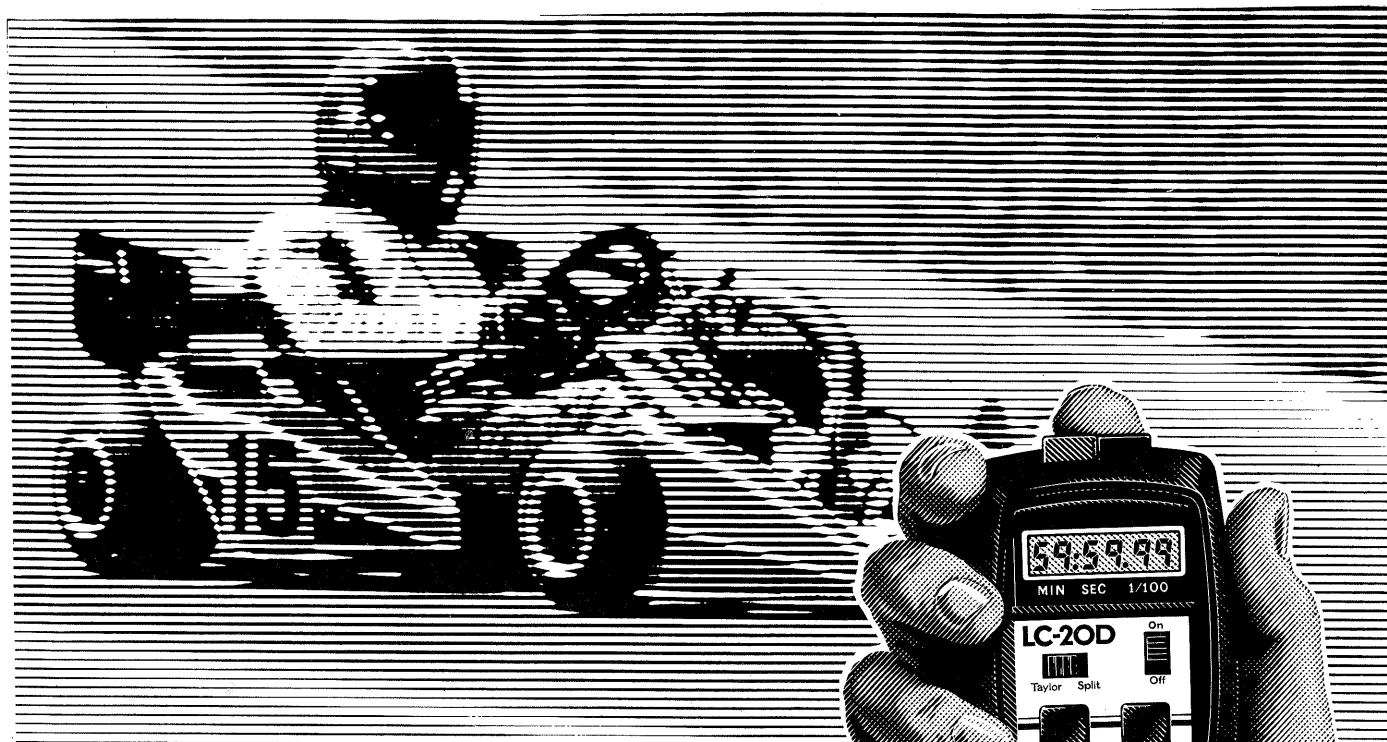
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Two to go, and the pair were almost side by side as they howled down the long straight to the hairpin, Tredwell on the inside approach. They dived for the corner together, with Carr squeezing Tredwell tight in to the straw bales lining the inside. In a cloud of dust and straw, the challenger's wheels clipped the bales and Carr slid into the next chicane some five yards to the good.

It wasn't over yet, though. The relentless Tredwell zeroed in again and with half a lap to go was tapping the Sprint's rear bumper once more. One last attempt to come tight inside the leader exiting the final corner — but Carr was home, to the delight of the partisan crowd.

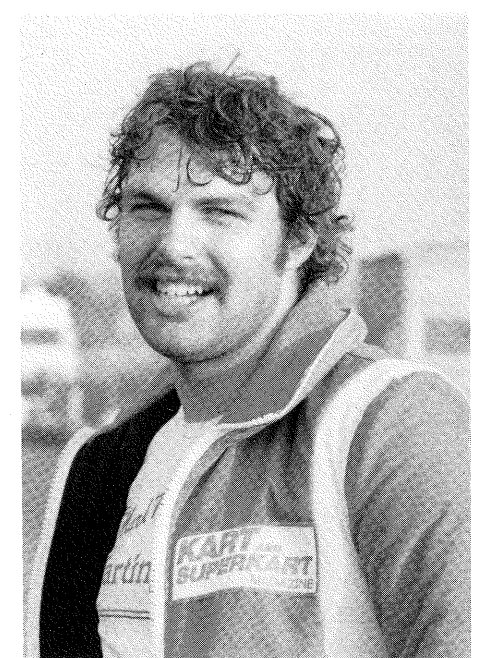
Mick Bryant had fallen back towards the bunch, but hung on grimly for third, with the nose-to-tail queue of Owen, Edwards, McGee, and Christo finishing in that order.

1st P. Carr Sprint/Redhill Parilla
2nd M. Tredwell Zip/Fullerton Parilla
3rd M. Bryant TMR Sprint/Parilla

When points for the day's heats are added and the totals for the series to date are calculated, it shows a two-way tussle for the overall lead, Carr only one point ahead of Tredwell. But remembering that only four out of six rounds can count, it is an interesting exercise to work out the totals counting the best two rounds to date. Tredwell and Carr are still clear, with the former five points ahead, but just you see how close it is for third! Nine points separating eight drivers!

Official Results After Three Rounds
(Top 50 only. Full result sheet available by sending s.a.e. to Kart and Superkart)

	1	2	3	Total
P. Carr	130	113	140	383
M. Tredwell	107	139	136	382
R. Owen	115	115	128	358
P. Newsham	121	109	120	350
T. Lilley	108	127	110	345
J. Adolpho	119	120	100	339
N. Hann	126	95	115	336
S. Davis	130	114	53	297
M. Rennick	104	81	109	294
G. Prior	64	122	107	293
R. Moth	137	38	111	286
P. Christo	68	105	111	284
S. Stapley	62	118	100	280
G. Tipping	109	97	73	279
N. Edwards	29	123	124	276
R. Arkell	44	120	110	274
D. Medlock	113	54	102	269
D. McGee	86	52	122	260
N. Parrington	120	125	—	245
S. Ashwell	104	74	56	234
G. Howard	45	69	107	221
L. Poet	54	87	79	220
M. Beauchamp	105	78	36	219
D. Redfern	69	99	44	212
J. Aitkenhead	54	105	52	211
M. Sayer	82	55	73	210
M. Bryant	75	—	130	205
N. Paul	112	87	—	199
C. Leclare	—	79	116	195
J. Spencer	30	111	53	194
C. Murphy	—	67	125	192
C. Callingham	66	49	75	190
M. McGing	50	51	84	185
D. Russell	77	71	36	184
I. Williams	30	107	43	180
J. Knell	74	43	57	174
J. Perry	40	63	70	173
M. Devine	—	101	72	173



A happy, dishevelled winner.

L. Jarman	101	55	15	171
J. Welstead	61	107	—	168
M. Homewood	103	—	62	165
T. Boyce	104	—	56	160
S. Chittenden	22	112	22	156
R. Webb	70	27	58	155
P. Bourne	51	41	61	153
A. Browning	—	44	107	151
P. Wilkes	—	25	125	150
T. Brinkworth	61	—	86	147
D. Tebbutt	71	30	45	146
H. Davis	107	36	—	143

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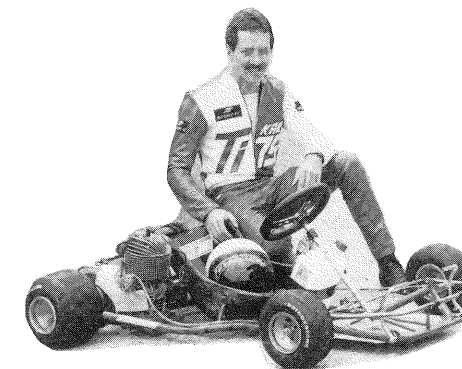
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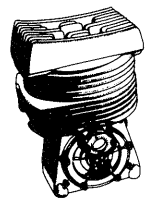
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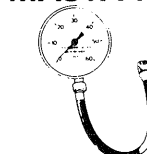
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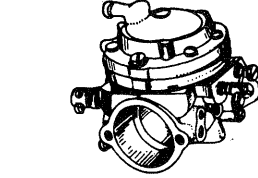
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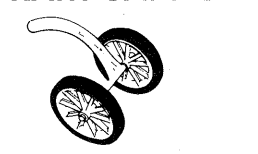
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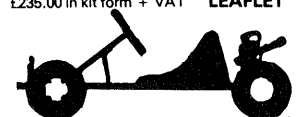
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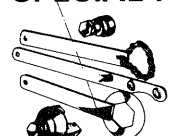
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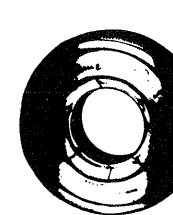
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led a troubled Bill Longden home in the 'B' final. Chas Caffyn had the dubious privilege of being the only driver of the weekend to leave the track on a stretcher, when he took a heavy plough into the barriers on the main straight and broke a leg.

The pack pulled away neatly into the final, whilst the unfortunate John Ostins was unable to start, and duly left behind to contemplate the sudden uselessness of his hard-earned third row grid position! As the 20-strong field piled in two-by-two formation into the tricky hairpin for the first time it was pole man John Haigh who hung on to the initiative, pursued by Phil Ansell, Will Hoy, Chris Latham, and Mark Allen. Next time round Ansell made an uncharacteristic error, and was demoted to fourth after sliding wide exiting the hairpin. Next it was the turn for leader Haigh to let several drivers slip by, and so at one quarter distance it was Hoy who was showing Latham, Ansell, and Haigh the way round, with the lead still open to any of them.

Indeed, the lead looked very open to Barlotti pilot Chris Latham, who proceeded to harry Hoy ruthlessly for five laps, alternately probing for a way by at the hairpin on the wide outside line, then hugging the curbs on the inside. However, it was all to no avail, for on lap 7 the busy Latham had second cheekily snatched from him by Ansell!

Phil Ansell was plainly struggling with a huge handling problem though, for every time he braked for the hairpin his kart weaved wildly. Nevertheless, this did nothing to deter his efforts, and on lap 8 he braked incredibly late on the way into the hairpin, immediately gained rapidly on Hoy, and on the way on to the straight he was actually pushing Hoy off line, in so doing inadvertently barging his way through to grab the lead! However, Hoy was predictably hasty in his reply, and promptly reclaimed the command — only for his challenger to then be black flagged with a front puncture! Ansell took several laps to notice the black flag, and to realise that it was a puncture that was causing his spectacular problem, for his whirly visor was well coated in someone's chain oil! On lap 16 he eventually dutifully retired, robbed of a likely second place, but at least happy in the knowledge that he had claimed a new 210cc lap record during the meeting, improving the five-year-old 25.5 secs with a 24.93 secs lap in the dry Sunday heats.

Whilst potential front runner Joe Waggett crashed heavily out of the proceedings, Will Hoy was left with an undisturbed race, and he reeled off the last few laps to score a comfortable seven seconds victory from Ed Duckett, who made a superb late charge. Third went to Chris Latham, who spun away his second place (which was inherited from Ansell) when trying too hard, whilst Peak Revs sponsored Alan Cheetham was fourth after coming through from a row 6 start. Following was Mark Allen, who crossed the line waving his fist furiously after being delayed by back markers. Rounding off the top six was pole man John Haigh, unable to match his excellent heats consistency with outright speed, but nevertheless showing very respectably.

1st	Will Hoy	Zip/PH Upton
2nd	Ed Duckett	Zip/Upton
3rd	Chris Latham	Barlotti/Upton
4th	Alan Cheetham	Barlotti/Peak Revs Villiers
5th	Brian Heerey	Zip/BRH Upton
6th	Mark Allen	Dale/GBRD Villiers

Buttigieg's brilliance

There were over 100 250cc International entries lured to the BIA World Cup, despite the fact that several top-liners refused to drive at Morecambe in their belief that it is too dangerous (including, of course, the works Hermetite Zip team), and also despite the absence of a few who wished to ensure they had undamaged machines available for the next weekend's European Championships. Nigel Smith, true to form, perhaps had the most appropriate idea: "As I've now got a new Zip, I've brought the old Barlotti along knowing that I don't have to take it back home again!"

Thirteen Swedish entries, plus the 10 members of the visiting South African team, along with entries from Switzerland, Denmark, Germany, Finland, Norway, and Ireland added to the usual intense competition in the pursuit of the 'O' plates.

As our photographer was unable to gain access to the appropriate enclosure, we regret we are unable to bring you photographic coverage of the World Cup. ED.

The tension in the World Cup build-up was contributed to by a lengthy tirade of heats (20 for the Superkarts in all), and these provided an exciting pointer towards things to come, with Reg Gange and Dave Buttigieg at frequent loggerheads. Barlotti seated Gange managed to claim three wins, beating Buttigieg into second twice, to claim pole position, also bettering Martin Hines' one-year-old 22.4 secs lap record with an electric 22.25 secs on the Sunday. Buttigieg sat on the outside of the front row with two wins and a second as his best heat results, in his yellow Deavinson, whilst these two favourites were split by Steve Styron. The Rochdale GBRD driver notched up three comfortable wins in what by now is becoming an effort to salvage justice from a season of cruel mechanical misfortunes, not to mention his lost sponsorship. Mick Goy planted himself on the second row after taking two heat wins, with an on-form Martin Poole and Dane Poul Lending for company. Next up was the spectacular (dare I say wild?) Gert Pettersson, who threw his Taifun kart around as though it were a Class I chassis with an over-steer problem! Rob Kerkhoven's middle of the third row position was perhaps a little disappointing for him, whilst the dramatic progress of D. Dinwiddy's Glow chassis, in contrast, was an eye opener on row 3 to previously unrecognised talent. Title defender Lennart Bohlin weakly supported one heat win with a 4th and 5th to settle himself 14th on the 20 strong grid, and sadly never seemed to really get into the groove all weekend.

The 'E' and 'D' finals were taken by Christer Johansson and David Ayre respectively, whilst blonde Swede Lars Johansson (another driver of great spectator value!) won the 'C' final, with Graham Roscoe claiming third in this, to then go on and dash through the grid to snatch the 'B' final in superb style.

The final was run amidst pouring rain. Silence enveloped the hillside circuit as the World Cup contenders formed up on the grid, and suddenly the cumulation of one-and-a-half days' tension snapped as the Union Jack fluttered, the spray rose, and the pack scrabbled away amidst a glorious scream of tortured 'twins' into the fray of 20 laps battle.

A ripple of delight emerged from the crowd as Reg Gange burst into sight on their first approach to the hairpin at the head of the massive plume of spray, and as he opposite-

locked his way on to the main straight Dave Buttigieg, Steve Styron, Mick Goy and Kelvin Hesketh were latched in single file behind him. Next time round Swede Gert Pettersson had charged through to join the leaders, whilst Dinwiddy's promise came to nought as he indulged in two successive attempts at attacking the mud bank on the way out of the hairpin. Two laps later, and Gert Pettersson's enthusiasm also got the better of him in the treacherous conditions.

Into lap 4, and Buttigieg had closed the slim gap to Gange completely, and on the way past the commentary box the European Champion squeezed bravely between the leading Barlotti and the mud bank lining the straight to make an 100 mph bid for the lead. Twisting under late-braking at the end of the straight, the lead became Butty's, Gange slotted in behind, and amidst it all the crowd failed to notice the sad demise of Steve Styron. The luckless Rochdale driver was this time robbed of 3rd place with a rear puncture. Fourth row man John Ball also meanwhile staggered to a halt, with what sounded like a comprehensive seizure.

So, at quarter distance Buttigieg was in command — and he was clearly extending his advantage — from Gange, Kelvin Hesketh, and Rob Kerkhoven. Two laps later Hesketh and Kerkhoven were ousted by none other than Graham Roscoe, who had struggled all the way through from the 'C' Final to storm from 18th on the 'A' Final grid to 3rd by lap 8! Roscoe was really flying, but by now the two leaders had pulled substantially ahead, having made the most of a clear road, and so he had to make do with an excellent third.

From the halfway mark onwards the race's interest was maintained mainly because the slippery surface could easily cause a surprise change in the running order, but no-one was making any mistake, and so Butty splashed to a brilliant 10.5 second victory for Deavinson's and Wales Karting, waving his arm in wild delight at the chequered flag to the accompaniment of cheers from the soaking crowd. He had replaced his rather hollow 'E' plates with an indisputable World title.

Reg Gange gradually slipped back from Buttigieg, but nevertheless took second comfortably, and was notably one of the first to join the throng in congratulating the new World Cup holder.

Graham Roscoe submitted what was probably otherwise the most inspired drive of the race to net a deserving, jubilant third place 4.4 secs later, chased by Rob Kerkhoven who had to work hard after making a sluggish getaway. Local driver Kelvin Hesketh waved the flag respectfully for the Star kart marque with fifth, although he did lose a little ground in the middle of the race after making a superb start, whilst Derek Rodgers was next up after a typically steady, business-like drive in which he managed to avoid any dramas. Mick Goy claimed seventh after a fine 2nd row start but a mediocre performance in the hectic mid-field scraps.

Unnoticed in the post race euphoria of celebrations, and misery of commiserations, was triple World Cup holder Lennart Bohlin, who struggled on after being lapped by the front runners. No doubt, though, he will be back with a vengeance next year. And there are at least another 23,000 people who can't wait for the whole carnival to start all over again!

1st	Dave Buttigieg	Sprint/W.K. Yamaha
2nd	Reg Gange Jr.	Barlotti/Yamaha
3rd	Graham Roscoe	Zip/Peak Revs Yamaha
4th	Rob Kerkhoven	Zip/GBRD Yamaha
5th	Kelvin Hesketh	Star/Star Yamaha
6th	Derek Rodgers	Zip/Zip Yamaha

Super Carr!...



The luck that has deserted Paul Carr in the previous two Championship rounds stayed with him at Sherington, and he took a well-earned win,

Paul Carr scores a superb maximum to lead the Kart and Superkart Magazine 100 National Championship at the half way point. Tredwell exerts tremendous pressure in the final, but forced to settle for second Mick Bryant's consistency earns third spot.

Sherington provided the backdrop for the third round of what is building up into a very close series. Again, over 100 entries made for a very busy day, and with a full supporting bill of 100cc classes, the main final got under way well into the cool of the evening.

With June 1st the deadline date for the introduction of RAC tyre code stamps, there was considerable apprehension in the days leading up to the meeting. The regulation would have to be enforced, and as there were bound to be competitors blissfully unaware of what was needed, or others stubbornly refusing to remove old, uncoded tyres, the threat of exclusions and other administrative nastinesses loomed rather large. Fortunately, though, the whole problem dissolved into a rather light-hearted joke, with the results of several home-made 'stamps' very much in evidence — and as the official code stamp is somewhat inconsistent and obscure, no scrutineer in the world was going to be able to differentiate between one or the other! Anyway, everyone was on Goodyear or Carlisle tyres and that's all that matters...

Report: Chris Lambden

Photos: John Pudney

Although the regularity of needless accidents has been greatly reduced by the format of the series, accidents do happen! Brian Walters lands on his softest spot while the chassis continues, flicking over the hay bales.



The Sherington circuit, although a little bumpier than it was a year or two ago, is still quite a driver's track. Overtaking is not easy — most being done under braking at the end of the fairly fast straights.

No real surprises emerged during the heats and it was certainly no surprise to find Paul Carr on pole for the final. His aged, rather tired and battle-scarred Deavinson had been replaced by the latest Sprint 106 two-bearing model. A nasty accident during some testing at Rye House (in which he cleared the fence after a brake hose fractured) had not damaged the chassis too badly and it was repaired in time for the meeting. Paul looked confident and three heat wins, one a 'from-behind' victory over Mark Tredwell, gave him the psychological advantage.

Tredwell's works Zip was alongside on the front row, having only dropped the one point. Current National Champ, Neil Hann, sat on the inside of the second row, after a consistent win and two thirds with his BM/Arrow set up. Outside Hann on the second row sat Carl Murphy. He had been 'caught' with uncoded tyres after his first heat (tut!), and was initially disqualified from the second placing he had won. However, he was later reinstated after the stewards heard that he had bought his tyres from THE official importer, and had accidentally been given uncoded tyres. With this dilemma sorted out, he was able to continue and make up a very respectable heats total.

A tense struggle was guaranteed between the two front row men, with the start obviously assuming prime importance.

Carr it was who got the jump and aided by the inside running, slotted into the pit corner ahead of Tredwell, Murphy, Hann, Mick Bryant, Ashley Browning, Pete Newsham, Robert Owen, Nigel Edwards and the pack. The leader was obviously anxious to try and put as much ground between himself and his rival, and with some ten-tenths effort, power drifting through the chicane, he opened up a 'gap' of some five yards in the early laps. Neil Hann had meanwhile slipped past the BM/TKM of Murphy, looking to bridge the gap to the leaders.

With only half a dozen of the 20 laps gone, Carr felt the Parilla engine tighten slightly, and fearing problems, richened up a little each lap. This distraction allowed Tredwell to close in, and the race really began. Nose to tail, lap after lap — all eyes were glued on the battle. Occasionally the nose of Tredwell's Zip would creep alongside, only to be shut out in the firmest possible way.

Almost unnoticed amongst the tension, third placed Hann and Murphy collided and skated off the track in a cloud of dust — Hann's Hewland had broken a ring land and temporarily seized. Murphy restarted down in tenth place, but Hann was only able to cruise for finishing points.

This incident left Bryant — distinctive in colourful TMR leathers — in a lone third spot, some distance ahead of the scrapping bunch — Owen, Edwards, McGee and Christo.

Up front, with five to go, the pressure was intense, the crowd enthralled. Carr was still playing with the carburettor — obviously down a little on power — but keeping Tredwell at bay with some 'limit' driving. Although he had not raced at Sherington for over a year, Carr is considered a local (his parents live nearby!) — and the spectators were noticeably willing his motor to come right, as Tredwell gathered himself for the final attempt.



Out of obscurity and into third place came TMR sponsored Mick Bryant (Sprint/Parilla).

This is how it was for most of the distance, with Tredwell's big toe almost touching the rear bumper on Carr's Sprint!



The dice for fourth: Robert Owen (11), Nigel Edwards (28), Dominic McGee (69), and Peter Christo (53) were nose to tail all the way.

