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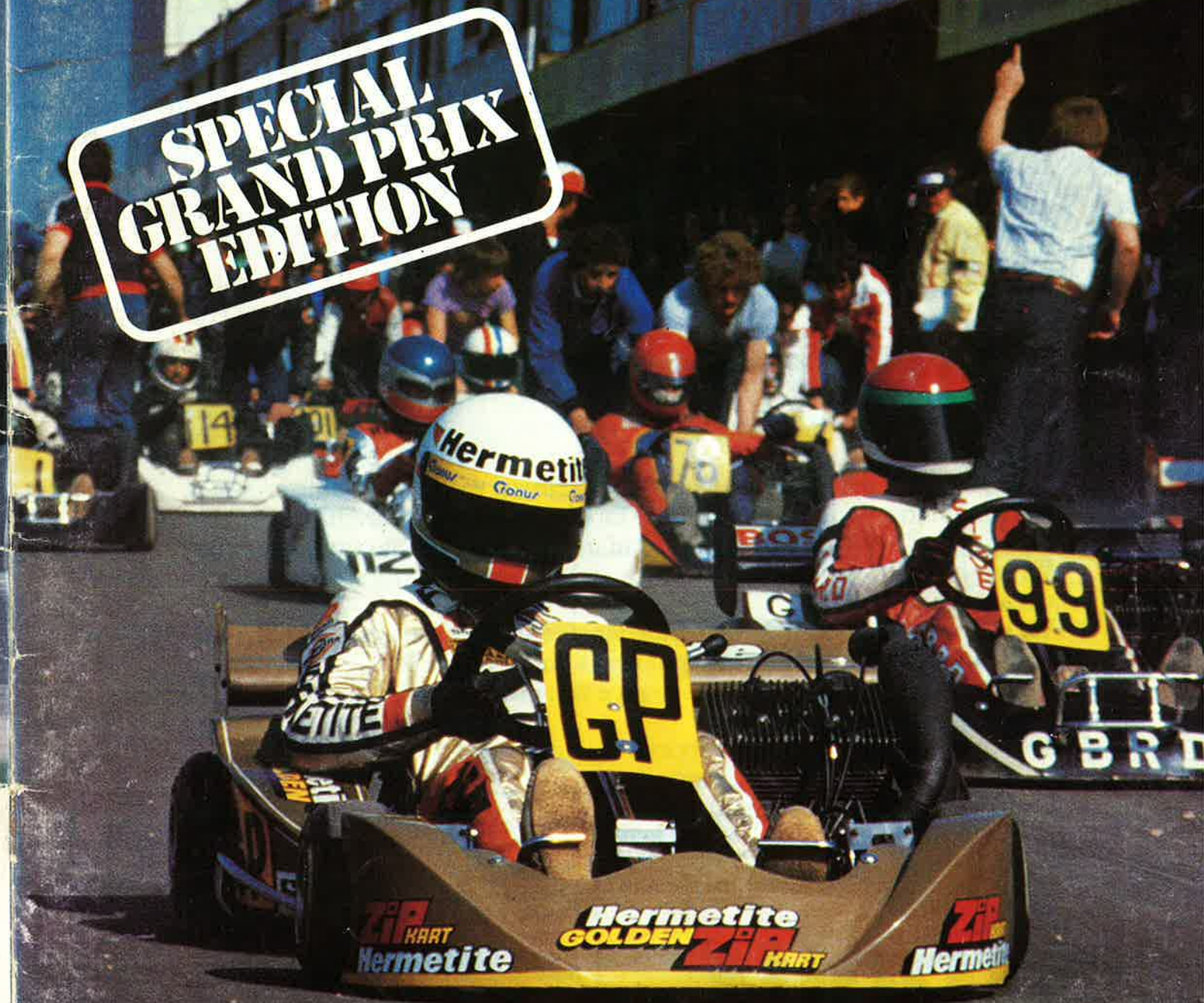
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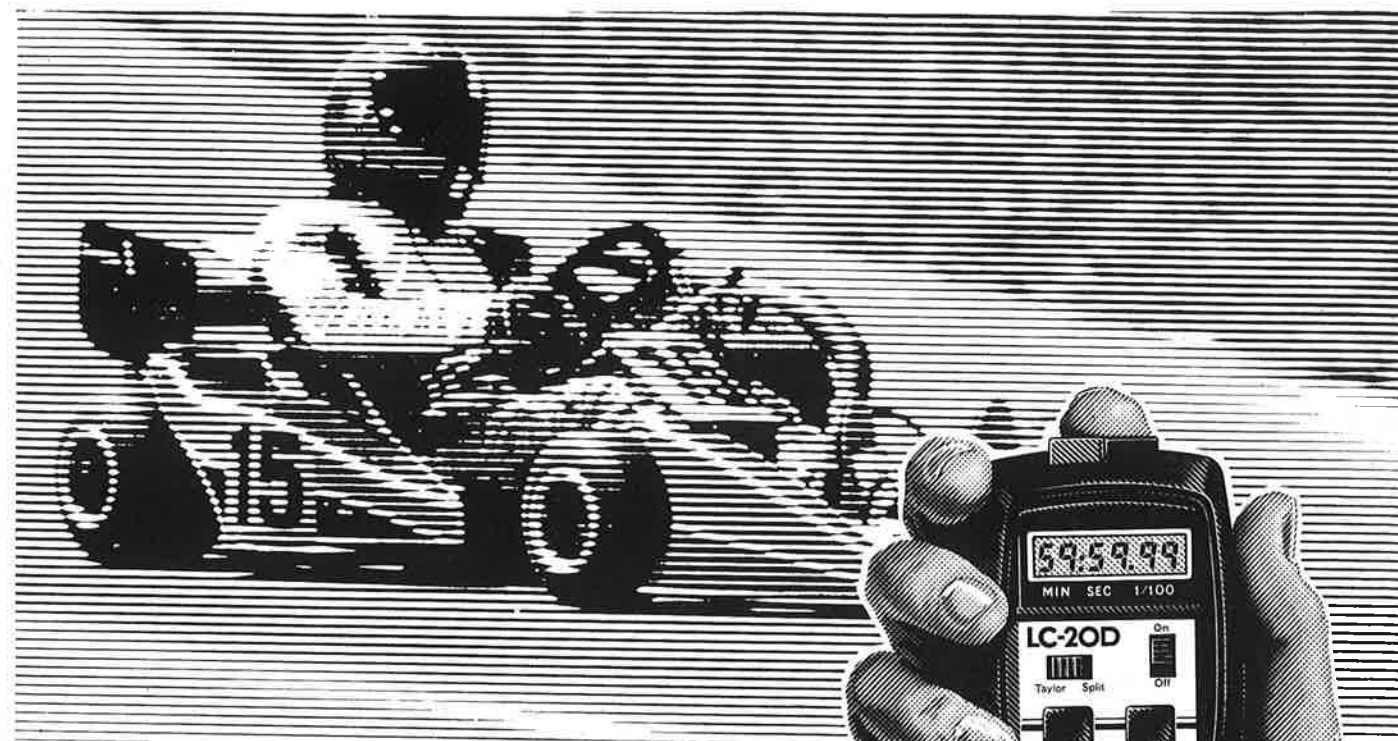
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## August

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

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

FELTON (7 miles south of Morpeth, on A1)

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

## September

**2** LYDDEN HILL (6 miles south of Canterbury, off A2). Superkart meeting.

LITTLE RISSINGTON (Air Force base nr. Stow-on-the-Wold).

FELTON (7 miles south of Morpeth on A1).

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

RYE HOUSE (Rye Road, Hoddesdon). Golden Steering Wheel meeting.

HEMSWELL (6 miles east of Gainsborough on A631, Lincs).

**9** CHASEWATER (Pleasure Park, Brownhills, off A5).

KIMBOLTON (15 miles north of Bedford).

Where and when to see kart racing, from club to International level, in the next few weeks. (Bold type signifies major events).

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

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

ELLOUGH (2 miles from Beccles, Suffolk)

**26** KIMBOLTON (1½ miles from Kimbolton, 15 miles north of Bedford, 8 miles west of A1). Final, deciding round, Kart and Superkart Magazine 100 National Championship.

CHASEWATER (Pleasure Park, Brownhills, off A5).

**Kalendar**

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It's Grand Prix time and this specially enlarged issue of *Kart and Superkart* brings you our preview of the event. We are praying for a continuation of the superb weather that British motorsport has been enjoying over recent weeks, to enable the 1979 Daily Express Hermetite Kart Grand Prix to exceed the spectacle and colour of last year's first GP. Don't miss it!

Last month's fifth round Green Man Championship round at Clay Pigeon, brought the refusal-of-entry story to light again, with Alan Lane once again confined to the sidelines, because basically the promoting club "don't like him" — due to his part in the National Championships there last year.

The Green Man Championship has always been the 100 International showcase and team selection guide, but that could not be said to be the case this year, with two of England's top international drivers having their interest in the Championship as a whole forcibly removed. The same situation cannot, for the sake of the Championship, be allowed to happen again.

Under current regulations, promoting clubs have the right to refuse entries at will, without reason. If this must be accepted, then the clubs must accept the Championship organiser's right to select the circuits on which to run the series. There are one or two exciting new circuits in existence, with rumours of others in prospect.

Before allocating the 1980 Green Man Championship, *Kart and Superkart* would like to see Green Man Championship originator and co-ordinator, Paul Fletcher, receive a written guarantee from prospective promoting clubs that all entries will be accepted. Otherwise, for the sake of the Championship, and despite the fact that the two circuits concerned this year are amongst Britain's finest, we would like to see the Championship rounds allocated to alternative circuits.

Chris Lambden

#### FRONT COVER

Paul Elmore, defending his Grand Prix title at Silverstone on 5th August, is returning to form at just the right time. The Hermetite/Zip driver won pole position at the British Championships at Donington Park, and here he leads eventual winner Steve Styryn and the field out on the Championship Final warm-up lap. [Full coverage, page 7.]

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Editorial and Advertising Offices:  
Kart & Superkart Ltd,  
Pindar Road,  
Hoddesdon,  
Herts  
Tel: Hoddesdon 44201  
Telex: 817675 G TEL EXP MAG

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Advertising: Maxine Holland

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# KART AND SUPERKART

Monthly

No. 008

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#### NEXT MONTH:

- Full Grand Prix Coverage
- British 100 International and Junior Championships

ON SALE 6th SEPTEMBER





## The C.I.K. Plans Ahead

Although the final regulations have not been officially minuted, an advance notice of the new kart class structure has been released, giving basic details of the six proposed CIK categories, the proposal to homologate chassis, engine and tyres in some of them and the events to be run in each case. The table is made up as follows:

### GROUP ONE

Formula K: 135 cc air-cooled engines.  
Minimum weight – 125 kg all up.  
Homologation – engines only.  
Events – World Championship, plus four or five Grand Prix events.

Formula C: 125 cc one or two cylinder engines with a minimum of three gears. Water cooling allowed.  
Minimum weight – 150 kg all up.  
Homologation – none.  
Events – World Cup.

### GROUP TWO

Intercontinental A: 100 cc air-cooled engines.  
Minimum weight – 125 kg all up (120 kg ladies and juniors).  
Homologation – motor, chassis, and tyres.  
Events – European team and individual Championships, Ladies and Junior Championships.

Intercontinental B: 135 cc air-cooled engines.  
Minimum weight – 145 kg (driver 80 kg).  
Homologation – motors, chassis, tyres.  
Events – European Championship.

Intercontinental C: 125 cc single cylinder, air-cooled engines with minimum of 3 gears.  
Minimum weight – 150 kg.  
Homologation – motors, chassis, tyres.  
Events – European Championship.

Intercontinental E: 250 cc, one or two cylinder air-cooled engines with 3–6 gears.  
Minimum weight – 175 kg.  
Homologation – none.  
Events – European Championship.

All this is due to come into effect next year, with manufacturers wishing to homologate engines/chassis needing to have no less than 25 examples ready for examination, virtually fully assembled, no later than November 25th this year. (The RAC version of this regulation states 50 of each model!).

Engine homologation has been with us for years, but chassis homologation on this scale is new apart from current Formula Europe chassis homologation. Just how even the largest kart manufacturer is going to have 25 (or 50!) completely assembled chassis at any one time is beyond comprehension. There are many more smaller chassis building concerns

cerns than engine manufacturers, many of whom stand to be completely removed from International competition, through physically being unable to meet this requirement!

Whether the whole thing comes to fruition or not remains to be seen, as there are some major disagreements yet to be solved. One school of thought has other non IAME engine manufacturers telling the 135 cc class to get lost, considering it a “fix” by Mr Grana, who coincidentally has two proven 135 engines ready to go...

More information as it comes to hand.

## RAC News

**Class Price Limits:** From August 1st, the price limit on 100 National engines will go up to £195. On the same date the maximum price for a Britain Class chassis goes up to £275 in kit form, £295 fully assembled.

**Rain Tyres** – The following is the RAC definition of rain tyres: *To qualify as a rain tyre, suitable tyres can be cut or moulded in such a way as to ensure that grooves are created to leave a minimum of 60% and a maximum of 85% of the total surface area as a raised tread pattern. The depth of the tread is to be 1 mm minimum. If grooves are cut, they shall not penetrate deeper than the depth hole.*

**Homologation** of engines for next year in 100 Britain, 100 National, and 250 National must be made by 5th September. At least 10 samples must be available for inspection during October.

**Class Regulation Changes** (Proposals, valid from 1st January, 1980, unless stated otherwise).

- 125 National. No changes, but by 1982 may be brought into line with Intercontinental C (single cylinder engines only).
- 210 National. Cylinder barrels may be between 128 mm and 133 mm high.
- 250 National. Reed valve timing is permissible if in the original engine – eg Bultaco Mk 12 – valid immediately.
- 100 Britain. Restrictor size to be reduced to 18 mm.
- 100 International. As CIK regulations.
- Bodywork. Permitted on all gearbox classes at all circuits. Minimum ground clearance (ie no skirts) to be specified.



Kart and Superkart

## CLUB SCENE

continued . . .

and Steve Lester (2nd in last year's 100 International final) and at the chequered flag it was Peter Christo 1st, Malcolm James 2nd, and Steve Lester in 3rd place.

What an exciting 100 INTERNATIONAL final! It looked like being a 'Christo Day' (his older brother Peter, already 100 National winner) as Ricky Christo shot ahead and led for the first lap, although Andrew Barkas was just as determined. Unfortunately they spilled off together on to the grass on the following lap and we had a new leader. This is how it went on throughout the final, a variety of further leaders ensued as follows: Dave Eggleton; Richard Clarke; Peter Whalley; Richard Clarke; Mark Allen – we were rapidly running out of racers – we were still only half-way through the race – I hate to think what might have happened if this final was of longer duration. During lap 31 the then two leaders side-by-side met a back-marker. Racing was a bit too close for Richard Clarke lost his rear offside wheel and tried to continue for almost a lap, unaware that he appeared to be performing our nice new circuit with his chained sprocket! We were left with three lads still racing and the race finished as Mark Allen 1st, Simon Grove 2nd and Dave Eggleton 3rd, after 40 nailbiting laps.

John Ostins in the 210 NATIONAL looked determined to keep the Villiers Cup for another year when he came out in Heat 1, finishing in 1st position with Dave Rowbotham in 2nd place. In the second heat another driver, Ian Hunter, came out with the same grit and determination, and took the lead from start to

## Mini Ads cont.

PAUL SOUTH'S 100 Junior National outfit for sale with Mk. III T70TT, fully tuned, 48.0. Will split. Ring 045278 278 evenings.

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Offers his immaculate Zip Shadow 250 Superkart, full Can-am body, special rear wing, special seat, Bridgestone tyres, stainless rear axle, Yam. rev counter, pump and regulator, complete rolling chassis £550.00 Motor suitable for above – late type RD TD3 barrels and heads, Femsa ignition with coil boxes, special clutch plates, roller clutch, works exhausts £595.00 The two units make a complete race winning outfit.

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250 International – Graham Reynolds holds off Bob Kennings at T-Bar bend. (Photo: West Midlands Press)

finish and looked certain for a place in the final. After only three laps of the final had gone, an accident took place on the top bend, involving young Pete Paddock. The race was stopped and the ambulance once more came on to the circuit. Luckily for Pete he only sustained cuts, bruising and was winded when his kart landed on top of him, but he didn't come out for the re-run. The final was a battle between Ian Hunter and Dave Rowbotham who jostled for the lead throughout the 50 laps. The Villiers Trophy was eventually won by Dave Rowbotham who, when sitting on the back of the Alfa Romeo open sports car for his lap of honour, remarked – 'This is great, I've never won anything before and I'm still trembling'.

Graham Reynolds 250 INTERNATIONAL did everything except hit Bob Kennings to hold him at bay for 14 laps but Bob found the right gap, got through, and allowed his 250 twin Yamaha to demonstrate its power. With three laps to go Bob was signalled by officials to go faster, to which he responded by producing the fastest lap of the day, and indeed a new circuit record of 22.69 sec. Bad luck Graham – hope the new circuit suited you – tell all your mates! And well done Bob, our Texaco Cup is yours for the year.

PRESENTATION of the silver trophies and champagne was made by Mr Bill Bagley, a retired kart trader of BKKM, Birmingham.

### JUNIOR BRITAIN

1st Mark Beddall (Stourbridge)  
2nd Jed Smith (Leicester)

### JUNIOR NATIONAL – Henry Morgan Trophy

1st Jonathan Millward (Birmingham)

### 100 NATIONAL – The Dale Trophy

1st Peter Christo (Sutton Coldfield)  
2nd Malcolm James (Walsall)  
3rd Steve Lester (Stoke on Trent)  
4th Mark Smith (Yoxall)  
5th Timothy Jarvis (Birmingham)

### 100 INTERNATIONAL – BUDC Cup

1st Mark Allen (Stoke on Trent)  
2nd Simon Grove (Warley)  
3rd Dave Eggleton (Stoke on Trent)

### 210 NATIONAL – The Villiers Cup

1st Dave Rowbotham (Walsall)  
2nd Ian Hunter (Rugeley)  
3rd D. M. Lloyd (Walsall)  
4th Malcolm Ferris (Cheshire)  
5th Martin James (Birmingham)

### 250 INTERNATIONAL – Texaco Cup

1st Bob Kennings (Warley)  
2nd Graham Reynolds

### FASTEST LAP OF THE DAY – CKRC Cup

Bob Kennings (250 Int) – 22.69 sec

A memorable race day for all, the racing was excellent and exciting and commented throughout the day by Michael J. Lee keeping the spectators well informed and glued to the events in hand. The NEW TRACK SURFACE, to quote one 210 driver 'the best in the country'. Well, lads, it's up to you to come back and try it for yourselves. Our grateful thanks to our Marshalls, Officials and particularly the St John Ambulance team. The combined 1st Burntwood Girls Brigade and 2nd Burntwood Boys Brigade Bands excelled themselves as usual by entertaining us during the interval.

### STOP PRESS – LATE ANNOUNCEMENT:

Results of 11th March meeting

### 100 BRITAIN

1st Ian Higgins (Bloxwich)

Our next race meeting at Chasewater Pleasure Park, Brownhills will be August 12th followed by an August Bank Holiday meeting on Monday, August 27th, sponsored by: TYRESERVICE GREAT BRITAIN LIMITED

Val Lee



# Mini Ads

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Mini Display Ads available at £5 per column inch. Copy to same address.

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Zip Shadow 250, three meetings only, Bridgestones or Goodyears £450. Sprint Class I £160. Barlotti Class I, unused, £190. Corsair T70 engines, £90. K77 choice of two £100. **WALES KARTING, PEMBROKE (06463) 3838/3090.**

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SPRINT 106RS, raced only four times, Goodyears or Bridgestones £210. Two Deavinson K88TT engines, raced once on 50.9 bore. These engines would now cost £420 each. For sale at £260 each. Hornchurch 57684.

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ZIP SILVERSTONE 210, discs, alloy barrel, spare and tools, competitive, ready to race. £260. Tel. Buckingham 2622.

ZIP 77 GT, last raced October 1978, complete with Goodyears or Bridgestones, £250 or offers. Komet K78 TT Super, complete with carb, Motoplat, mount and exhaust. £250 or offers. Peter Brinkworth, Redditch 29907.

SPRINT RS104, brand new, black, less wheels and seat. £320.00. DAP T70 Britain, 48.2 bore, with Tillotson and ignition. Just rebuilt, £95.00. Merlin 250 exhaust system, new £60.00; Tel. (0272) 713067 evenings only.

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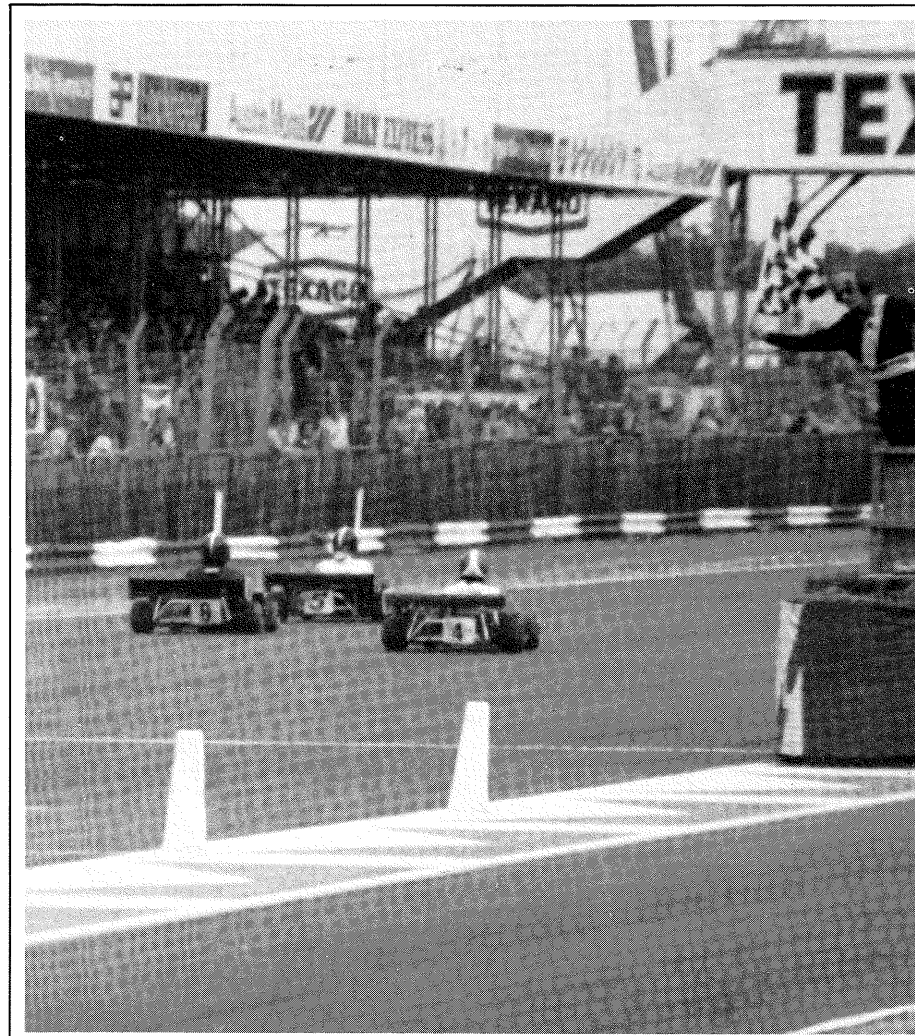
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For further details and prices please telephone evenings only Bristol (0272) 713067 or write to **TRAN MECH LTD., 40 Cemetery Road, Knowle, Bristol 4.** Retail Distributors for Yamaha, Parilla, Komet, TKM, DAP, ZIP, Sprint and all your karting requirements.



The four lap karting demonstration at the Marlboro British Formula 1 Grand Prix was a great success. The biggest ever crowd at the Silverstone circuit saw 16 of Britain's top Superkarts put through their paces, to publicise the forthcoming Daily Express Hermetite British Kart Grand Prix meeting. (Photo: C. Merlin)

• Anyone who has tried to find Hemel Hempstead race meetings lately has probably been out of luck. The club have, temporarily, it is hoped, lost the use of their circuit, due to noise problems.

The club are working to overcome the problem — including experiments on exhaust system modification — and hope to be operating again soon. They ask their regular patrons to bear with them in the meantime.

Watch these pages for future developments.

• The Chasewater Club's circuit has been completely resurfaced, with work finishing only hours before their annual Grand Prix meeting (see Club Scene). Lap records were naturally slashed during this opening meeting, and the outright record now stands at 22.69 seconds.

The next meeting at the circuit is their "Tyreservices (Great Britain)" sponsored event, with cash prizes as well as silver trophies at stake. It's on Bank Holiday Monday (August 27th) and the track definitely sounds worth a visit.

## Cronus Award

It is not often that one competitor is able to win round after round in a Championship, with the general competitiveness of modern karting. However, it has been happening, and in the most junior of racing categories. We refer of course to the impeccable record of Mark Bailey in the Road and Racing Race-wear Junior Britain Championship — four starts, four wins.

This is no fluke run. The professional approach of the whole team is reflected in the calculated, controlled driving of the young Champion — the sort of professionalism that could, with continuing effort, carry him through to the heights of World level success in a few years' time.

For his utter domination, and virtual sewing up of the Road and Racing series, this month's Cronus award — a Cronus 2D stopwatch and case, valued at £79.50 — goes to Mark Bailey.

## In a Word . . .

• The first round of the Bridgestone National Pro Series in the USA has been won by none other than Lynn Haddock, Lake Speed's World Championship mechanic. Ironically, Lake himself finished out of the money, as did 1978 winner Dave Bradley.

Haddock won all three qualifying heats and the final:

1st	Lynn Haddock	Magnum/Komet
2nd	Brian Schaffer	Magnum/Komet
3rd	Bobby Schiffrt	Magnum/Komet

• The Bridgestone RAC Long Circuit Championship meeting was one to remember — perhaps best summed up in a telex received by Martin Hines from ex Kart Committee Chairman Peter Cooper: "I thought the Bridgestone RAC Long Circuit Championships at Donington this past weekend were the most enjoyable and possibly the most professional I have attended. Everybody played their part well and whilst your own competitive contribution was obviously not to your liking, the behind-the-scenes, low key sponsorship was much appreciated. I hope Silverstone in August will be as enjoyable."

A fine tribute to all involved in the promotion and running of the event.

## FRIGIT

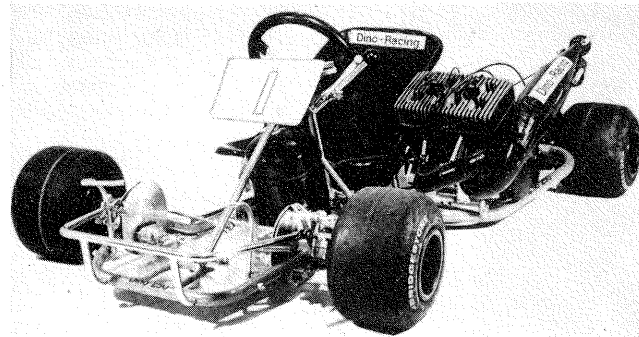
BY BARRY FOLEY





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## CLUB SCENE

### Chasewater G.P.



Andrew Barkas, on pole, leads a tense 100 International rolling lap. (Photo: Lichfield Mercury)

Eight days before Chasewater's Annual Kart Grand Prix the atmosphere began to intensify during Saturday afternoon's practice session, when suddenly a rumour got round; our circuit was to be relaid for the July meeting! During the following week the jungle-drums started sending conflicting signals to and from CKRC Committee members that were available.

Instructions were being bandied around left, right and centre by chiefs to Indians; such as: 'Close the circuit', 'Open the circuit—they are only mending the cracks', 'Rub out the NO PRACTICE signs', 'Hang about — the circuit is being relaid — NO PRACTICE', 'Is the meeting on or not', etc., etc., etc. The day before our only National Meeting astonished club members arrived jaws agast at the sight of a BRAND NEW CIRCUIT — the like of which has never been seen before. It was just like a billiard table. Old lap records were to be broken and new ones set — that's for sure.

With a new track and a fine dry day the Juniors were first out for practice. The smiles of sheer delight and excitement that met the Mums, Dads and mechanics after the christening three lap practice showed everyone that it was to be a great day. The pits became a buzz of advice as to whether sprockets should be changed or not! — and 'Wow it's slippery' — or 'Watch out on the top corner', as all classes returned from practice. No-one had to be chased for his practice for everyone was on equal grounds — the track had a totally different feel, all the nooks, crannies and braking marks had been levelled, and even the experienced Chasewater members were relearning the circuit. The scene was set for what turned out to be probably the finest meeting held at Chasewater yet. Let's hope next year we attract some of the better known names in karting to at least visit us once in our Karting Calendar.

the presence of mind to pull him clear. The young driver from Cardiff was OK. After the restart Junior Nationals 'Jonty' Millward (in his first ever GP) and Rob Cooper (in his third), sped ahead, jostling for the first two positions. Jed Smith, our Junior Britain visitor from Leicester, led the field in both heats and had pole position for the final. The finals started almost as a carbon copy of both the heats, but on lap 5 we lost our Junior National leader Rob Cooper; allowing 'Jonty' to fight it out with Andrew Rollason for the position they were to finish in. Jonty Millward became our Junior National Chasewater Kart Grand Prix Champion for 1979.

The young lads in the Junior Britain class struggled to keep going over the 30 laps and the eventual winner was Mark Beddal of Chasewater.

**100 NATIONAL.** Peter Christo, last year's 100 International winner, had a third and first in the heats and looked set for a placing in the finals. On lap 4 of the final there was a spectacular collision at the bottom of the straight, coming into T-Bar Bend, when C. Berry from Cardiff and the 1977 and 78 winner Lawrence Hackett got tangled up and landed in the sand. The race was stopped, the St John Ambulance came on to the circuit and both shaken drivers were checked for damage. Berry sustained a sprained and cut arm and didn't come out for the final re-run. Lawrence; however, was there to re-fight it out. Unfortunately for him his equipment was not as willing since, after struggling for 31 laps he had to retire and 'Sir Lawrence' was not to achieve his 'hat trick'. Peter Christo, in his fourth season of karting, was the clear leader after only five laps when he pulled away from the rest of the field and continued the 40 laps uncontended. The real excitement seemed to be back with the second and third positions which were being closely fought between Malcolm James

Peter Christo — 100 National winner — with a moment to admire the view. (Photo: West Midlands Press)



**JUNIOR NATIONAL and JUNIOR BRITAIN**  
raced together for separate awards. Two heats





# BUTTY 'O'

and

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continued . . .

In a Word . . .

• After six rounds, with only one to go, the young Jurg von Ommen has sewn up the German Championship – which also acts as the German team selection grading, with the top six automatically making up the German World Championship team. Current scores are:

von Ommen	95
Neubert	46
Beule R.	45
Beule P.	35
Zwelbar	33
Bott	32
Brandhofer	26


• A private film company was at the recent Bridgestone RAC Long Circuit Championships at Donington, making a 30 minute documentary on Superkarts. The film is apparently available for hire to clubs and groups. It's well made and well worth seeing. Further details can be obtained from Martin Hines at Zip Karts.

• The Lincolnshire Club, who operate from the Fulbeck circuit, have been successful in applying for one of the 300 special Wilkinson Sword presentation swords, for use as a sporting trophy. The club were amongst 3,700 applicants for the superb pieces of work, and the sword will probably be awarded to the person who wins the most individual races at Fulbeck through the year.

## Kart and Superkart Magazine 100 National Championship Final deciding round Kimbolton – August 26

- Entries close 12 noon August 22nd.
- Entry fee £6 to Competition Secretary, Ray Haines, 3 Grays Drive, Stanion, Kettering, Northants.
- Please send s.a.e. if confirmation required.
- NB – No telephone entries.
- Practice available Saturday, 2 pm–5 pm. Practice fee £2 (no engines to run before or after those hours please).
- Camping available at the circuit – but please take your own water.
- Saturday evening – a disco at the local Mandeville Hall.
- Sunday – Signing on and scrutineering 9 am. Practice 10 am. First race 12 pm. Only Aero Karts, Goff Racing, and Peter Hayward Ltd trade vans will operate.
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continued . . .

## Knockhill

Considering the first round of the Scottish Championships was the following week, the entry for our 'Speed Trophy' meeting was excellent. The 'Speed Trophy' is competed for by 100 cc and gearbox classes, and goes to the winner of the fastest six-lap heat of the day. The fastest 100 cc was Andy Buchan with 4 min 7.5 sec, but the trophy went to 250 pilot Sandy Taylor, with 4 min 3 secs!

Results:

<b>Junior Britain</b>	
1st E. Buchan	Zip/T70
2nd A. McLean	Zip/T70
3rd C. McWilliams	Kestrel/Manx
<b>Junior National</b>	
1st= R. Knowls	Kestrel/Ace SS20
1st= K. Graham	Zip/K88
3rd G. Vass	Zip/TKM
<b>100 National</b>	
1st P. McCallum	Mamba/Arrow
2nd J. Gallacher	Sprint/SS20
3rd A. Edger	Kestrel/K88
<b>100 International</b>	
1st A. Buchan	Zip/Arrow
2nd S. MacSporran	Mamba/Arrow
3rd B. Hall	Kestrel/Ace K88
<b>125 National</b>	
1st B. Ramsay	Star/Ace Rotax
<b>210 National</b>	
1st W. Stoddart	Barlotti/Villiers
2nd G. Bett	Barlotti/Villiers
3rd A. Mathie	Barlotti/Villiers
<b>250 International</b>	
1st A. Taylor	Zip/JKS Yamaha
2nd A. Dalgarno	Lynx/Yamaha

A. MacDonald

## R.A.F. Champs

The RAF Kart Championships were held at the Fulbeck track on Sunday, 10th June by permission of the Lincoln Kart Club. The weather was superb and a field of 35 100 National and eight 100 International drivers from the UK, Germany and Cyprus contested the championship. Each class ran five heats with the best four results to count. Barry Hills' Zip/Arrow was too fast for anyone to cope with and he won all 100 National heats and became a worthy champion. His driving was superb and the only mistake of the day was when he weighed in 3 lbs light after the last race! Superb driving and thrilling duels for the lower places was the order of the day. Mike Nethaway, Steve Greet and Pete Irvine

(Germany) had some tremendous duels with frequent changes of position.

In the 100 International events Ted Heath (Eagle/Parilla), Pete Saunders (Lane/Parilla) and Dave Clark (Cyprus) (Sprint/Parilla) had tremendous duels with Ted Heath showing everyone his heels. Ted used a PCR in two heats and the performance was nothing less than startling! He is a worthy champion and must currently be the most accomplished driver in RAF Karting.

A special team race at the end of the meeting with four drivers from each of UK, Germany and Cyprus made all spectators sit up and take note. Ted Heath was (questionably) black flagged for baulking when in second place and the individual winner was Pete Saunders with Barry Hills coming home in second place ahead of six International rigs. Mike Nethaway (Zip/Sisley Parilla) was third, giving the UK the team trophy.

Best Novice of the day, with some excellent and consistent driving, was Leon Britton on a Rapide/K88.

A superb day with much keen racing causing several 'big bangs' and one or two spectacular excursions into the countryside. Thank you Lincoln Kart Club from all RAF Karters.

Jim Martin

## Tibbenham

The weather on Sunday, 1st July, made the drivers at Norfolk and Suffolk Kart Clubs Tibbenham track get their wets at the ready. I knew it was too much to expect two dry meetings in a row! But with typical Norfolk unpredictability the weather changed drastically just before racing and the drivers sighed with relief. The entry in the 100 cc National class was, as usual, big enough to force two grids but, unfortunately there was a very poor turn-out of gearbox karts, as tends to be the trend at Tibbenham these days. We know you are out there somewhere so why are you trying to hide from us? Even local driver/tuner Fred Elderfield seems to have given up on you, because for this meeting at least he had switched to a non-gearbox kart after being 125 mounted so far this season.

Each class has four heats all of which count towards the final placings.

### JUNIORS

R. Lincoln dominated heat one leading from flag to flag. There was a hard battle for second and third places between A. Chenery and G. Beaumont but Chenery made sure he was never passed, putting Beaumont third. Lincoln came from the back of the grid to take the lead in heat two by lap three and never looked back. Second place went to Beaumont and third to A. Allen. The now flying Chenery stayed firmly with Lincoln all the way in heat three but just failed to beat him to the post. N. Palmer was third. No prizes to the person who can guess the winner of the last heat — that's right, R. Lincoln. Chenery came home second again with Beaumont and Allen a very close third and fourth respectively.

### NATIONAL B.

It looked like the spectators were in for a good show of racing by the size of the grid — and they were not disappointed. F. Elderfield came through to take first place in heat one on the

last lap with M. Ashton and R. Booth inches behind. Heat two, after a good determined drive, went to A. Simpson with Elderfield second, again doing well in a strange class. T. Woodhouse held his ground despite a strong challenge from Booth to come in third. Booth was a strong contender for first place in heat three after leading most of the previous two races, and despite Ashton challenging strongly he led from flag to flag. Ashton finished second just ahead of Simpson who had driven very well from the back of the grid. In the final heat Simpson made it clear that he was going to win right from the start, and win he did — very comfortably from Elderfield in second and Woodhouse third.

### NATIONAL A.

The second full grid of 100 cc karts looked as if it would be if anything more exciting than the first. The man who was really flying in the first heat was C. Church who was moving through the grid very quickly, until on lap six he spun out whilst in second. D. Calver led from flag to flag with T. Cambell a good second despite harrassment from third placed G. Chenery. Church was again flying in the second heat, his bad luck however had still not run out as his motor seized on the last lap when he was over 100 yards in the lead!! On the same lap Chenery snatched first place from M. Read, leaving R. Sulphur to roll past the flag in third. Church took the lead in heat three on lap four — would his luck hold out I asked myself! It did, and he was the comfortable winner in front of an impressive Sulphur and an equally impressive Chenery. The last heat belonged to Church all the way and he never looked like being touched — and wasn't. Second place went to Cambell. Third place was being fought over by Calver, Chenery and B. Kett. Fought is the word, because on the last lap they took one another out letting the lucky M. Townsend through to take it.

### GEARBOX

Now three really is a ridiculous entry, and as only two made it to the grid for the first race it is not surprising that this was also the last race!! Very surprisingly the race was really exciting though, as R. Vanneys "agricultural" tactics were good to watch despite the fact that they slowed him down somewhat!! It is not often you see a kart disappear into a corn field, let alone reappear again about fifty yards further down the track at the wierdest of angles, and then carry on racing as if nothing had happened!! Not surprisingly, Vanney was second (last!) behind a comparatively smooth G. Thexton!

### RESULTS

#### Juniors:

1st R. Lincoln  
2nd A. Chenery

#### National A:

1st T. Cambell  
2nd G. Chenery  
3rd M. Read  
4th R. Sulphur

#### National B:

1st R. Booth  
2nd M. Ashton  
3rd A. Simpson

BEST NOVICE: M. Pink.

I. M. Brooks

Kart and Superkart



A surprised and very popular new British Champion, Steve Stylin strokes home to a comfortable victory with the Zip/GBRD Yamaha. (Photo: D. Smith)

# Number One!

**Styrin wins exciting British Championship after leader Elmore retires. Kerkhoven and Smith charge from the rear of the grid for second and third. Punctures claim Hines and Buttigieg. Stirring action in supporting races.**

**Report: Chris Lambden**

### Around the Pits

Most noticeable change concerned the Rae 'Fibreglass' Davis Team. With Reg Gange content to continue with his 'normal' chassis, Jack Barlow's neat new Barlotti full-bodied kart was lacking in test mileage. The result had Rae leaving his well known silver-bodied Can Am Zip at home, and turning up with Jack Barlow's complete outfit. As arrangements were made very late in the piece, the kart was still in its basic, bare white colours, but no doubt Rae will tend to that before the Silverstone GP.

Although more of a slippery, speed-increasing design, the team claimed to have the necessary bits to produce some 'ground effect' benefits at a later date.

Malcolm Turner had the redesigned Aero Panther on hand, and seemed satisfied that progress was being made. Apart from the enormous front discs the kart does look remarkably like another manufacturer's new model, which in turn does bear a remarkable resemblance to another very successful make of chassis . . . and Motiv man Bob Clowes was worried about someone possibly copying his exhausts!!

### Newton Survives

The front row of the grid for the 210 final was much as one would expect, with familiar names — Ansell, Hughes, Heerey and Newton — suggesting that no new names were likely to adorn the silverware. Two notable contenders were 'back a'ways' — defending Champion Owen Jones, the *John Watkins Car Repairs* Zip/GBRD as immaculate as ever, and 210 World Cup winner, Will Hoy. Both had suffered varying dilemmas in heats, Jones to a lesser extent, only back as far as row 5. Hoy was forced into the 'B' final, but this was easy meat and the Gartmore sponsored driver coasted it.

One more change was due before the final, and it affected Ansell, who had been a 'naughty boy'. Presumably to bed in rings, the Blackpool man had gone out behind the 'B' final for a short run. Officialdom objected, however, and in a flash Ansell was removed from pole and deposited at the rear of the final grid!

A perfect start and the entire field disappeared around Redgate intact. As the long slipstreaming snake wound down Starkeys



continued. . .

Straight and out through Park Chicane, Andy Clarke (Barlotti/Villiers) a second-row starter, emerged for a brief moment of glory to lead at the end of lap 1.

Roger Hall (Zip/HRP) put in his bid and swept past Clarke and pole man Hughes, but the big moves were coming from further back. Jones' orange machine was already on their tail, whilst Ansell and Hoy were making enormous ground from the back, winding through the midfield with ease.

Lap 3 and Jones was in front, opening up a lead with consummate ease. As the bunch slipstreamed down Starkeys to complete lap 6, Hoy was there, pulling out of line to dive through to second. The leader, simultaneously crossing the line, was suddenly in trouble, unable to select a gear. A distraught Jones coasted to a halt by the pit gate at Redgate.

Hoy now led the steady Newton and it was back to nose-to-tail stuff, with Heerey, the flying Ansell, Allan Miles, and Chris Anderson in line astern. Another lap and Ansell was gone, his superb recovery ended by a piston failure.

Hoy had worked himself into a handy lead as lap 9 went by — 3 to go. Benefactor Peter Haywood was nervously pacing around the pit, quite unable to handle his protégé's spectacular progress. Newton had also put some air between himself and the third place duel between Heerey and Anderson, and his second spot suddenly became first on the next tour as Hoy's meteoric run ended when a front stub axle parted company.

The question was, would Newton become the fourth contender to fall? He reeled off the final two laps without drama to become the most modest champion — expressing his sympathy for the fallen rivals. Chris Anderson won the slipstream battle right at the last to earn a runner-up spot.

Result:  
1st John Newton Zip/Upton  
2nd Chris Anderson Barlotti/AKR Upton  
3rd Brian Heerey Zip/BRH Upton

John Newton's 210 win was well deserved, despite the fact that two successive leaders dropped out. (Photo: J. Pudney)



The 125 Class was won in convincing style by Paul Molloy (Wolf/Rotax), but after reaching this peak, the Birmingham driver may be forced to cut down his racing activities through lack of funds. Any likely sponsors looking in? (Photo: J. Pudney)

### Mostly Molloy

The number of Rotax engines appearing in the 125 National class is certainly growing, and the reason is apparent when you look at the front row of the grid for this final. Three of the four positions were taken by Rotax powered machines, including that of convincing pole man Paul Molloy. Molloy's performance was one to chalk up for private entrants — his self prepared engine bolted to the one and only Wolf kart built before the BKKM concern closed down.

Alongside him on the front row was Dave Calland's Peak Revs Barlotti/Rotax, which has been one of the consistently good performers of the season so far. The only non-Rotax was the GBRD Yamaha bolted to Mark Allen's Dale chassis, while the front row was completed by the Sprint/Rotax of Ian Shaw.

Defending champion Steve Elmore was having a miserable weekend, with an uncharacteristic string of mechanical problems.

Molloy made the best of the start and turned in at Redgate ahead of Calland and Allen. Down to the Old Hairpin — and Elmore could be seen moving rapidly past kart after kart, and in fact was in fifth at the end of lap one. Progress beyond that though was going to be difficult, as the leaders were moving rapidly.

Ray Hyde had sliced his Sprint/HPM Rotax through from row 4 on to the leading pair's tail as they started lap 3 — but then promptly disappeared.

Calland slipstreamed past Molloy to lead for just over a lap, but once Molloy was back in front, it was virtually all over as he began to pull out a second a lap. Main spectator interest now centred upon an intense three-way struggle for third between Shaw, Elmore, and Allen. With a couple of laps to go, Peter Haywood latched on to the back of this bunch, and joined in with the musical chairs slipstreaming. Last lap, and it boiled down to who wasn't first into Starkeys Straight, as he would inevitably be overcome in the final slipstream burst!

Latest of the late brakiers was Elmore, sliding inside Haywood for third. Molloy's winning margin had increased to nine seconds over Calland — an emphatic win, and just reward for the development efforts this year.

Result:  
1st Paul Molloy Wolf/PM Rotax  
2nd Dave Calland Peak Revs Barlotti/Rotax  
3rd Steve Elmore Zip/TVM Yamaha

### A Sellars Market

Although running the heats in with the 125 field, the organisers put the 250 National grid out for its own 12-lap final. This category certainly seems to throw up new pace setters at virtually every meeting, and the Championships were no exception. Current champion Bill Tinkler was out before the final even started — with a serious engine blow the previous day.

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\* Congratulations also to Dean Chandler — 2nd in Junior National in only his second race from Novices with his Zip Shadow/MT K88 — and Gary Holah (Zip Shadow) on winning 100 National Novice.

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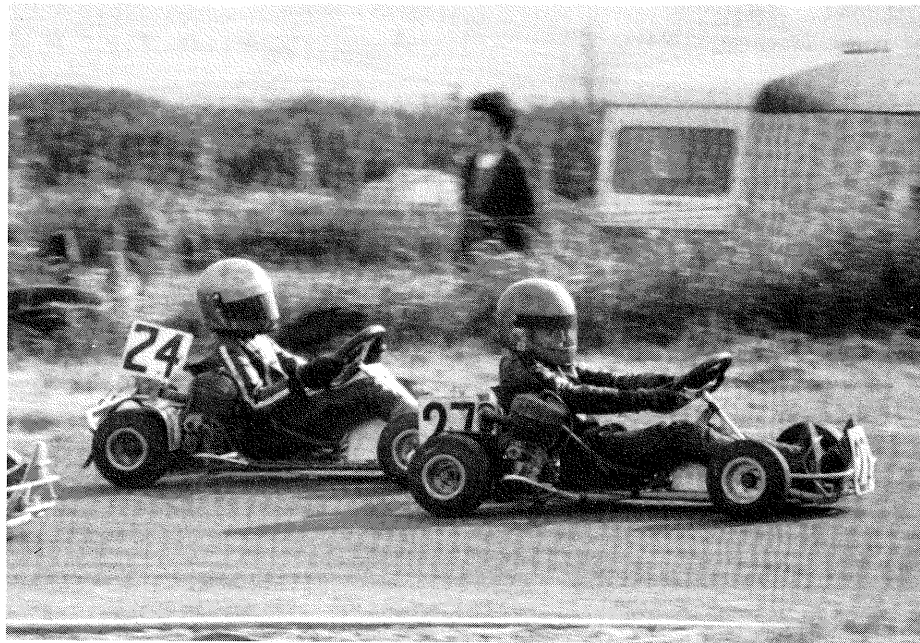
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runners something to think about, and Nigel Mitchell's Zip engine was at last coming to life, thanks to his 'Daddy' having a good old hack at it (your old man done you proud, son). In the final we saw the usual performance from this grid — some impatient comedian couldn't wait to get round the first corner and Mitchell and Sutton went missing. I was sick as a pig for these two lads. Shaw 'seized up' (you seem to be getting a lot of carb problems son!!!).

During practice on the Saturday I pointed to no. 15 and said, 'He's going to win tomorrow, whoever he is'. He was Kevin Warner and he did win — even an idiot like myself could tell that he was at least 3/10 sec faster than anyone else. A superb performance from driver and equipment. Young Kevin is going to be difficult to catch. Ian Murphy just didn't have the legs to catch Kevin, but could surprise a lot of people this year, Derek Higgins in third keeps himself nicely tucked behind Warner in the Championship points table. Nigel Bruce and Tony Ripacandida took worthy fourth and fifth places, while David Wright and Geoffrey Page from the north should be well pleased with the sixth and seventh spots against such fierce opposition. Herbert, Ward, Foster-Jones, Stapley and South all had various problems. A wonderful weekend's racing at a superb track — I wish we had this track in London!

Now to the bit I didn't like. I would like to give a word of warning to the Junior Nationals — you will not find anyone as kind to you as Dave Phillips was! (Dave is clerk of the course at Clay Pigeon and does a first class job). There is no way that I would have listened to the stream of abuse that he got from some of the fathers! That man bent over backwards to be kind to your sons. If I had been in Dave's shoes, there would have been five Juniors missing from the final grid — they would have been out of the meeting for their conduct on and off the track! The driving in some of the heats was atrocious — bumping, boring with no regard for limbs or equipment. It is obvious to me that some of their tiny minds can't cope with this sort of Championship. I can make a promise to these drivers and their Daddies and that is that this sort of conduct is not tolerated at Tilbury. There are a few drivers who will tell you that I am 'illegitimate' because I threw them out of Tilbury, and the reason for it was that I put them out before they killed somebody! The driver is the one who holds the licence — if he has a complaint to make, he writes out the protest and takes it to the Clerk of the Course. The only time that Daddy is involved is when he puts his hand into his pocket for the protest money. My dear little chaps, you have never lived, until you meet Sue Wilkins at Shennington, or my good friends at Little Rissington. I give you fair warning — don't push your luck at Tilbury, Shennington or Rissington or there will be a few Nationals arriving home early for their dinner!!!

However, I would like to compliment Bundy, Mitchell and Sutton and their Daddies. These were the lads that had a beef, after being 'hooked-off' when at the front of the grid, but you didn't see them shouting their heads off. Just a quiet word, 'never mind son, you did your best', and then they quietly picked up their karts and went back to the pits. Mark you, I have always found the better the driver, the less he has to say for himself... Now that I have got all that off



The Junior Britain final at Clay was not without its first corner drama either, as an over-anxious Peter Studer took out northerner Neil Douthwaite. (Photo: C. Lambden)



my chest, I must say that otherwise you did supply one of the best karting weekends I have had in years.

Let's have a look at another couple of drivers:

**Simon Sutton (Sprint)**

He is not the sponsored driver that everyone thinks he is. His Dad doesn't believe in it! He has got a weight problem, and like Shaw, he can't stop growing. His equipment is good. A very smooth driver this lad. He doesn't slide the kart, has got lots of patience (too much at times!) and is a clinical, unemotional driver. He's won a lot of meetings this year, and when he gets his nose out, he's gone! I would say that Simon has got it all there to win any meeting, including the British Championship. One of our best Juniors without a doubt.

**Kevin Warner (BM)**

This little chap is definitely hungry for a bit of glory. He's Mike Hewland's Junior National driver and he does Mike's engine proud. He

never gives up and reads a race well, like all our top Juniors, and he's got super equipment. I think this lad has it all going for him — his whole attitude to the sport will keep him out front. He's another one that's going to be a big lad, although I think he is all right on weight at present.

This is the bit where I will likely get egg on my face! Who's going to win at Felton? I must get it wrong this year — I have been right for the last four years, but never before has it been so close. Well, here goes! Junior Britain: Mark Bailey (even my milkman could have told you that!). Junior National: At the beginning of the year I said Simon Sutton, but I will put alongside Simon, Kevin Warner, John Herbert and Mark Shaw. If one of them don't win it, I will take up table tennis.

By the time this mag comes out, the Championship will be over, so I hope you have all done the most important thing at Felton — ENJOYED IT! That's what it's all about.

Jock Mailer

John Sellars led initially from pole, but before the first lap was over, had to give best to Pete Dedman, the Yeovil man making a demon start from the second row. Sellars clung to his tail and on lap two was joined by Bob Phair's Barlotti/Bultaco, making an excellent recovery after heat problems and a bad grid.

These three pulled clear of the rest, to fight out the British Championship. Lap four, and Phair and Sellars both slipped past Dedman, who slowly dropped away. Then there were two. And boy, did they fight it out! Lap after lap, side by side, with Phair just holding the startline initiative each time around — until the final tour, when it was Sellars who pulled out of the tow and dived into Park first and crossed the line with a jubilant arm raised.

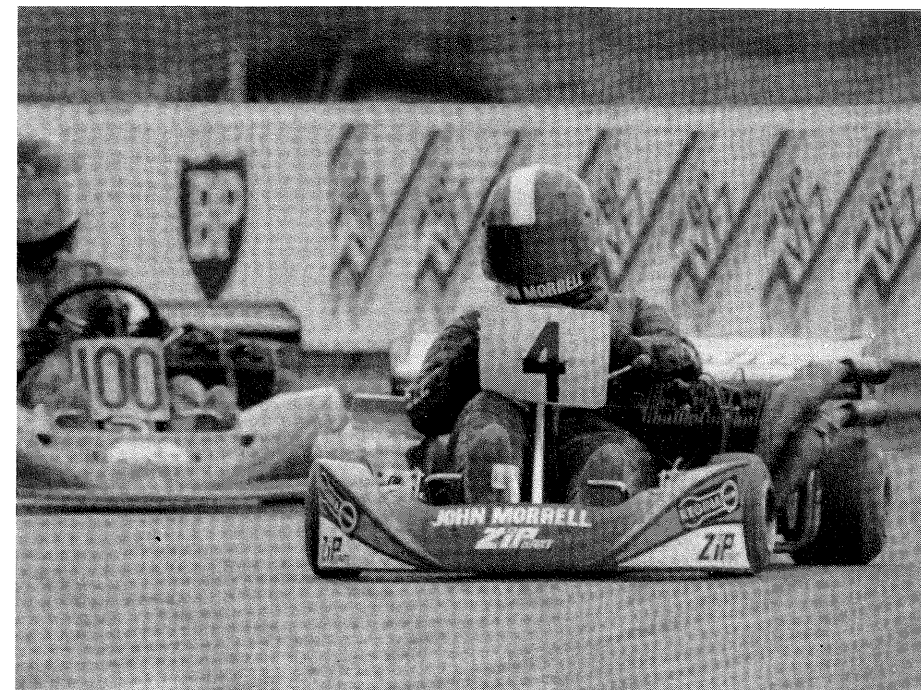
Result:

1st	John Sellars	Barlotti/Salt Bultaco
2nd	Bob Phair	Barlotti/Bultaco
3rd	Pete Dedman	Zip/ERR Bultaco

## Styrin Walks It

The Superkart heats saw the downfall of some of the favourites. Defending champion Martin Hines had a rear tyre suddenly deflate going into Redgate — which saw the Hermetite Zip spin wildly out of its second heat. After two excellent heats, GBRD team leader Rob Kerkhoven seized during the third — a likely front row grid position evaporating and leaving the unfortunate Rob on the 9th row. On the tenth row along with Hines was John Ball, the Bolton man having to pull out of a heat at Park.

So who had got it all together? Paul Elmore sat on pole, with a second to team leader Hines his only bar to a perfect heat



John Morrell suffered indirectly from the accident that halted the "B" Final. After coming through from the back superbly in the first race, he didn't get such a good run in the re-run — thus missing the main final. (Photo: J. Pudney)

score. Alongside was Steve Styrin, with a return to mechanical reliability ending a period of drought extending from Cadwell in February. In the third slot sat Dave Buttigieg, on Dunlop tyres in contrast to the rest of the field, who were on the 'sponsor's products'.

On the outside of the front row sat a surprise in the form of Tran Mech's Tony Shearman, putting in by far his best performance of the season.

Unluckiest non-qualifier must surely have been John Morrell. After a disastrous time in the heats, John walked the 'C' Final, then charged through to fourth (a qualifying position) in the 'B', only for that race to be stopped after a major incident at the Old Hairpin. In the re-run, things didn't go quite so well and John missed out on the main final.

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continued . . .

An exciting final seemed assumed, with Elmore as general favourite, with a question mark hanging over Kerkhoven and Hines at the rear — could they get through or not?

Elmore made a perfect start, chopping across the front of the field to take up the line for Redgate. Stylin followed through with Buttigieg and Shearman side by side. The field disappeared down through Craner Curves and all was temporarily silent until a golden spot was seen winding out on to Starkeys Straight for the first time.

Over the line, and already the unfortunate Buttigieg was in trouble, slowing dramatically with a rear puncture. Kerkhoven was weaving through the midfield in spirited fashion, while a few places further back Hines was passing kart after kart — only for a second lap puncture to send the Hermetite Zip into the pit lane and out of the race.

Lap three, and Elmore had a handy gap over Stylin, who had a similar cushion to the nose-to-tail bunch — Dennis Crompton, Reg Gange, Graham Roscoe, and Nigel Smith, who after qualifying from the 'B' final, had made incredible progress from the back row. Said Nigel, 'I was behind Paul Gamsa on the opening lap — boy did he have a motor — I reckon he towed me past 20 karts down the straight . . .'

A fuming Reg Gange was soon back in the pits, having been black flagged for allegedly jumping the start. From the comments of other drivers as well as Reg, it does appear that perhaps this was a bit harsh . . .

Lap 4 and the race appeared to be taking shape, with Elmore still clear of Stylin, and Kerkhoven and Smith now battling it out for third some distance back. John Rees had also come from the back and was laying firm claim to fifth spot.

However, one of the transistorised ignition boxes on Elmore's Hermetite Zip was beginning to give trouble and he began to slow as the Yamaha would not pull its full revs. Stylin inched nearer and nearer and then dived through as the pair plummeted towards Park. Elmore's problem gradually worsened and he fell slowly away, to be devoured by the high speed duel between Kerkhoven and Smith, the latter driving the race of his life, looking for a way past. Meanwhile John Ball had arrived near the front bunch, settling behind fifth placed Rees.

This became fourth as the pair slipped by the unfortunate Elmore, soon to retire as his problem became worse. The race pattern was now set, with Stylin pacing himself, well clear of the Kerkhoven/Smith scrap, which was certainly grabbing most of the attention.

Into Park for the second-to-last time and Nigel made his move (thinking it was the last time!) — down the inside of Kerkhoven, only to be repassed into Redgate. Last time down Starkeys and Smith tried again — but this time Kerkhoven was ready, and shut young Nigel out, holding on to take second by half a length.

Stylin had of course already gone through, jubilantly holding a clenched fist high as he raced home in a new race record — 15 min 55.04 seconds.

A fine win, achieved after a heartburning weekend — having to borrow back a 'sold' motor after serious problems with his No. 1 engine, in order to stay in the meeting!

Result:

1st	Steve Stylin	Zip/GBRD Yamaha
2nd	Rob Kerkhoven	Zip/GBRD Yamaha
3rd	Nigel Smith	Team Schemes Zip/Yamaha



Paul Elmore won pole and took an early lead before ignition failure slowed, and finally side-lined the Hermetite Zip. (Photo: D. Smith)

Stylin's team leader, Rob Kerkhoven's front row grid hopes were dashed with an unfortunate third heat sieze, but the GBRD man carved through the field in brilliant fashion for second place. (Photo: D. Smith)



Nigel Smith was a revelation, third place (which was almost second) just reward for another "from the back" charge. (Photo: C. Merlin)



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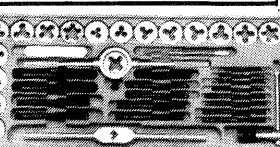
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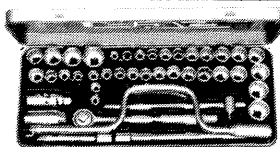


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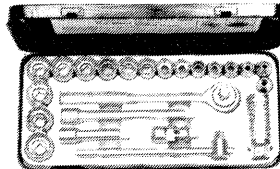
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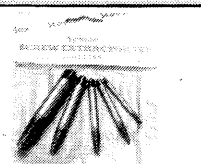
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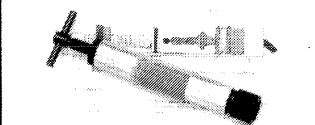


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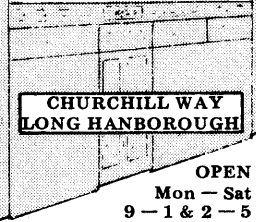
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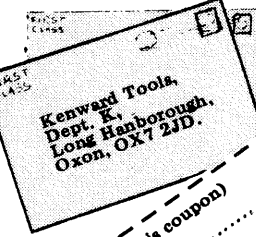


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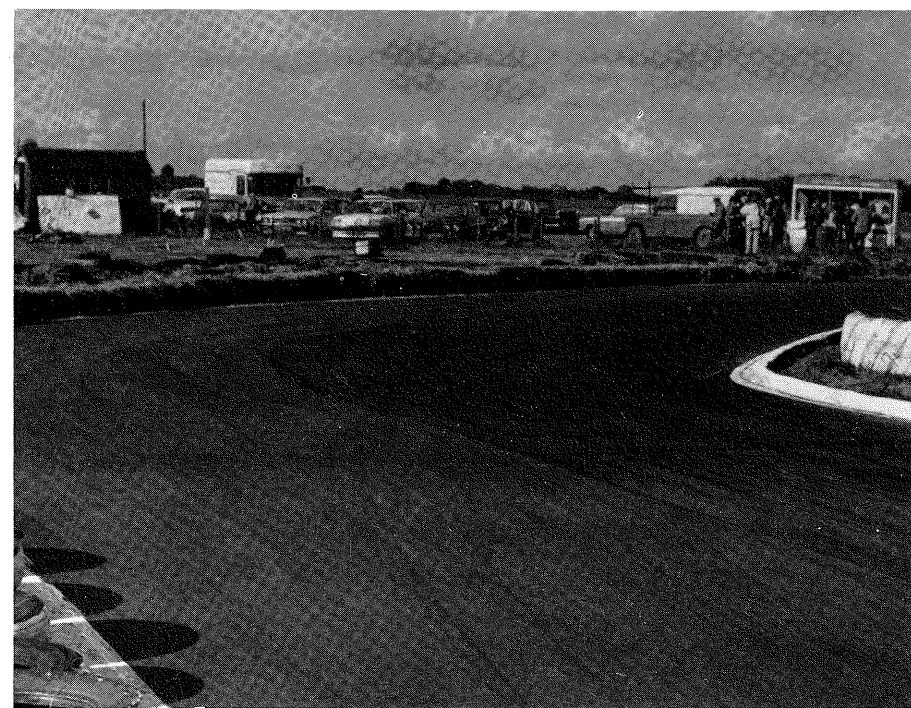


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The resurfaced circuit is as smooth as carpet and the club is getting well and truly organised for the RAC Short Circuit Gearbox Championships in September.

## continued. . .

It is a different circuit — no comparison to the old Dunkswell, as drivers soon found out. Unfortunately, we had a few showers as racing commenced, and with the ultra-smooth new surface it was like driving on a skid-pan, but it was unbelievable the way the circuit dried out — virtually minutes, so there was no need for wet tyres. After the first set of heats the showers had cleared and we got down to some good racing. Drivers found they had to adopt a totally different approach to their driving techniques and on talking to some of the drivers, they said their karts would have to be set up with meticulous preparation, especially the braking, as they had so much adhesion.

The entry was over 100 — a record for this season — the strongest entry being for 100 Britain, with a maximum grid. The racing was very competitive, and hopefully Dunkswell can look forward to increasing entries for the future, and with its new track surface it has got to be a big bonus for the British Gear Box Championships on September 15th and 16th.

The meeting on Sunday was sponsored by

Lloyds and Scottish Finance Group of Plymouth and Exeter, with the usual high standard of trophies being presented by the Hermetite Zip G. B. driver, Paul Elmore on behalf of Mr Malcolm Taylor of Lloyds and Scottish Finance.

The results of the racing were as follows:

Junior Britain	
1st	Andrew Bundy
2nd	Lewis Gee
3rd =	John Bundy Barry Somers

100 Junior National	
1st	Derek Higgins
2nd	Andrew Clarke
3rd	Gary Thomas

100 Britain	
1st	Pete Rochford
2nd =	Nigel Cleveley Terry Williams

100 National	
1st	Peter Newsham
2nd	Peter Lake
3rd	Graham Waldron

210 National	
1st	Brian McKay
2nd	Steve Thornell
3rd =	Keith Bisp Jimmy James

125 National	
1st	Malcolm Burnett
2nd	Martin Sherwood
3rd	Paul Wilson

250 National	
1st	Peter Dedman
2nd	Malcolm Dyke
3rd	Mike Cannon

250 International	
1st	Trevor Harvey
2nd	Charles Atherton
3rd	Mike Howard

## Scots Corner

By the time this article appears, the first round of the Scottish Championships will have taken place at Golspie in the North of Scotland. A number of drivers were concerned that they might not be able to get to or from Golspie because of the petrol shortage. A former Chairman of the North of Scotland Kart Club with a petrol station generously gave an assurance that he would supply petrol to karters if required.

The ASKC has sent a reminder that an RAC licence, Club Membership Card and ASKC card must be produced when signing in for the Championships. The restricted tyre list applies to all classes at all Scottish meetings.

In the BIA World Cup at Morecambe, George Bett, after a day of breakdowns, came through from the back of the C final in the 210 cc to second place, and then through the B final to fifth place to get in to the A final. There he gradually pulled through the field but it was too much to expect him to obtain a place amongst the best drivers in this class considering his position on the starting grid. He finished 10th.

In the 250 cc class Sandy Dalgarno had a better day than Sandy Taylor and won through from the B final to the A final where he finished 10th behind Lennart Bohlin, who has won the event the last two years. Although it was very wet for the final, all the drivers drove superbly without any mishaps, although none could match Dave Buttigieg, the eventual winner.

Alistair Mathie

## Junior Scene

It seems to be the usual front runners who have been picking up the pots these past few weeks. Gary Ward won the Junior National at Shennington in June, John Herbert won the July meeting at Rye House, and Gary Ward again drove to a convincing first at Felton. I was at Clay Pigeon for the Road and Racing Championships. Once again, there were a few things that disturbed me at the meeting! But first let's talk about the racing.

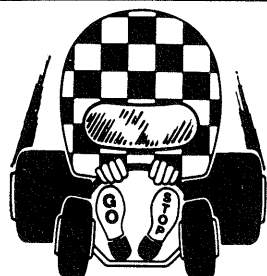
The Junior Britain grid didn't provide any surprises. We had first class drives from Tim

Sugden, Adrian Mills (three stone overweight! The boy's a hero), Lee Cranmer and Kerry Thorpe (this is a lad to watch). Paul Andrews and Joanne Fabby had good races, but after a couple of laps in the final it was Mark Bailey (as usual) who took the lead and charged off into the distance. The exciting bit was going on behind — little Steve Brogan drove the race of his life to follow Mark home in second place and Michael Hewland wasn't far behind. I have noticed a big change in young Hewland — he's a much more positive and aggressive driver now

and has been getting good results all year. Tim Sugden and Kerry Thorpe took fourth and fifth, scoring valuable points, while Peter Studer came sixth with Adrian Mills in seventh (after that final had sweated off a few pounds and was only 2 3/4 stones overweight!!!)

I watched the Junior Nationals closely all day, with a few things going over in my head, wondering which little chap had the 'make-up' to win this Championship and also the British. Let's look at the racing. The two high spots of the meeting were Andrew Bundy and Nigel Mitchell securing the front row of the grid for the final with three excellent heats. Young Bundy had certainly given all the usual front





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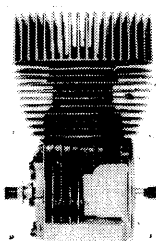
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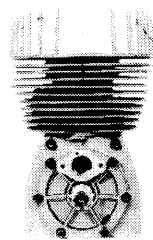
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# Viva la Femme

**Frenchwoman Cathy Muller takes easy home track win on dubious tyres. England's Martin Smart qualifies superbly, but shunted out at the first corner. Italian Giacoletto drives well for second. Eclipse of the "factory" teams.**

The European Individual Championship for 100 International is a strange affair these days, run under Formula Europe regulations which apart from mechanical restrictions, prevent top ten World Championship finishers from the previous ten years from taking part. Whilst thus eliminating current 'names' such as Larsson, Forsmann, Fullerton, Allen, Lane, Zoserl and so on, other current leading drivers whose World Championship efforts have been unsuccessful – viz Wilson, Modena, Busslinger – are eligible. And so it was a strange mixture of hopefuls who arrived at the Biesheim circuit, in eastern France, for the 1979 event.

Our story is compiled with information from both the British and Spanish team managers – Neil Hann and Richard Galvani – to whom our thanks go.

The British Team was somewhat depleted when the first official practice opened the meeting. Martin Smart, Roy Mailer, Chris Needham, Tim Davey and Dig Hastilow were on hand, but both Jackie Brown and Dave Evans had opted out at the last minute on learning that competing would preclude them from entering the World Junior Championship.

The heavens opened as practice began and for nearly two hours the only person to venture out was Englishman Smart – who obviously intended to be set up correctly should it remain wet. However, the weather cleared and for most of the meeting remained fine.

Spanish driver José Bisquert had generally been credited with the best times during the pre-race testing, but shortly before the timed practice, Muller wheeled out her equipment, shod with new Dunlop 049 compound tyres,

flown directly from Japan for the event. In a category of racing that boasts stringent tyre control, the tyre fiasco was on! Formula Europe regulations stipulate a maximum wheel width of 165 mm, with a 2 mm tolerance, checked with a 167 mm gate-type gauge that wheel and tyre must pass through. This normally restricts tyre widths to a nominal six inches. Some clever rule interpreter then discovered that with the aid of two large washers (made from number plate plastic) and fitting between tyre and rim, a 6.50 tyre sidewall could be forced into an 'upright' stance and the tyre thus fit between the gauge! Then someone 'succeeded' with a 7-inch tyre...

Crazy – but at least everyone could set to and do it if they wished. However, the main discontent centred around Muller's 049 Dunlops, which obviously contravened the 'must be freely available on sale throughout Europe' regulation. But as no-one had the courage to protest officially (the fact that it involved a French driver, at a French circuit, with French officials may have had something to do with it!), nothing was done.

No surprise then when the French girl posted a superb lap time during the conventional two-lap timed practice. With a time over 4/10ths of a second better than second fastest Bisquert, the meeting looked almost like a foregone conclusion:

1	Cathy Muller	(Fr)	32.83
2	Jose Bisquert	(Sp)	33.28
3	Stefan Bellof	(Ger)	33.31
4	Heini Sutter	(Sw)	33.36
5	Martin Smart	(GB)	33.38
6	Stefano Modena	(I)	33.41
7	Lucas Cavaglieri	(I)	33.46
8	Pete Koene	(Neth)	33.46
30	Roy Mailer	(GB)	33.80
34	Chris Needham	(GB)	33.86
45	Dig Hastilow	(GB)	34.15
53	Tim Davey	(GB)	34.42

Eventual third placed Eddy van der Hoek leads England's main hope Martin Smart into the straight. (Photo: Romy)



Main surprise of the heats was Muller's gamble in not scrutineering rain tyres (this was the first International to encompass the new tyre-scrutineering regs), which backfired as the rain came down in heat 6, leaving her to slide off on the second lap.

Smart put up a fine heat performance – on 'normal' (i.e. 6-inch) Bridgestones – to snatch a front row spot for the first final alongside Pete Koene, the Dutchman putting up his best performance for some time. Next in line were Neubert, Sutter, Muller, and Knops, with Mailer the only other English qualifier on grid 14. Chris Needham was desperately unlucky not to make the final, when after lying third in the repechage heat, was shunted right out of the race by a lunatic who was going to make the final – ONE WAY OR THE OTHER!

### 1st Final (best two results to count)

A scramble for the inside at the first corner – Smart is left out on a limb on the outside, and British hopes evaporate as he is torpedoeed off the circuit, to restart in 30th place. Koene leads, but by lap 8 Muller has pushed through to pull away and win. Her margin is enough to demonstrate to all that only mechanical disaster will stop her taking the European title. Neubert is second, from van der Hoek, Koene, and Bellof. Smart recovers for 14th. Mailer is 16th..

### 2nd Final

As expected Muller leads from the start, in a race of her own, racing away to clinch the title. Neubert suffers a similar fate to Smart and disappears. Bellof takes second from Giacoletto, Bisquert, van der Hoek, and Smart. Mailer is 14th.

### 3rd Final

The heavens open minutes before the start – how lucky for Muller it wasn't half an hour earlier, as again she had gambled and not scrutineered rain tyres among her four sets. She drops from first to tenth on the opening lap, never to be seen again. A procession, with Giacoletto holding on to win from van der Hoek, Pete Koene, Fred Koene, and Smart.

### Final Overall Results

1st	Muller	(Fr)
2nd	Giacoletto	(I)
3rd	van der Hoek	(Neth)
4th	Bellof	(G)
5th	Koene P.	(Neth)
6th	Smart	(GB)
18th	Mailer	(GB)

### Notes...

• Muller's win was achieved without any official 'factory' backing – in fact it was a dismal day for the factories, with Modena noticeably down the field. However, behind the French girl were the full resources of Vokinger (Mr Swiss Hutless) and her engine tuner, ex World Championship contender Malcher. And of course there were THOSE Dunlops...

• Mike Wilson was eligible to compete and in fact was present – working with one of the Italians. General opinion seemed to be that Mike was none too happy about it, or the slice of factory attention various people are, or are not, getting.

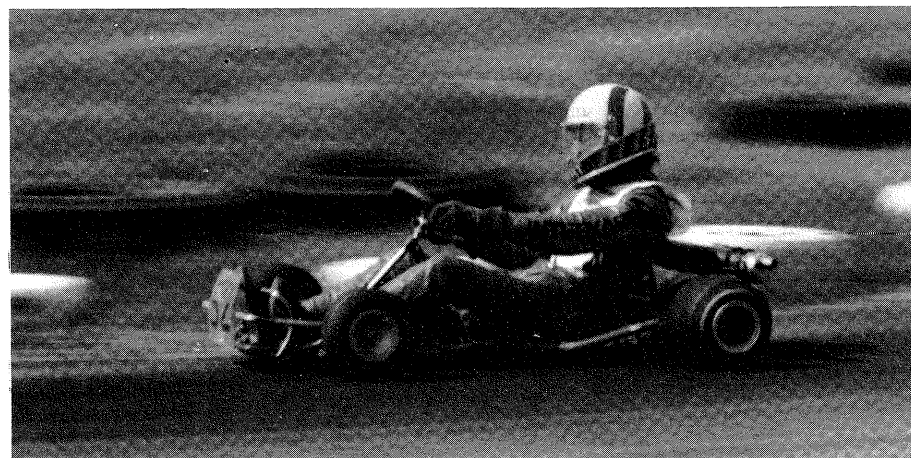


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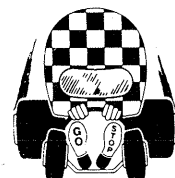
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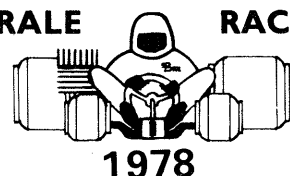


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## CLUB SCENE

Club P.R. people are invited to submit coverage of their  
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quested as soon as possible after the event in order to keep  
us as topical as possible. Photographic support is welcome.  
Don't forget that you can ring us at any time (Hoddesdon  
44201) with any snippets of news.

### Pennine Gold at 3 Sisters

Lancashire Kart Club ran a very successful  
meeting at the Three Sisters circuit and  
although it rained very heavily just before  
racing started it turned out to be a fine after-  
noon and the 32 races on the programme were  
run without a hitch. The meeting was spon-  
sored by Laycock's Fuels of Skipton, who  
presented trophies, plus £50, £30 and £15  
for 1st, 2nd and 3rd in 100 International,  
and the impressive Pennine Gold Trophy  
which the winner will hold for one year.

#### Junior and Junior Britain

The Juniors started proceedings with the  
first heat going to Tim Sugden (Brit) and  
the other two heats being won by Richard  
Dean (Nat) and Ian Murphy (Nat). In the  
final Tim Sugden got away first but he was  
soon passed by Ian Murphy and by lap four  
Richard Dean was in second spot chasing the  
leader. At the flag, Ian was first, Richard  
second followed by two Jun Britains, Tim  
Sugden and Stephen Murphy.

#### 100 National

Because of the large entry, this class was split  
into two grids, with Andrew Fairless gaining  
two wins and Ray Grimes, Philip Neville,  
Eric Crook and Tim Oldfield winning one  
heat each. The 4-lap qualifier was won by  
John Spencer, up from Swindon for the day,  
and the first five drivers went on to the back  
of the final, where Andrew Fairless had no  
trouble staying in front from start to finish.  
Eric Crook maintained second place for seven  
laps then disappeared, turning up halfway down  
the field, leaving Tim Oldfield, David Bennison  
and Robert Heap to take 2nd, 3rd and 4th.

#### 100 International (Pennine Gold Trophy)

This event was run over four heats, with points  
from all four heats to count. Wayne Bray,  
Andrew Cowgill and Nick Carter were all very  
close on points as they went into the fourth  
heat and with Wayne on second row and  
Andrew and Nick on fifth and seventh row  
respectively, we waited to see whether the  
latter two could meet the challenge. Unfortu-  
nately, Nick never made much progress  
through the field, but Andrew, having come  
round 11th on the first lap, drove well to get  
into third position at the flag, with the result  
that Wayne took the trophy and Andrew and  
Nick were second and third, with Andrew  
putting in the fastest recorded lap time.

#### 100 McCulloch

This class was running its championship at  
this meeting and although several clubs who  
run this class had been invited, it was a little  
disappointing that more drivers did not com-  
pete. However, a grid of 17 took part and this  
event was again run over four heats as in 100  
Int. John Power had three easy wins, with  
Stuart Smith (Surbiton) and Mick Hocking and  
Mike Cowsley sharing the placings. Barring  
accidents, no-one could beat John Power,

but in the fourth heat he had to fight to get  
into third place and at the flag we had the  
closest finish we had seen all day with Stuart  
Smith, Mick Hocking, Mike Cowsley and John  
Power crossing the line in that order but very  
close indeed. John Power took the champion-  
ship trophy with Stuart Smith and Mick  
Hocking second and third.

#### 125 National and 250 National

One heat each went to Frank Roberts,  
Stephen Coward and John Ball (only a tem-  
porary transfer from 250 Int), with the places  
going to Ian Shaw, Ron Davis and Derek Price,  
now moved over from Class I International. In  
the final, Frank was away first with Stephen,  
Ron, Derek and John in that order behind, but  
Stephen was in front by lap two and by lap  
four Derek had moved into second place and  
they stayed in that order to the flag. There

were only two drivers in 250 National and  
although it was Murphy who showed more  
promise in the heats, Jed Glover managed to  
just beat him in the final.

#### 210 National

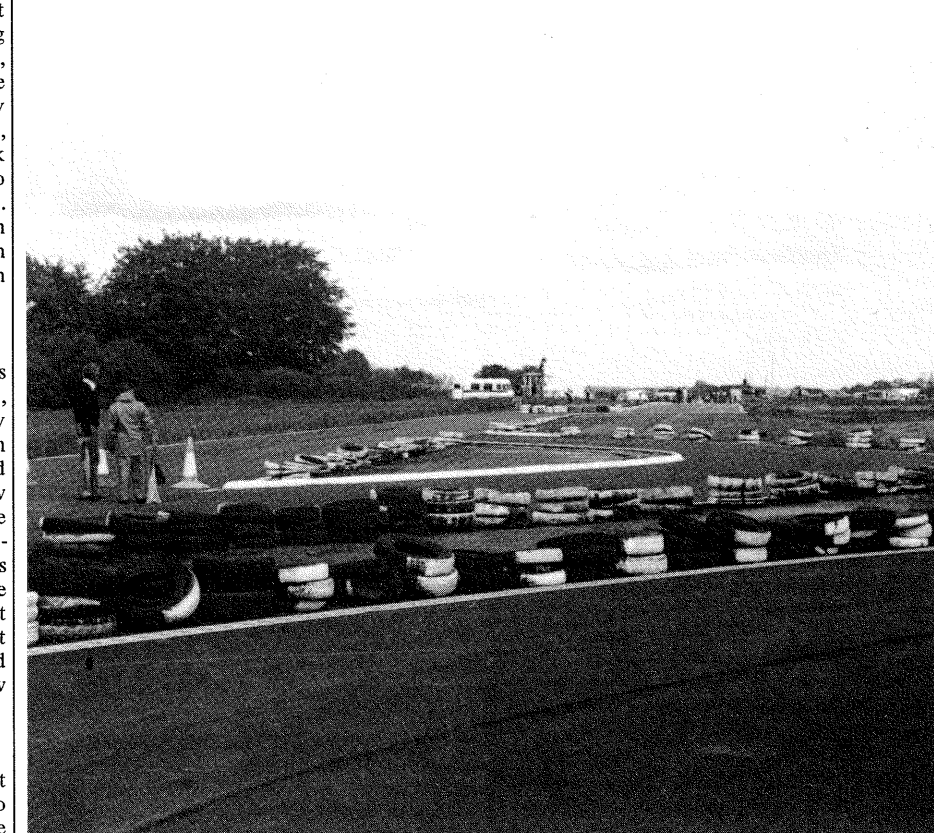
John Field just went on ahead and left the  
rest of the drivers to race it out between  
themselves for the places in this class. Nigel  
Wienholt drove well into two seconds and a  
third with Hargreaves, Geoff Glazebrook and  
David Pennington making the running behind.  
In the final John again had no competition  
and although Hargreaves and Nigel Wienholt  
held second and third for four laps, they  
were nowhere to be seen at the finish and  
Martin Tattersall and David Pennington took  
second and third places.

#### 250 International

Another John, by the name of Ashe, did the  
same thing in this class. He led each heat from  
start to finish, with Roger Nott driving  
smoothly into two seconds and a third place  
and Paul Devoy taking a second and a fourth  
but failing to finish the third heat when his  
petrol cap flew off. In the final Graham  
Reynolds held off Roger Nott and Paul  
Devoy behind John Ashe for four laps, but  
came round well down the field on the next  
lap leaving John, Roger and Paul to take 1,  
2 and 3.

Teresa Ball

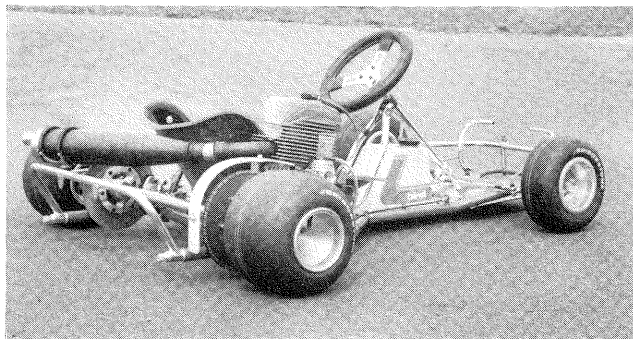
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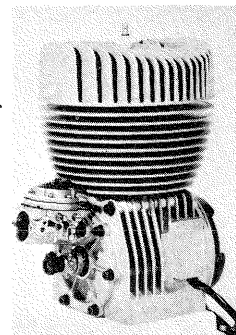
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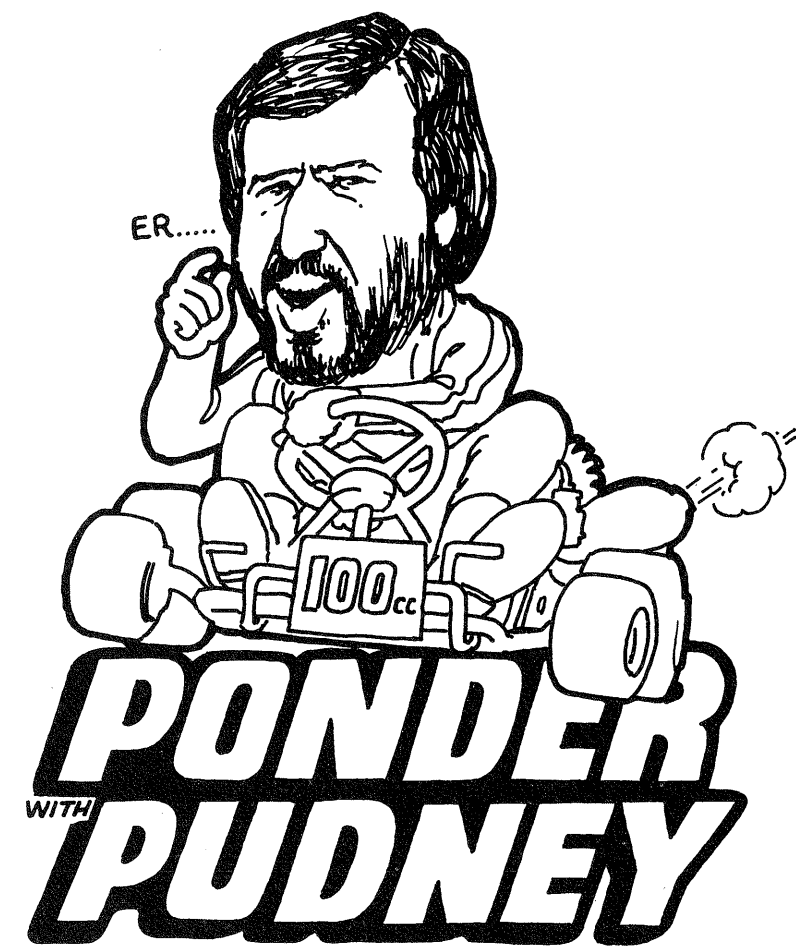


I sometimes wonder if the rest of you ever feel like me right now. It's Tuesday, July 3, 8 pm, I'm going on holiday tomorrow, and I feel right sick – I don't want to go! I'll miss the Clay Pigeon Green Man, the Kart and Superkart Blackbushe round, and the British Formula One Grand Prix. The lads who work for me think I'm barmy and keep offering to swap with me, and you know, I'm half tempted. The only thing that puts me off is the threat of instant divorce from my long suffering wife. Anyway, I digress.

By the time you read this the Clay Pigeon Green Man and the British Champs will be history. (As least I'll be going to Felton – barring acts of God, etc. etc.) and the four-man team will have been selected for Kalmar on 18th/19th August. At least I jolly well hope so, or it will be too late for those selected to prepare their equipment and make hotel bookings, etc. Anyway, the point is that the selection will have been made, apparently by ATB, Mason Minns and one other impartial observer!, so anything I write shouldn't jeopardise anyone's chances of a place in the team. I get the feeling that if I lobbied too hard for, say, Mike Wilson to be in the four-man team, I could very well spoil his chances, because "the selection committee", would automatically take the opposing view! So working on the principle that whatever I write now can't possibly harm any decisions, 'cos they must have already been made, I'm going to pick my four-man European Team and six-man World Championship Team.

My top three for Kalmar are obviously Mickey, Terry and Mike Wilson and my reasons for selecting those three are very well known. They are the best!! (There is a rumour however, that Mickey has declared himself unavailable for selection – due to holiday commitments! ED.) The fourth man is obviously difficult as, this year in particular, there are so many deserving drivers to choose from. My choice has got to be Martin Smart. Now if someone says "Oh yes, that's because he drives for Zips", he will get a sharp kick in a tender spot! I don't care what the hell they drive – it could be a Trokart/Clinton for all I care, as long as they're quick enough. The fact that Martin, through driving for Zips, has access to demon Bridgestones, does

*Martin Smart gets John's vote for the one "vacant" berth in the British 4 man team for the European Team Championship at Kalmar in Sweden. (Photo: J. P.)*



On: His Choice For The British Team.

The British Championships.

Who's Going To Murder Chris Merlin!

influence me to some degree, but this aside, he has proved very quick, though somewhat unlucky, in all the Green Man rounds, capable of dicing with the best. However, what has made up my mind was his performance at Jesolo where he was the highest placed British driver after Terry and Mike Wilson, followed of course by his brilliant performance at

Biesheim where he qualified second, only to get knocked off at the first corner. Added to this, he is uncannily cool, calm and collected (witness his amazing timed practice at Le Mans, where he was the very first driver out) and of course he receives excellent back-up from the whole Mistrale Team set-up.

What of the others? Jackie Brown, David Coyne, Dougie Spencer, Roy Mailer, Paul Jackson, Ricky Grice, Alan Lane!!, Martin Homewood and John Gravett. Difficult isn't it? Jackie Brown: after a slow start now showing flashes of true brilliance, backed up by a very intelligent and thinking Dad. The whole equipe is quite dedicated and prepared to travel vast distances to test and improve themselves. In Jesolo I thought he was terrific. David Coyne: now over his personal problems and back to a competitive weight, has been amazingly quick in the Green Man rounds and showed very well at the Global Cup. His previous international experience is obviously a great asset, but has he the heart and the back-up to be competitive internationally? Dougie Spencer: trying oh so hard this year, leaving me with the impression that even if he hadn't got the skill, he'd make up for it by sheer determination. And he's got the backing, financially. Roy Mailer: quick and experienced. Gives me the impression that if he really, really put his mind to it, he could do very well, but is lacking a little in something in the preparation or testing department. Paul Jackson: fast and reliable, and is a really nice guy – which can sometimes work against him. He is keen, but is he "hungry" enough? Certainly not lacking in backing from "Grandad", I feel that often he is one step behind in the tyre war, perhaps



continued...

caused through the team's situation in Sheffield, away from the hubbub of the South. Ricky Grice: Ricky, I reckon, is very, very quick, but dare I say it, is he driving for the right team? The Lane Racing record of reliability has been a bit low this season, with some unforgivable breakages to the karts and this cannot have helped Rickey's chances. He has, or should have, access to some rather demon Dunlop tyres, though. And so to Alan Lane. It's well known that I rate Alan, and he proved that he has lost none of his old fire in Jesolo, where he went really well until let down by mechanical breakages. This year at least though, politics will decree that Alan doesn't stand a chance of a place in the team. Martin Homewood: showing more fire and determination than ever before this season and has often been amongst the very quickest on his day, but must suffer from insufficient tyre backing and is certainly lacking in real international experience. The fact that he is included in this bunch though, is testimony to his improvement this season. John Gravett: very quick when he wants to be, aided of course by a rather useful supply of demon Bridgestones. Is not quite up to international level kart racing, although he can mix it when he wants to. One rather gets the impression that he would be a bit outclassed in top-level racing.

So what of my choice? Assuming that the four-man European Team automatically makes the World Champs, that leaves two more drivers for the World. My choices: I'd go for one youngster, Jackie Brown, and one older campaigner, Paul Jackson. Jackson would be steady, and by having the wise, experienced and wealthy Paul Fletcher behind him, would probably be able to obtain some pretty good tyres and engines. Jackie Brown I choose because of the totally professional approach adopted by the Browns, the fact that Jackie has proven that he is not the slightest bit intimidated by international competition, and of course the fact that he can draw on those demon Bridgestones.

To those of you I didn't pick, please don't kill me! It's really just a tactical exercise to see how closely the "selectors" agree or disagree with me. I can't wait to find out!!

Karting got a hell of a boost the other week with a colour photo in the *Radio Times* leading up to the "Driver of the Year" competition, televised nationally, I believe. The competition consisted of a series of tests, one of which was a Kart slalom, the bogie time for which was set by Dave Buttigieg, driving a Star Kart/Villiers, with bags of free publicity for *Peak Revs*. The karting part came over very well in the actual programme and I'm sure did a lot to dispel the "Mickey Mouse" image, but the pity is that as the kart proved rather unreliable, this part of the event is liable to be dropped next year. Let's hope not. Butty himself had a few words to say and came over well, as a friendly and amusing character. His bogie time, incidentally, was about 10 seconds quicker than the nearest competitor, which is more than can be said for some of the experts in the other events, who were barely quicker than the competitors...

Whilst on the subject of the gearbox brigade. I attended, and enjoyed very much, the Bridgestone RAC British Champs at Donington, especially as my old friend John Newton won the 210 title. Okay, so he's a friend, but I bet there can't be many winners who are genuinely

upset for their fellow competitors who suffer mechanical misfortune and don't finish. John gave me the impression that he felt sadder for Owen Jones and Will Hoy, who both retired when leading, than he felt happiness at winning! He did make one point to me however, which I sincerely think is a viewpoint shared by most competitors in all classes, be it 100cc or gearbox. John thinks, like me, that the British Championships should be held over a variety of rounds at various circuits, like the Cadwell Superkart rounds for gearbox karts and the Green Man for 100cc. I really can see no possible objection to running a series of rounds to decide the Champion rather than leaving it to one single event, where the guy who has been going brilliantly all season could experience some trouble, thereby handing the Championship to a lesser deserving individual who just happens to get it right on the day. The World 100cc Champs are obviously a different kettle of fish as the competitors who come from distant parts of the world would be discouraged if they had to travel excessively to contest various rounds and the world event would soon disintegrate into a European World Championship rather than a true World Champ. So your comments please, everybody, on the idea, for a new structure for the British Championships, based on a series of rounds throughout the country. One thing's for sure though - we must adhere to the principle of the 100 National and International classes being split and drivers from International not being allowed to compete in the National Class, though I can see no reason why it should not be allowed vice versa. We must also adhere to separation between Long and Short Circuit Championships for the gearbox brigade.

Did you see the TV coverage of the French Grand Prix at Dijon? Wasn't that last lap something else!! Villeneuves outbraking of Arnoux and the subsequent lap that the two of them spent banging and interlocking wheels are surely the most exciting moments of car racing that I have ever witnessed and must do more to dispel the myth that Grand Prix motor racing is boring, than years of lobbying could ever do! Perhaps, just perhaps, in a few years' time we may see Mike Wilson in a Ferrari diving inside Senna da Silva in a Brabham... You never know!

At this point I have succumbed and am actually writing this part baking in the sun, sitting outside the villa in perfectly idyllic Majorcan weather. After a last minute rally to try and persuade my wife how imperative it was for me to stay at home, she won and I'm here!

It was good to see Uncle Chris (Merlin) at Donington, looking very "laid back", rolling his own fags and living a touch of the good life in Cumbria. It's amazing to me how anyone who looks and sounds so sleepy (his voice is surely THE most distinctive I have ever heard) could possibly have been so quick in a kart. Even in the photos in old Karting magazines he looks as if he's nodded off whilst driving! Tell you something though, if the shrapnel I've been taking over my short para in the June issue on why I won't write about Juniors is anything to go by, then Chris is going to get killed for his bit in the July issue about peroxide blonde mums screaming at their junior offspring!!

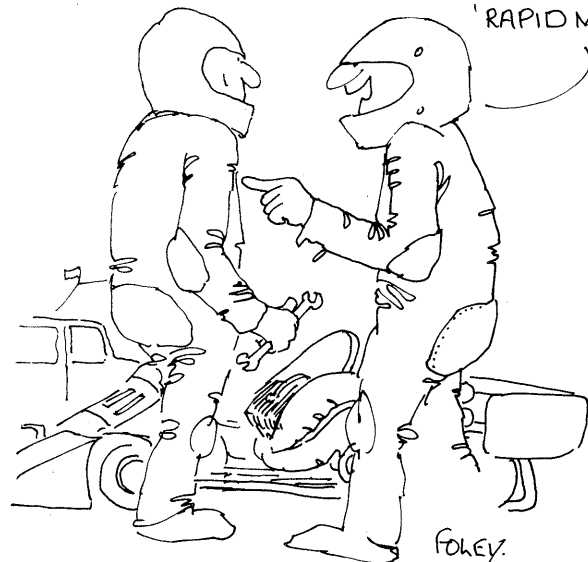
A few little bits of gossip, which may be history by the time you read this, but anyway... talking to Lake Speed last week, he confided that he may not be defending his World Championship title this year, preferring instead to concentrate, as rumoured, on car racing.

Have you seen John Gravett recently? He's had all his long locks cut off and looks much better for it. Obviously he's taking his karting much more seriously and the big snip is all in the interests of reducing weight!!...

Terry Fullerton has told me that he plans to approach Paul Carr to offer him the drive in the Fullerton national class kart as soon as it arrives in England. At the time of writing Paul has not been approached officially, so has neither accepted nor rejected the drive. I somehow think he may just accept!!! Martin Homewood having successfully tested a Fullerton kart has ordered two - one for immediate delivery, one for later... and Terry is doing great business with the Far East, his latest order being for 16 karts to Japan.

That's it for now. Unless I die of boredom in Majorca I'll see you at Felton. Next month: an ind-depth preview of the forthcoming World Championship in Portugal, which I hope will be worth reading.

IF YOU HAD SEEN OLD BUTTY HEADED FOR THE BANK WITH THE CHEQUE IN HIS HAND, YOU'D UNDERSTAND WHY THEY'RE CALLED 'RAPID MOVEMENTS'!



Foley.

continued...

in from the outside edge so they come up inside the bead, stopping it being dragged off by the sideways and centrifugal forces. You will need to put a nylon washer under the head of the screw, or better still some *Hermetite Instant Gasket* to seal it properly. If you wish you can also put three self-tapping screws through the outer edge of the rim to stop the tyre creeping around the rim. If you really want to go to town, put some *Hermetite Auto-seal* (a type of flexible rubber sealer) around the tyre tread, which really finishes the job off perfectly. At the Formula 1 Grand Prix I spoke to several teams and they were all amazed that we did not do this already, as on nearly every form of racing car, this or a similar method is used. In fact, going back some eight years, I did do this on the old 6" diameter Goodyears, as they were notorious for spinning on the rims. This is also a very big problem with Dunlops, as their bead diameter is fractionally bigger than most other 5" tyres. It is advisable with them to put a layer of tank tape around the wheel rims before assembling them.

The demonstration at the Formula 1 Grand Prix went down superbly, and everyone seemed very impressed. For the sake of a "close" display, we were about 10 seconds off the expected pace for the Kart Grand Prix, but we still managed to put in a couple of laps at 102 mph average. The general consensus of opinion in the Press Box was "they are raving mad" or similar words in a strange tone! That is certainly the type of opinion which makes people, and the media, notice us (!) and indeed should hopefully bring in a swarm of speculators to the Grand Prix.

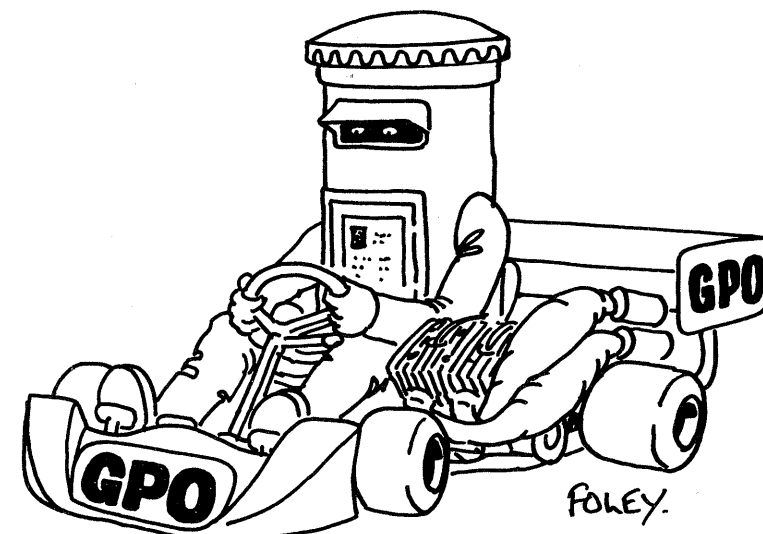
I was also fortunate enough to meet Mario Andretti at the Grand Prix, and we had a long talk about karting and his involvement in it in the States with his son, who has at the moment got a 125 Zip Shadow. Mario raved about the precise handling that European karts have and indeed he now wants to obtain a 250 cc unit similar to my own. There was also talk that his son may come over to the UK to try one and maybe even race it at the Grand Prix! Well, we will see if that materialises or not this year, but it certainly could later on. How the sport has changed over the past few years, when now both past and present motorcycle and car racing World Champions rave over it.

How reassuring it was to receive a telex from Peter Cooper of the RAC in praise of the British Championships at Donington, although

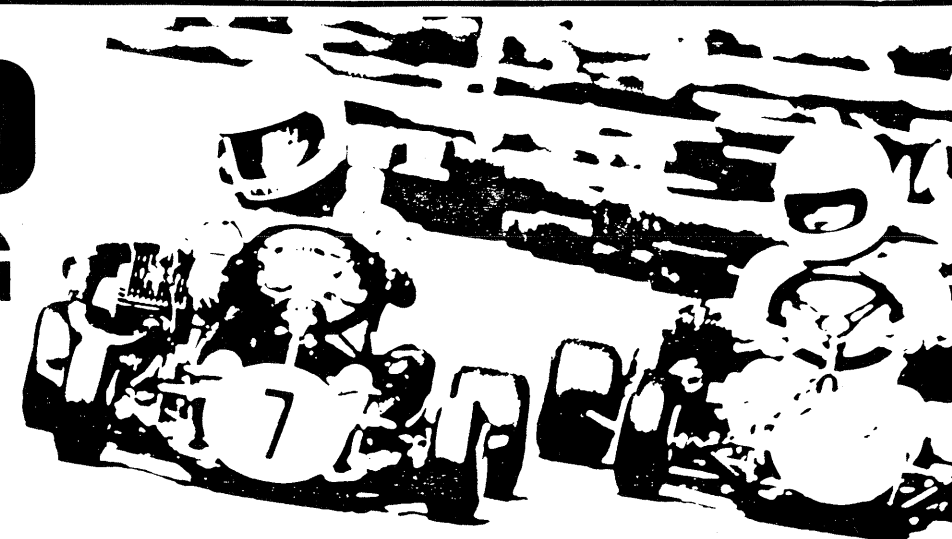
I feel that it should have been sent to Peter Carter, Ian Rushforth and all the members of the Beccles and District Club, as without them an event such as this would not have been staged.

Well, I wonder who will win the GP? If "Butty" does, will we all be able to handle the number plate - "GPO"?!! That will take some *sorting out* (get it?). We could even send him a *letter* about it although with the current postal situation... Still, things could improve, as he is now sponsored by *Rapid Movements* - there's got to be something in it somewhere!!

Martin



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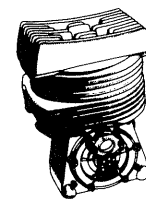
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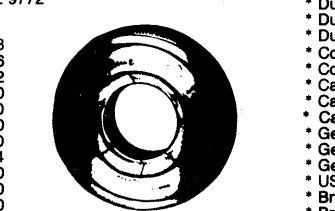
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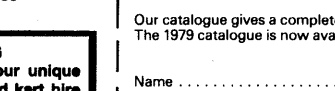
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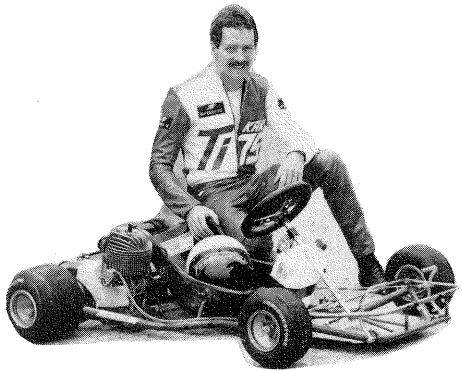
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Well, firstly I must apologise for the non-appearance of my column last month. However, that is probably why the circulation went up again!

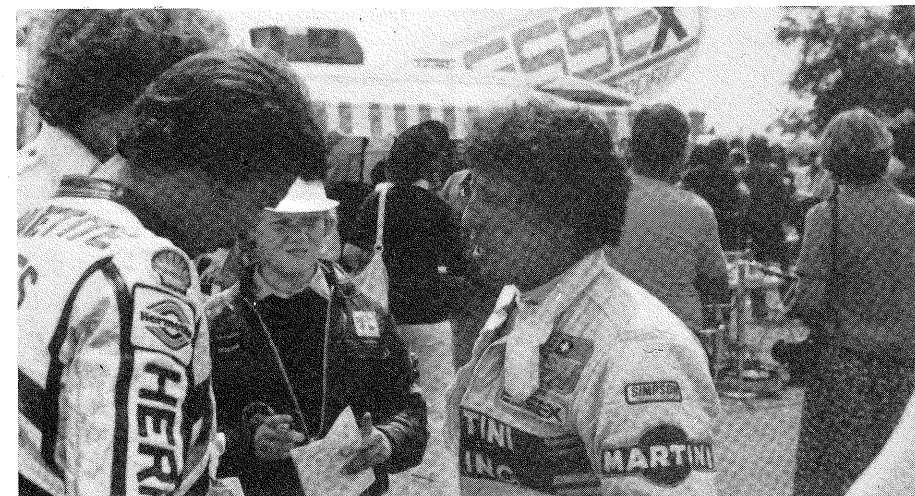
It's hard to believe that it was 12 months ago that the first ever British Kart Grand Prix was staged, as it seems as clear in my mind as though it was last month. This emphasises what an incredible meeting it turned out to be and I am sure this year's Grand Prix will be even better. I think one of the things that makes this type of event is that it is a two-day event and there is a disco on Saturday night, which breaks up the tension and allows people to relax and enjoy the occasion.

This was certainly the case at the British Championships at Donington the other week. One of the highlights of the Saturday evening festivities as I remember (although my vision was certainly blurred at the time, from an over indulgence in Southern Comfort, thanks to many "friends or rivals" - I was not quite sure which, the next morning) was the fight at the Donington Manor "OK Coral". After a warning shot from a single barrel "soda syphon Colt 45", the barman, who then completely abused the situation, was then treated to a full-frontal, double-barrel soaking by Roy (Capone) Fish! However, everything was taken in good part, though it should be said that the barman was out of order, and 100 years ago he would have been on "Kart Boot Hill" for his behaviour!

The Championships at Donington were certainly an overwhelming success, except for the RAC attempt to enforce the "four sets of wheels" regulation as laid down by the CIK. An obvious necessity at certain forms of Championships to keep costs down to a minimum, it is obviously not easy to enforce at Big Circuit meetings where there are some 300 + entries. Apart from this, there are only three six-lap heats and a 12-lap final and even I would find it difficult to use more than four sets of tyres in four races! However, sense fortunately prevailed and the marking of tyres was scrubbed in order that practice could get underway. Let's hope we do not see the return of this rule at Big Circuit meetings.

A similar impractical rule that says there must only be 30 minutes between the finish and start of subsequent finals in European Championships was also scrubbed, thanks to the intervention of Les Needham of the RAC, in Ireland at the European 250 Championship. On 250 karts this is completely impractical due to the work that has to be done to the machines after such a final, the physical effort involved for the driver and the time it takes to weigh the karts and check the engines, etc.

*After the demo at the Formula One GP, and in discussion with Andretti, it came out that his son would dearly love to compete at the Kart Grand Prix. Whether arrangements can be made remains to be seen. (Photo: P. Sampford)*



These two examples serve to show that there is a real need for certain general regulations to be changed to suit 250 racing of today. Hopefully, now there is at last a separate CIK Working Committee looking at 250, the drivers' views will be heard.

Well, while we are on suggestions, let's really get some correspondence going, into the RAC and to the magazine, on the idea of having a British Championship next year over between 5 and 8 rounds, with say the best 4 counting out of 5, or the best 6 out of 8. The number of people that have suggested this to me lately is incredible, and certainly everyone I have spoken to fully supports such a move. Apart from being a far fairer way of selecting a British Champion, it also gives the meetings involved that added status. It also gives the media, and sponsors, something to really get their teeth stuck into. The old argument that used to be put up against this was that people could not afford to do all the rounds if spread over the country. This may have been true six or seven years ago, but just look at the entry list for every Big Circuit meeting this year and see how many of the drivers do not do all the meetings - taking the top 40 drivers in each class, virtually none. On this system they could still drop the odd meeting that may coincide with holiday or other commitments. People might say that it's only because I had misfortune at the Championships this year that this is now coming out, but I can assure you I have supported this idea for a number of years now and certainly people like Steve Styrin the new British Champion support the idea, despite the fact that he and I have both gained our titles in single-day meetings. So all you drivers who feel that this is the right way to run a Championship - over a

series (as it is in all other forms of motor-sport) - put pen to paper and write to the RAC and the magazine. Those who do not agree - let us know what your objections are and perhaps a scheme can be formulated that will satisfy everyone.

It would appear that the cat is out of the bag regarding my titanium axle and other parts (which actually only consist of nuts and bolts and track rods and not stub axles or other components as suggested elsewhere). The reason for having to use this is the ridiculous weight limit currently imposed upon us by the CIK. With a normal 250 kart with fairings, wings, side tank, etc., if you weigh over 10 stone you are invariably over the weight! On equipment where speeds are increasing virtually by the week, the last thing we should be doing is looking to cut down weight, as invariably this leads to a reduction in strength, unless specialised materials are used, which indeed are very expensive and well beyond the means of the average competitor. In fact the cost of an axle like I used is about £70 and the nuts and bolts etc. for one kart, where it is advisable to use them, is about £80. I would not use other chassis components made in titanium, as it has been our company's policy that I use standard equipment that is commercially available, on the marketing principle that if it's good enough for the customer, then it is good enough for the works team! The axle is the exception - it gives no other advantage than in weight saving. Many other firms fit special axles made of stainless steel or other specialised materials to our karts for customers. The point is that with such a high percentage of the 250 fields well over weight, a sensible move would be an increase in the weight minimum to, if nothing else, stop people pruning weight off their equipment to the stage where it may become fragile and dangerous. I don't want to spend the money on those lightweight bits - but with sponsors to keep happy with results, competitive drivers will explore all the possibilities.

Anyone who was at the Championships at Donington may recall the fact that I managed to get three punctures - not bad going really - must be some sort of record! However, we can all learn from this experience. In fact the trouble was not punctures, but the tyres coming off the rim due to the high speeds and the centrifugal forces of the wider, heavier tyres, allowing the bead to grow. You might well say that the tyre is not tight enough on the rim, but I can assure you it is not that, as I did some extensive testing at Snetterton last week. The way to cure it is to put three self-tapping screws through the rim about 1/2"

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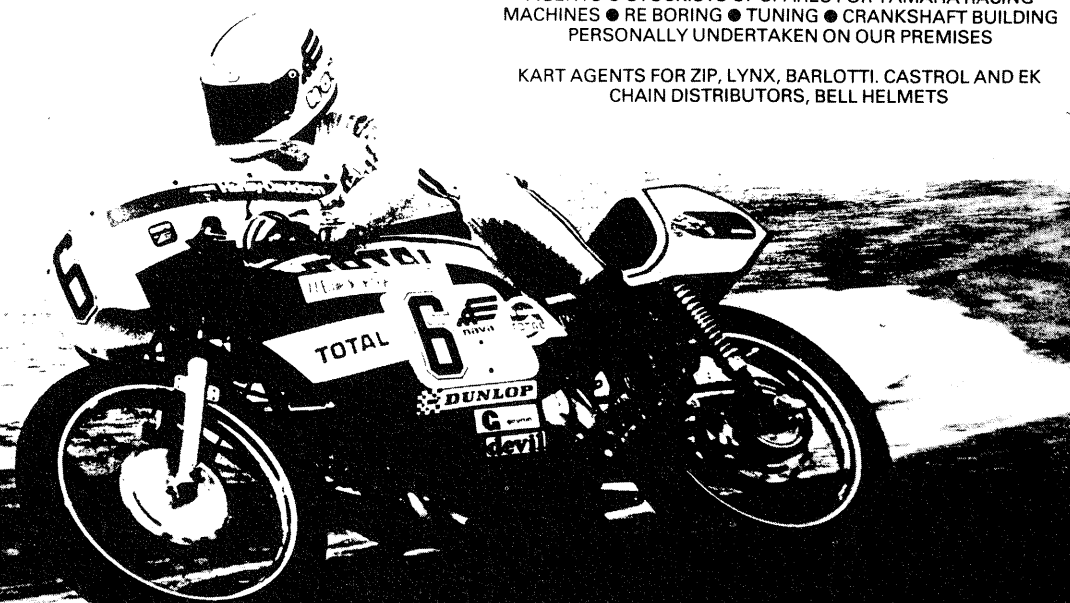


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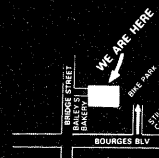
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Mickey Allen was forced to give best to Dave Coyne at the first corner, and it was a six lap scrap before the current Green Man leader could get to the front. After that, however, the race for first was over. (Photo: C. Lambden)

## Green Man Blues

Fullerton inherits Green Man victory after post race disqualification of Mickey Allen. Biff Harris a confident second on new equipment. Pole man Coyne blows it. Bailey takes Junior Britain again!

**Green Man: Chris Lambden**  
**Juniors: Peter Wardle**

The 5th round of the 1979 Green Man 100 International was bound to provide a spectacle — with Clay Pigeon, one of the finest circuits in Britain with respect to design and surface, providing the backdrop. All the current crop of Britain's top competitors were present and competing — with the exception of Alan Lane, his entry rejected by the host club, still smouldering from the 1978 National Class Championship upset.

The Sprint team had slightly revised chassis — main external difference being a changed seat support design, brought on by a couple of breakages.

Terry Fullerton was making a rare Green Man appearance, with his Jesolo winning chassis. After a fairly harrowing practice session the previous day, he was in engine trouble, with only one T72 left to compete with — and it had a cylinder head air-leak problem.

Pole was in fact taken by Dave Coyne, with two equally well taken wins, and with Biff Harris and a rapidly re-finding competitiveness Alan Gates each taking a remaining heat, the final line-up looked as follows:

Allen	Coyne (pole)
Gates	Harris
Wright	Mailer
Gravett	Fullerton
Homewood	Fletcher
Needham	Mills
Spencer	Grice
Jackson	Worth
Ziemelis	Knapfield
Smart	Line
Davey	Liddiard
Hastilow	Weatherley

Pit gossip had Mickey Allen consistently fastest during Saturday's practice, with Fullerton putting in the occasional quickie. Rubber inevitably dominated the conversation, with Dunlop's latest breeds dominating the discussion. The 049 compound used by Muller to win the European Championship were seemingly available, but Allen and Grice were rumoured to have something more recent still — with 047 mentioned as a possible "code".

Whatever Mickey had on were certainly the business and two thoroughly convincing heat wins seemed to point to a fourth overall win in a row. Unavoidable involvement in a multiple accident cost him pole position, though tenth place after restarting, kept him on the front row.

After several arm-waving rolling laps, Coyne got the start he wanted and led Allen and Harris into the first tight right-hander. First time into the long downhill straight and Allen, certainly the quickest in the race, was looking for a way past. But Coyne was set on retaining the front running. Time after time in those first couple of laps Mickey drew alongside, to be well and truly shut out by the determined



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# TVM



*continued...*

In July at Rye House I watched this quiet, unassuming 15-year-old take his Kestrel kart to sixth, third and fourth in the heats of the Junior Nationals – coming fourth in the final. Lee had reached first place at Nuthamstead three weeks previously (OK novice Ian Saville came third in the Junior Britain – an achievement singled out by *Kart and Superkart* in its last issue). Peeling off his leathers and looking down in the mouth after the Rye House meeting, Lee gave his post mortem on a rather dispiriting day's event. "I never had the power," he said, "I haven't got a fast enough kart. There were the leaders, driving tuned engines, and I just couldn't get past. Give me a tuned engine and I'm pretty confident of winning."

Gerry is confident too. He thinks Lee Hogger has the makings of a new Junior British Champion. But he agrees that the OK engines are below par. And once again, the problem is money. "Kids can go sailing, flying, gliding, mountaineering, and all the facilities are provided. But not in motor sport. Here they have to pinch and scrape from the start, unless they've an enthusiastic family to support them. Kids like Lee start with an inbuilt disadvantage."

There is no doubt Gerry feels passionately about not just giving kids a chance to fun-kart, but an equal chance to compete with more fortunate youngsters. But I wondered if combining fun-karting for increasing numbers of kids with the specialised and demanding world of the race circuit would work. As an American lawyer once put it to me: if you stand with a foot in both camps you're in a great position to be screwed! But Gerry was quite emphatic, "One of the aims of OK is to allow kids to kart, virtually in their own back yards. If we can show through the racing team, that a group of youngsters is worthy of company sponsorship, that'll give the entire project the boost it needs."

But what effect, I asked, would a succession of OK victories have on Mrs Brown from a Camden youth club or the student enthusiast working on an adventure playground in Harlow? Wouldn't they expect Gerry Dare to turn up at their home base and give the kids encouragement and advice, and wouldn't he be spreading his resources hopelessly thin on the ground? "No," replied Gerry, "we would expect Mrs Brown to send someone to us for training. So far no-one has come to us like this. We don't have a proper workshop, we don't have the right equipment. In the present situation we'd literally tie our hands behind our backs and drown."

OK's prime need then is for a workshop – at a minimum of 750 square feet. Then the hope is to start day training courses, giving basic information on how to run a kart. Meanwhile, sponsorship must be found to keep the Operation's karts in running order, buy more karts and maintain the racing team. Although submissions are being made to Trusts for the necessary funds, Gerry is adamant that groups serviced by OK shouldn't have to foot the majority of the bill. "They've already spent a lot on karting. They've had bum advice, been short changed and got disillusioned. I believe that, if we're serious about providing a sport like this, we have to service it at all levels. Compared with the subsidies made to other sports – especially from industry – what we're asking for is very small. OK is a spearhead for junior karting in this country. It's time junior karters stopped looking up only to



*The next stage – advancement to competitive racing by those that show promise. Gerry is full of hope for Junior National OK competitor Lee Hogger, here at Nuthampstead. (Photo: P. Hunt)*

seniors as a model. We want to let them stand up in their own right."

And as if to prove his point, as I sat typing the finishing touches to this article, Gerry told me three more Local Authorities had just been on the phone. Hackney wants to go ahead with a project, and Birmingham and Askelom in Israel are taking a strong interest.

OK is only into its first lap on a long and

winding circuit. But given the boosts it needs – above all, given the encouragement and practical support from members of industry – I reckon it will go far.

• Anyone who would like to know more about, or who can help *Operation Karting* can get in touch with Gerry Dare at: Inter-Action, 15 Wilkin Street, London NW5 3NG. Tel: 01-485 0881.

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*Gary has won 3 out of his 4 Novice Meetings*

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*A change of chassis found Biff Harris right at the front of the action. After despatching Coyne, he led briefly before inevitably Allen went past to win. (Photo: C. Lambden)*

*continued...*

Coyne, with Harris right there should anything happen. Roy Mailer had made a storming start and had slipped past Gates to close on the leaders. Fullerton had made one of his characteristic early moves on the first lap, but then dropped to eighth, having been attacked from behind by Simon Wright who now held John Gravett at bay.

Mickey tried a do-or-die at the end of the straight, and "died" slightly, letting Harris pounce into second. This trio were incredibly close over the next couple of laps, with Allen almost appearing to push Harris along the main straight, up alongside Coyne.

The end of Coyne's lead came on the fifth tour when Harris made a successful run down the inside. Coyne tried desperately to hold on, but instead only succeeded in letting Allen and Mailer through. From this point he gradually fell away, finally finishing around tenth, having tweaked the chassis on a kerb.

Harris' lead was short-lived, as next time around Allen pushed his immaculate Sprint inside the Zip and then proceeded to pull clear. As far as the lead was concerned, the race was over.

Main interest now revolved around the progress of Fullerton, calling upon all his reserves of experience to painstakingly claw his way nearer the front. After sliding past Coyne on lap 7, it took a further 6 laps to inch up behind Mailer. Fresh from his overseas experiences at Jesolo and Biesheim, Mailer was driving his best race of the year, keeping well in touch with Harris, but the thirteenth lap was doubly unlucky, as first Fullerton slipped by, and then the fuel line split – instant retirement.

This left Gravett and Homewood in fourth and fifth, the latter having carved through

engine – used in the final – had not been put down on his scrutineering card. Although no-one was suggesting that anything underhand was going on, the Scrutineer and Chief Steward had no alternative but to disqualify the unfortunate Allen.

The state of play as everyone drifted away from the meeting was that, after a drivers' meeting had agreed to follow the club's decision an appeal was to be made to the RAC. Though results are still unofficial, it is doubtful that the RAC would overturn the disqualification, and Paul Fletcher has now issued current Green Man standings – with Allen credited with points for finishing last in the main final.

#### Unofficial Result – Clay Pigeon Green Man Championship round

1st	Terry Fullerton	Fullerton/DAP
2nd	Biff Harris	Zip/DAP
3rd	John Gravett	Zip/Sirio
4th	Martin Homewood	Sprint/Parilla
5th	Chris Needham	Zip/Parilla

#### Bits and Pieces

- Both main Junior World Championship contenders had a miserable warm-up event. Jackie Brown had a series of mechanical disasters and was then shunted out of the "B" final. Dave Evans lasted only fractionally longer in the same race, being unable to restart after being hacked off.

- The tense silence in the weigh-in area on the initial announcement of the problem with Mickey's engine was broken by Terry Fullerton, with the wry statement: "You haven't been cheating *again*, have you!!"

- Roy Mailer's effort was impressive, and the rumours of a backer for his future racing must improve his British Team selection chances.

- Sixth to tenth places went to Alan Gates, Rogers Mills, Martin Smart (fine recovery from the back row), Dave Coyne and Doug Spencer.

*Roy Mailer approached the meeting slightly differently – by strictly limiting testing, to conserve tyres, engines and pound notes. The outcome was his best Green Man meeting of the year, although a split fuel line robbed him of third overall. Here he holds eventual winner Fullerton at bay. (Photo: C. Lambden)*





continued...

## Juniors

Keeping the Series Sponsor happy certainly worked for Kevin Warner. Resplendent in new Road and Racing Leathers — no, not the blue and yellow ones but a striking green variety with trendy yellow stripes — purchased with his prize vouchers, Kevin moved further ahead in his lead of the Junior National class by taking first place at Clay.

He didn't have things all his own way though, as Andy Bundy grabbed an immediate lead from pole position, holding a train of karts at bay for the first few laps. Warner lay second, but right on his bumper Ian Murphy, Mark Shaw, Derek Higgins and Nigel Bruce queued up looking for gaps.

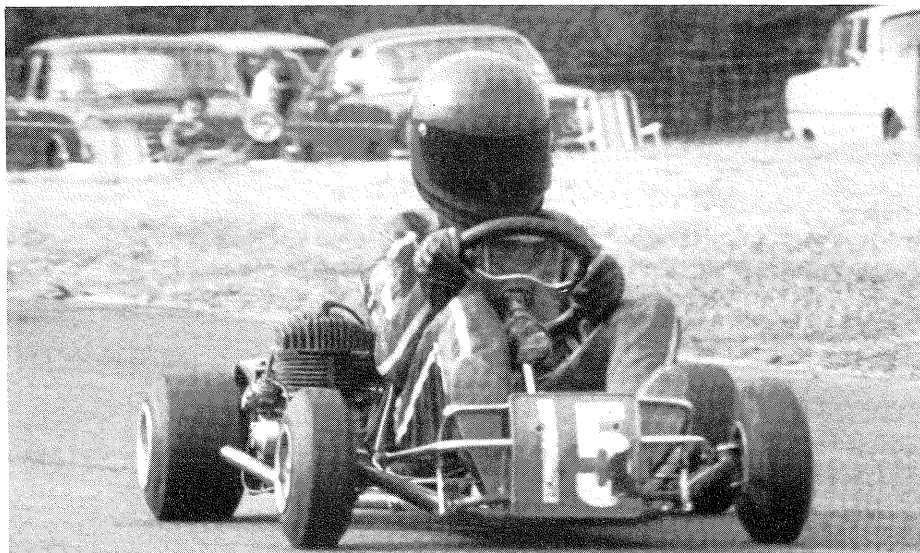
After four laps Bundy and Warner eased slightly ahead, leaving Murphy and Shaw fighting over third place — a slight gap to Higgins, and about as far again to Bruce. The rest of the field were starting to fall away as the leaders kept their early pace up. A couple of the regular front runners had been forced out on the opening lap when Andrew Stapley seized at the end of the straight, and Paul South, already set up for the right hander, couldn't quite avoid him, bending the engine side of his axle, and promptly being rammed on the other side, bending the other end as well!

First to go was Mark Shaw, who stopped at the top of the circuit when his engine seized, and Ian Murphy, now freed from the pressure from behind, was able to speed up and catch the leading pair. Even at this point, halfway through the race, there was only two-seconds gap to Derek Higgins, who seemed quite happy to stay there waiting for a mistake to occur.

Suddenly, on lap 9, Andy Bundy just got his braking wrong at the end of the straight, locking up and spinning to a halt to restart way down the field — and so there were two — and that's how they finished.

So what of the others? Rowrah winner Gary Ward just couldn't repeat his form at Clay, starting the final in 16th spot and eventually collecting Nigel Mitchell who had started from the front row but suffered from

*Mark Bailey keeps an eye on the gap back to second in the Junior Britain final, which he naturally won. Not without some worry, as a misfiring engine allowed the second place scrap to close up considerably in the dying laps. (Photo: Chris Lambden)*



*Andrew Bundy initially had the advantage in the Junior National final, but after a driving error, Kevin Warner took over and took an untroubled win. (Photo: C. Lambden)*

one of the first lap fracas. Gary retired immediately with only one lap to go while Mitchell got going again to finish a lap down in 13th. John Herbert was in all sorts of bother, oiling up on the rolling lap, struggling round with a misfire for four laps before stopping to get a new plug, restarting umpteen laps behind only to seize into final retirement. Starting absolutely last, and somehow missing the first lap pile-ups, Tony Ripacandida drove really well to pick up no less than sixteen places on the first lap (!) and eventually complete the race in fifth position.

And so who do you think won the Junior Britain Final? Yes, he did it again, though not without a worry or two, as his motor started to be a bit reluctant to pick up, notably coming out of the esses before the finishing line, and starting from only the third row of the grid this time.

It's getting quite difficult to think of something different to say about Mark Bailey's progress this year, and certainly no one has dominated Junior racing like he is doing since Ricky Grice moved up to bigger things a couple of seasons ago (all right, I know Jackie Brown won a lot of races, but he only really came into his own after Ricky left).

Behind Mark, Steve Brogan and William Hewland pulled clear of a five kart bunch, headed by Kerry Thorpe who was expertly

fending off the advances of Tim Sugden, Peter Studer, Paul Andrews and Adrian Mills. Thorpe and Neil Douthwaite had annexed a 'northern' front row of the grid, but Neil got everything wrong on the first lap and appeared at the end of it in last place. Throughout the race he worked away to get up to eighth on the road, but on the way both he and Kerry inadvertently overtook under yellow flags, picking up a five place penalty which affected their results accordingly.

Meanwhile, back at the front, Brogan hung grimly on to second place, chased hard by William Hewland, though as the race progressed it looked as if William was quite content to settle for third rather than risk passing a very 'wide' Brogan. Fortuitously for him he found himself a surprise second after the race though, as in the post race scrutineering, Brogan's restrictor was found to be too big. This wasn't actually outside the spirit of the rules as he did have another restrictor in the back of the carb which was correct. However, the RAC Bible does state that the restrictor must be between the carb and the manifold so he got disqualified. A poor reward for an excellent drive.

Of the rest, Andy Bundy, making up for his indiscretion in the National final, finished a strong third, followed home by Paul Andrews, Jon Scott-Banks, and Steve Dart — coming on very well in only his second major meeting since achieving his full licence.

The next two rounds of the Road and Racing Championship are going to prove very interesting as, with only the best four results from the first six rounds to count, the leaders of both Series can hardly improve their scores. Bailey in particular can only try to stop the others scoring maximum points, and so by the time we get to the last round — a compulsory scorer — at Rissington in October, both of the Championships will certainly be really wide open.

Results:

### Junior National

1st	Kevin Warner	BM/Arrow
2nd	Ian Murphy	BM/TKM
3rd	Derek Higgins	Zip/DAP

### Junior Britain

1st	Mark Bailey	Zip/Parilla
2nd	William Hewland	Zip/Arrow
3rd	Andrew Bundy	Barlotti/Manx

# Operation Karting

**"Operation Karting" is an offspring of Inter-Action, a community arts trust, which is bringing karting to youngsters who would otherwise have never had the opportunity. Roger Moody speaks to Gerry Dare, the man behind "O.K."**

A youth leader and karting fanatic gets involved in a sports project for disadvantaged kids. Sponsored by Inter-Action — a community arts trust — it runs sites around London where youngsters can skateboard, cycle and fun kart.

Early on he realises two things. First, karting is not only the most popular activity on offer — it also invites participation by the kids in ways denied by some other sports. Second, on handling the karts, one or two of the youngsters open up, gain self confidence apparently for the first time in their lives.

At that point, Gerry Dare conceives Operation Karting. And while ten of the original sports sites have been (or are being) hived off to local authorities, Operation Karting continues to absorb most of Gerry's waking hours.

Now I've never sat behind a kart steering wheel — don't even drive a car — but as a professional journalist, with a special concern for the development of libertarian activities for young people, Operation Karting intrigues me for several reasons. On the one hand, it clearly satisfies a crying need for inner city children to drive fast (but in comparative safety), tinker around with engines and understand quite complex machines. At a more basic level, it also gives them mobility and some space of their own in environments which are increasingly dominated by intensive building and purpose-built playgrounds. On the other hand, the project relies on having fairly sophisticated and costly equipment to hand, specialised knowledge from sympathetic adults and a continual flow of income.

*The initial side of OK — taking fun-karting out to kids who would never otherwise be able to experience it.*



After several hours talking with Gerry Dare, and an afternoon seeing his team in action, it's obvious that OK needs the patronage of influential people, some of whom may feel threatened by it. But it's also obvious that if the project develops in the way Gerry Dare intends, it could give the whole sport a tremendous shot in the arm.

OK doesn't really have a base of its own. The team work out of a trailer and fun karts are built in the rear of an old piano van. Inter-Action, through their Sports Space programme have given OK a home of sorts and they have moves to keep the embryo alive. Yet Inter-Action is a community arts network that is not fully geared to this type of operation. They have, however, secured Manpower Service Commission funds to run Sports Space programmes, and it is with some of the money and a small grant from the Sports Council that OK has survived.

It's an undertaking dependent upon beg, borrow — steel. OK has its own headed notepaper, but hasn't got around to printing stickers for its karts. Any one of the family or company teams which turn up at Rye House or Surbiton on a weekend may have as many resources for one of their karts as OK has scraped together in a year.

Yet, the day I interviewed Gerry at Inter-Action, he had just received five calls pleading for help in setting up kart projects. The week before there were 10 such requests. "These are adventure playgrounds, youth clubs, Intermediate Treatment Groups," Gerry told me. "They all want karting as part of their summer programme. Each of them, in their own way, has discovered karting fulfils a social need. It seems none of them knew who to consult, until they heard of us — usually by word of mouth. The problem is, we have neither the machines nor the money to help them. If we had the machines, most of these projects couldn't afford to hire them at a break-even rate."

I asked him to tell me more about one of these requests. "Today there was a woman on the phone — she runs a Youth Club in Camden. One of her club members, Steve, twelve years old, is constantly in trouble pinching motor bikes and taking cars. If she can direct his energies into karting — above all, if she can get the club a machine they can call their own — she feels she might be able to stop the thieving. Trouble is, she expected me to have a kart available which she could use during the summer."

The youth club worker had learned of Operation Karting through Camden Social Services department. Both Camden and Islington Social Services have bought or used machines built by OK. Two of them went to Islington Intermediate Treatment Centre, used by kids who would otherwise be sent to Borstal or put into care.

"Very few of these groups have any idea what it all involves," continued Gerry. "Someone with an enthusiasm for karting takes a look in Exchange and Mart, fancies a machine and buys it. After six months, the enthusiast leaves the youth club — after six months and two days the machine breaks down and there's no-one around to put it back on the track." One Local Authority had bought two machines last Easter through Gerry Dare. When he delivered them, Gerry found four other karts lying idle in a store. Only one was running. Of the other three, one machine was seized solid, and another is now having its engine rebuilt by OK. The fourth has been sent back, on Gerry's recommendation, to the people who made a hash job of it originally for £60.

Since summer 1978 — when OK was formally launched — twenty-five groups have benefited from the advice and cut-price servicing the project offers. Most of these are in London, but Gerry Dare estimates "there must be hundreds of groups round the country who would like to use us, and don't know we exist."

So how does OK get the money to survive? The answer was blunt. "We don't," said Gerry. "Though we depend on fund-raising, so far it's not been very successful. Some karting companies have taken quite an interest in us, but when you go to a company for sponsorship, they're looking for something in return. The thing we want to offer them is a racing team."

Certainly OK has the making of an efficient and ebullient young team and Lee Hogger is OK's golden hope — if it has just one. He was one of a group of boys who used the facilities of Bethnal Green sports site in summer 1978. "From the way he sat in and handled the fun karts," remembers Gerry, "I could see there was something special about him. I took him to Tilbury one weekend in October and my hopes were confirmed." Lee's first race was in January 1979 — he got turned over in the first heat when lying third!



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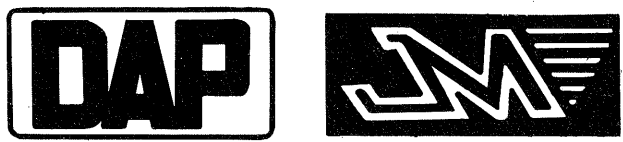
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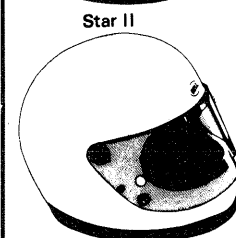
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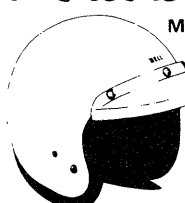
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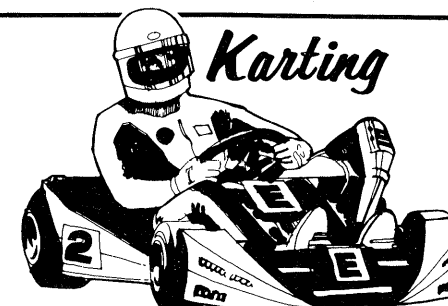
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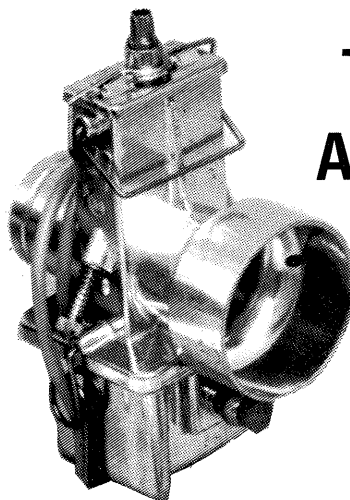
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Dear Sir,  
May I express my thanks on behalf of Talasan Ltd. to Surbiton Town Kart Racing Club for an excellent meeting held on 23rd June.

In the past we have given sponsorship to clubs and in this particular instance it was the smallest amount of sponsorship that we have ever given towards an event yet we received far more benefit from Surbiton than we have received from other clubs in the past.

I would like everyone within karting to know what a friendly and enthusiastic lot they are and anyone considering value-for-money sponsorship of a meeting would be well advised to think of them first. Some of the points in favour of sponsoring Surbiton is that they have the closest proximity to the centre of London and any would-be sponsor based in London areas is going to receive results.

We are confident that we have made a profit on the meeting and I would think that any kart dealer who wants to get his business moving a bit more would be well advised to look at the club from the point of view of sponsoring or semi-sponsoring an event there.

I would like to make it clear that I am not a member of the club so my comments are quite unbiased apart from gratitude for such a rewarding meeting — Thank You Surbiton.

Mike Coles,  
Talan Ltd.

Dear Sir,  
The Barclay School Karting Team would like to express their gratitude to Goff Racing of Bedford, for their invaluable technical advice and assistance over the past year.

J. Hardy — Team Manager

We have received further correspondence concerning the 1978 sponsorship arrangements between Ray Davies Autos and Derek Price. However, as both major parties have already aired their views, this correspondence is now closed.

Dear Sir,  
As a newcomer to karting (I've just finished my first year) I would like to thank everyone, through your magazine, who has helped me over that year. I feel that this comment may encourage anybody who may be thinking of starting this form of motor sport in that, despite what may be voiced through this magazine, occasionally it still retains club spirit and friendship.

My thanks to the Cambridge KC whose members really show, in my opinion, what karting is about — competitive racing, yet still able to show sportsmanship.

My thanks also to Zip Kart, especially John, who have always been more than helpful and forthcoming in advice and service, and to Martin Hines, whose comments on sponsorship were most helpful and constructive. Due to this article I now have sponsorship from EnviroSpace Ltd., a cavity wall insulation firm based in Woburn Sands. It all helps.

Lastly my thanks to Peter Haywood Ltd, who built my engine. I may not be a champion (yet), but let's face it, for every name we hear about in these articles, there are a hundred drivers like myself who make up the ranks, and enjoy it for what it is — SPORT.

P. Allen,  
Newport Pagnell.



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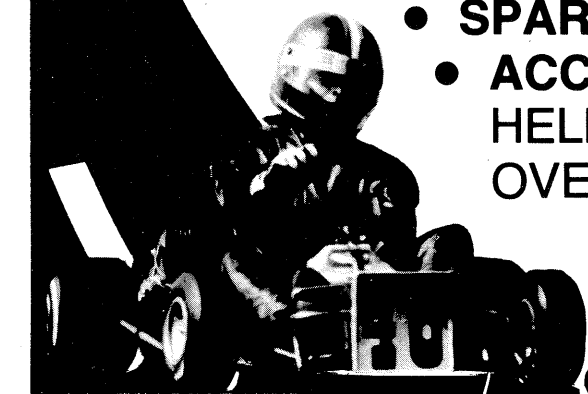
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Dear Sir,  
As I would describe myself as being one of the few hard-core spectators of long-circuit kart racing, I am anxious to see it compete in the popularity stakes with other forms of motor-sport, especially in terms of spectator appeal. Reading your magazine, though, gives an impression of a sport not knowing quite which direction it wants to go. With the impetus given by the Silverstone Grand Prix meeting last year it seemed that, at last, the necessary breakthrough had been made. Since then, however, from my side of the fence, little seems to have improved. The image still comes across of a sport with a lingering inferiority complex searching for some self-respect.

Surely the time has come to stop trying to attract spectators by putting out such wild claims as '150 mph Superkarts' and 'lap speeds comparable with F3 cars' when we all know these are impossible goals for current machinery. Instead, it would be preferable if more effort was put into tidying up the visual presentation and getting rid of the impression that kart meetings are run purely for the benefit of the competitors themselves, who don't always seem to appreciate that racing circuits rely on spectator attendance for their survival. Such spectator attendance hardly seems to have rocketed since the Grand Prix and can still be counted in hundreds rather than thousands at most long-circuit meetings, the recent long-circuit Championships at Donington being typical. Most spectators expect something for their money when they walk through the gates and like to feel that the 'show' is for their entertainment without them having to exert too much mental effort

in understanding what they're watching. To this end many improvements could be made.

In my opinion, the following points would go a long way to improving the spectacle and to helping spectators enjoy what for many might be their first taste of the sport.

1. Compulsory front fairings for ALL long circuit competitors.
2. More flamboyant colours on such fairings. (Subtle paint jobs might look nice in the paddock, but are hardly appreciated when spectators are trying to pick out who's who in a dicing bunch!)
3. Larger number plates and numbers.
4. New spectators are usually unfamiliar with the system of heats and finals used and commentators often do not go to great enough lengths in explaining this.

5. This aspect would also be greatly improved if programme compilers could take the trouble to list competitors in individual heats rather than give spectators the task of constantly having to refer to the competitors index, a task which even the most dedicated enthusiast finds tiresome.

6. Referring back to the commentary — this often fails to generate much excitement and sometimes seems to be something of an afterthought. A well-formed, exciting commentary is an essential part of any race meeting; a poor one can be most annoying.

7. Regarding the appearance of many of the karts; when wandering round the paddock most spectators must surely form the same opinion as myself, i.e. BLOODY AWFUL! This could definitely be improved — a pot of paint and a cleaning bag never extended any-

one's bank account...

8. One point which became almost embarrassingly obvious at Donington, when I was spectating around the Old Hairpin, was the stupidity of some drivers who had spun or broken down, only to leave their karts, or indeed themselves, in the most vulnerable positions. The marshal who spent most of his time getting them to move must have been most impressed by their sheer amateurism!

If I were in the middle of watching a 250 International final, I would be wondering why the hell I'm writing this. I'm not though, and I know damn well that during the next meeting I attend, the same niggling thoughts will present themselves.

For the promotion of karting, Silverstone must be THE example to follow. Please follow that example and hopefully I, and other keen kart spectators, might one day have the pleasure of watching methanol burning 350 cc ULTIMAKARTS lapping faster than F3s and touching 150 mph plus!

P. Roberts,  
Milton Keynes.

I would agree in principle with most of your observations — especially concerning the 'inferiority complex' image. Karting has been accepted — it has its own Grand Prix status event — so there is no need to continue to 'justify' its existence.

It was the change to bright, gaudy colours and a bit of flamboyance that made motorcycle racing what it is today. Imagine if the Superkart field was full of set-ups like those of Rae Davis, the Hermetite team, and the late lamented Frost team. Or if all the 210 field were turned out like Owen Jones' immaculate team. It could happen!

One thing I must take issue with though, is your thoughts concerning the 'wild statements' about speeds and F3 lap times, etc. These are things that the general public can identify with and appreciate, and whilst top speeds in most wheeled sports do tend to be slightly exaggerated, the lap time claims can definitely be substantiated, especially on the tighter car circuits such as Cadwell Park. But take Donington, for example: the best kart times, although admittedly some 3-4 seconds slower than the best F3 times, would represent a midfield F3 grid time. And Martin Hines did break the F1 lap record at Folembay — held by a Renault Turbo...

It would be nice to think that your thoughts might stimulate some of karting's competitors to give some thought to 'image'. But 350 Ultimakarts... now there's something to think about!

ED.

Dear Sir,

We feel that it should be written tonight after today's meeting at Donington that Martin Hines, with the help of Zip Karts and Bridge-stone tyres, be credited with full marks for the promotion of 250 International karting, during the past 12 months in particular.

As one man he has done more for the 250 Class (and for gearbox karting in general) by way of promotion than any other single person, regardless of critics or any other side issues at any time. What a truly magnificent weekend's racing was seen by all. We must all of us also remember there is yet more to come.

All gearbox drivers should say some small thank you for the opportunities presented to them at present.

Sue and Tony Wilkins,  
Claverdon, Warwickshire.

Each time I get down to writing this column, I usually have a 'bee in my bonnet' about some matter, or tub to thump on some injustice. I do before putting pen to paper though, have to look through the previous month's issue of the magazine to make sure the subject hasn't been covered before, by the Editor or 'Mr Camera Shop' Pudney — have you seen the gear he's got? I think that some of it is for self defence, to frighten off junior Class I parents, who currently have a price on his head! What appears to be a tele-photolens isn't — it's an infra-red telescopic sight from an Armalite rifle, taken in part exchange for a FIAT he flogged to a man with an Irish accent!

To continue on a more serious note, the fuel problem which I feel will now be with us for a long while, if not for ever, has been covered in the last issue by Chris Lambden in his editorial. Nevertheless I would like to add my comments. Last time we had a fuel shortage, race lengths and programmes were shortened by 10 per cent as a gesture, and the long distance races for gearbox classes stopped completely, which have regrettably never been reinstituted. At that time a single cylinder 250 consumed nearly 4 gallons an hour. Now we have twins which consume at least 50 per cent more, but as Chris said, the spectators, and for that matter competitors, travelling to and from the meetings use the most. On average four to six times more fuel is used to get to meetings by each competitor than he uses whilst racing. This however, is not a state of affairs to impress the powers that be. The only alternative to pacify the Minister of Power, or whosever we do have to satisfy, is to be seen to consume less petrol or an alternative fuel whilst racing. I suppose the only solution is to consider the use of methanol as soon as possible. If necessary unilaterally, without waiting for an international agreement on such a matter. What would the reaction be to a four stroke engine being allowed into 250 National to swell the ranks? Tuned fourstrokes are far more economical than two strokes.

The RAC British Championship at Donington was truly a meeting of mixed fortunes for the favourites. Lady Luck played a large part in the final results. Steve Elmore, normally the epitome of preparation and reliability, didn't finish a single heat and started the final from the back of the grid in a somewhat detuned state. He managed to charge through the field to grab third in the 125 Class, though a long way behind Paul Molloy, the new Champion. Hines and Buttigieg must be cursing the era of super-sticky tyres, both with totally flat tyres in the opening laps of the 12 lap final — Hines a nearside front on the first lap and Dave Buttigieg a nearside rear off the rim on the second lap, both entering the chicane. On the other side of the coin Steve Stylin noticed a crack in the front pipe of his exhaust on the dummy grid, and too late to do anything, resigned himself to a few laps of glory. He proceeded to win and in devastating fashion — race record, etc — and became a somewhat surprised and very popular British 250 Champion, garlanded, cheered and then filmed and interviewed by the Hermetite people by the Zip van. He then returned to the Kerkhoven camp and his kart, where it was pointed out that not only had the exhaust crack nearly completed 360 degrees, but his fuel pump cam was freely revolving on the back axle and floating from side to side! Even though Steve was on Cloud Nine, this only increased his disbelief at his good fortune. With their marvellous first and second result, *Green Belt Racing Developments* feel very confident in having a lot to offer a new sponsor. If successful, they intend to buy quite a lot of new



## The Chris Merlin column

equipment as Rob Kerkhoven, a most happy fellow, feels that some of their present gear is getting a bit tired. I told him that I knew a good bloke who did exhaust systems which didn't break, from Stoke on Trent! That went down like a lead Zeppelin. Well done and good luck with the search for a solvent sponsor.

Of the two main accidents at Donington, the 250 International incident occurred just after a grid start and involved amongst others Dave Hockey (RAC Committee member), and John Newman, who was worst affected. Apart from painful minor injuries, he and

his two-meetings-old Barlotti Yamaha caught fire. The side tank ground through on the track and covered him, the kart and the track with petrol which then ignited. John's losses didn't end there though. The kart was impounded for inspection and whilst in the compound, the Krober Rev Counter was stolen by some delightful specimen, who deserves to be hung, drawn and quartered. One way and another the kart looked a sad sight.

The Villiers racing looked the best value for money. The front three or four rows of the Villiers grid for the final was a sight to gladden the heart — immaculate preparation, and a great improvement on the often 'poor relation' appearance the class suffers from. Owen Jones looked like having a runaway win, but after building up a lead dropped by the way, leaving a fearsome group to sort it out in some of the best scrapping of the whole meeting, and allowing John Newton to take the honours.

Both Nigel Smith and Rae Davis seem to have benefited from their recent Class I outings at the Hayes and Harlington 6 Hours at Rye House, Rae winning a heat at Donington and Nigel Smith having his best result to date, dicing with great confidence in very close company with Kerkhoven in the Championship final, after a very determined catch-up job. Must be something to do with learning that the right pedal can be used to move the kart forward rather than just hold the machine in lurid slides!

Very unhappy Reg Ganges Senior and Junior were to be seen after the 250 final. After three laps deliberation, he was black flagged for allegedly jumping the start. Whilst the organising club are very anxious to stamp out drivers moving up the grid on rolling starts, after flagrant incidents at earlier meetings this year, to be black flagged on one grid marshall's opinion in a Championship final is to say the least a harsh measure to take. To attend the Wednesday practice and a two-day meeting costs somewhere in the region of £200-£300 and whilst in his own opinion he didn't judge himself as a likely winner, a time penalty, if he should have been judged guilty, would have been more appropriate. Fellow competitors from the row in front and behind him were agreed at his innocence.

*Sad and unusual sight — John Newman's Barlotti. Well cooked and minus rev-counter.*





continued . . .

News is in of a new International Technical Committee set up by the CIK to deal solely with 250 International. Britain's delegate will be Bert Hesketh. Yes, there will be groans from some quarters, but he is well qualified on most counts — a kart manufacturer, with engine tuning knowledge, race organisation experience, and he obviously has to be a member of the 'famous' committee. One comment though — he should in future attend a lot more fast circuit meetings. Not just Silverstone and Oulton Park, and not just two meetings a year in this country, and he would then be able to see that the two tracks that hold the most fast circuit meetings employ rolling starts whenever possible, as well as all the other aspects of the motor racing circuit 250 scene.

Whilst on the subject of Bert Hesketh, for whom I have great admiration, the Editor of this magazine explained the lack of photographs with the World Cup report being due to the fact that the *Kart and Superkart* photographer was unable to gain access to the appropriate enclosure. When I asked Bert for a photographer's pass he told me that there were already two K&S photographers in the special enclosure, presumably by the hairpin, so I didn't press the point. Possibly the two photographers Bert mentioned were 'plants' from *Karting Magazine*!

After Donington I had a 200 mile journey to complete in well 'under par' time to see the French Grand Prix on the goggle box. What a fantastic last couple of laps it was too between Villeneuve and Arnoux, driving as they were, bumping wheels, half the length of the straight off the track and all that. I can just imagine the comments if such tactics and driving conduct was indulged in while kart racing!

Whilst on the subject of 'looney' driving, Paul Gamsa (after a year's lay-off) made a welcome return to racing and was a trifle apprehensive at the standard of driving going on in the midfield where he reckoned there wasn't much value attached to life and limb, and far too many aces with flashy leathers and not too much between their ears. From the safety of the sidelines I can agree with his opinions!

The 210 crowd are showing signs of getting into a more colourful frame of mind — with no better example than the immaculate Owen Jones setup. An example to follow!

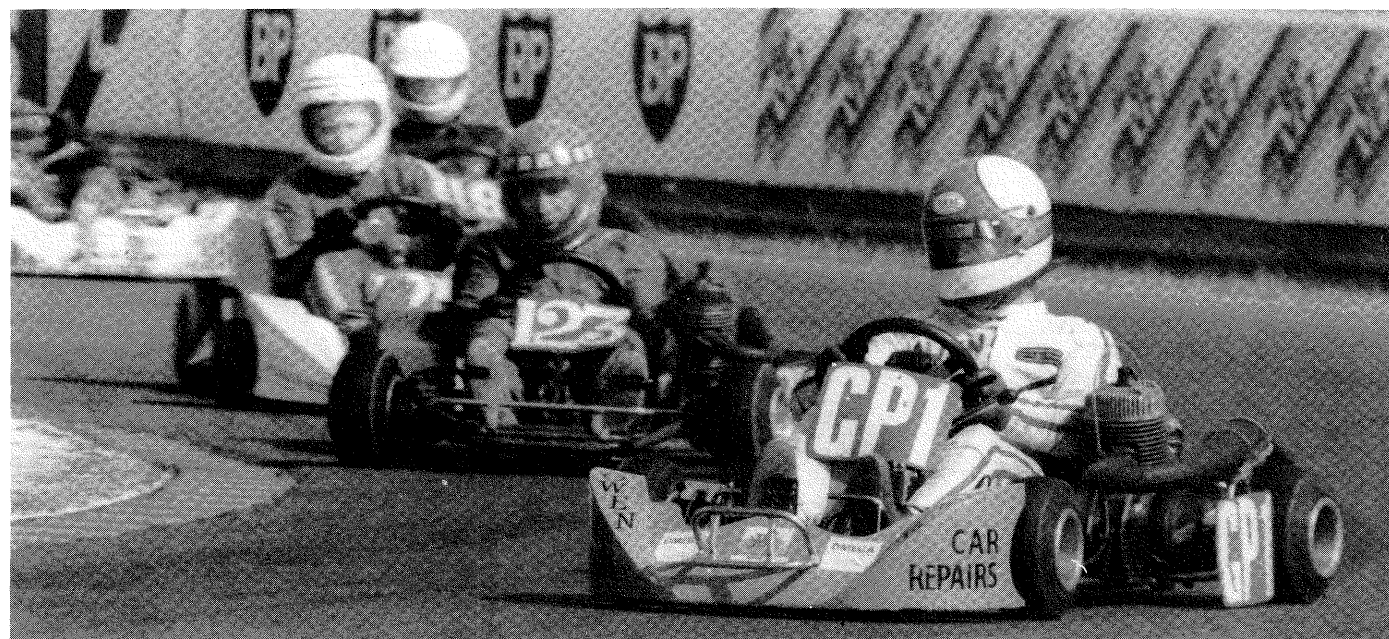


Along with his appearance in the new Barlotti, Rae Davis has obtained some sponsorship from Car Colours. The newly painted (with sponsors products) bodywork was still being assembled after arrival at Silverstone for the demo (above). Rae (far right) is assisted by the very merry bunch from Merlin Developments — excluding of course Calvin and Roy Fish (far left).

With the departure from these pages of Phillip Bingham to *Motoring News* it is certainly a feather in the cap of *Kart and Superkart*. One would like to say 'beat that, *Karting*'. Unfortunately one can't, as two very successful journalists started by contributing to *Karting* magazine — Nick Brittain, now Jody Scheckter and John Watson's manager, and Simon Taylor, BBC correspondent, Publishing Director, and past Editor of *Autosport*. Both had kart racing backgrounds. We shall have to watch Phillip's progress with interest.

'T' shirts seem to be the thing these days. The best (or worst) one I saw through bleary eyes over my scrambled egg in the fairly respectable surroundings of a pleasant hotel dining room the morning of Donington was 'BIG DICK RACING', unashamedly worn by Richard Horwell. I suppose it makes a pleasant change from the barrister's silks he wears through the week. They say it pays to advertise! . . .

Alan Who?! — Peter Cooper, past Chairman of the RAC Kart Committee was at Donington, and thoroughly enjoyed the meeting.



Paul Carr was unable to get through to higher than fourth, despite some ten-tenths effort. A post-race check revealed a broken piston ring.

getting past. A few yards away, Crane and Bryant were tied together in their own personal battle, while 30 yards away, Carr was motoring as fast as he possibly could — pulling enormous revs and progressing in a series of lurid opposite lock drifts — but unable to make a great impression on the front quartet.

Lap 12 saw the race pattern change as Ross-Johnson's Parilla cried enough, in the funniest of places — exiting the chicane, and a tap from Crane, caught unawares, spun him off into the sand. The incident did not delay Crane and Bryant, so the gap to Carr remained. However, leader Edwards now had enough of a cushion to relax slightly, as the second and third pair were being kept busy enough with each other.

And so the race wound out its 20 laps,

with a last minute scare for Edwards as he dived into the chicane — a back marker cut back across him and the Zip climbed into the air. The chassis was damaged, but a relieved Edwards was still able to accelerate over the line to confirm the win. Crane held Bryant at bay, and despite his efforts, Carr had to settle for fourth — although obviously retaining, and in fact increasing his overall lead.

Mark Sayer got the better of Moth for fifth and these two were chased home by a nose-to-tail bunch — Christo, Norman Box, Steve Chittenden, and Stapley.

#### Result:

1st Nigel Edwards	Zip/DAP JM
2nd Lee Crane	Kestrel/Parilla
3rd Mick Bryant	Sprint/Parilla

For this fourth round of the series, the local club made up for the somewhat barren nature of the circuit and its surroundings, with a superb array of silverware.



Victory lap for an extremely popular winner after some good placings in previous rounds.

#### Snippets . . .

- After collecting the laurels, the biggest of a superb array of trophies, and the bubbly, Nigel Edwards' main concern was that Zips would be able to sort out a replacement chassis in a hurry. After that result, he shouldn't have too much bother.

- For the Mistral Team, a day to forget — with Pete Newsham going home, and possibly out of the series, with a broken collarbone, and Neil Hann hardly able to walk after two bone-jarring shunts from behind. What aggravated him most was that he didn't even see who it was . . .

- As we closed for press, the up-to-date totals had not yet been finalised. Results should be available now, and if you can't wait until next month to read about it, send us a s.a.e. for a complete list.

- Interesting to see two entries from the Ahmadi Kart Club — long way to come!



continued . . .

spectacularly after a tangle with John Wellsted. The unfortunate Newsham was taken to hospital with a suspected broken collar bone. Humour in the situation, if you can call it that, was provided by the fact that Newsham ended up so far off the track and buried in the surrounding bush, that the race had continued for over three laps before anyone found him!

Heat 7 provided the next upset as firstly Treadwell's motor refused to fire and he became a non-starter, then Neil Hann was shunted clean off — bending the rear axle and giving the Somerset driver quite a whack in the back. The final blow to the form book was in series leader Carr's last heat when a plug failed, the subsequent misfiring dropping him to the tail of the field and a seventh row final grid.

So who in the meantime was accumulating the points? Nigel Edwards — showing remarkable pole-winning consistency — and Les Poet, using home track advantage well. These two made up the front row. Ex International class driver Ian Ross-Johnson was next in line, running in only his second K&S round, and he was joined on the second row by Lee Crane, finally getting a reasonable run after disastrous previous rounds.

Carr had salvaged a sixth row position after his mechanical failure, but for Hann and Tredwell there was to be no final after a 'hair' qualifying race. Hann was eliminated on the first corner, with a resounding, axle bending, shunt from behind — helping his already battered back no end . . . Tredwell, on the other hand, had worked through to second, but on the very last lap his ignition lead jumped



Once Ross-Johnson's challenge was over, the race was (apart from a last lap backmarker "incident") in the bag for Edwards.

off, landing in his lap — at least providing the spectators with a laugh!

After only one rolling lap, the flag waved and the field howled into the first right-hander, somehow without incident. Edwards it was who had made the best of pole, but right behind him Ross-Johnson slid inside Poet for second. The rest of the queue scrambled through — Crane, Bryant, Moth, Sayer, Tebbut, Carr, Tipping, Christo . . .

Edwards had a slight gap as they wound

their way up the straight for the second time, with the rest in a bobbing, weaving line. Carr was soon through on to Moth's tail but passing the dour southerner was something else. It took three laps before he could slide inside at the end of the straight to secure sixth. This became fifth as third placed Poet disappeared from circulation, his race over.

Up front, Ross Johnson's Sprint had made up the gap to leader Edwards and was putting heavy pressure on, although not looking like

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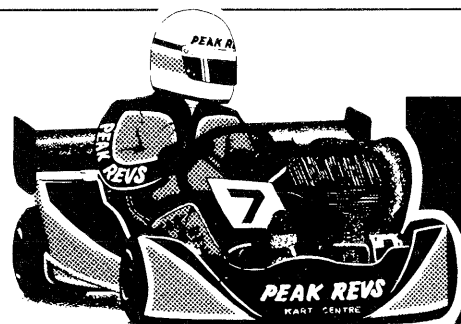


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**STARKARTS — BARLOTTI — GOODYEAR — UPTON — YAMAHA — DUNLOP — ZIP — CASTROL**



Ian Ross-Johnson (96) pushed leader Edwards (18) as they wound through the Blackbushe scrub, but his challenge ended with engine problems later in the race.

# Nice One, Nigel

**Hard earned K & S round 4 victory to Nigel Edwards. Lee Crane, back up front after disastrous early rounds, takes second. Bryant's second third place on the trot. Bad day for the "guns".**  
**Report and pictures: Chris Lambden**



The Kart and Superkart 100 National Championship moved on to Camberley's Blackbushe circuit on 15 July with just short of 100 contestants lining up to chase points in the six round series. With its continuously curving design and consequently sparse passing spots, the Hampshire track was bound to provide aggressive racing, with little prospect of the 'guns' being able to come from the back, as some do at other more open circuits. However, no-one could have predicted the varying ways in which the 'seeds' would fall . . .

Clear skies and beautiful sunshine heralded the start of the first round of heats and northerner Nigel Edwards gave an indication of his current form by walking away with the very first heat.

Heat 3 saw the demise of the first of the leading lights, with Mistrale Racing's Pete Newsham disappearing from the circuit



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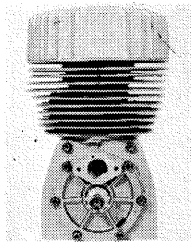
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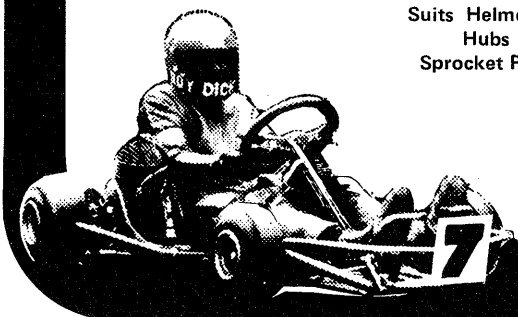


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# Grand Prix

This weekend, August 4th and 5th, sees the peak of the Superkart year, with the 2nd Daily Express Hermetite British Kart Grand Prix taking place on Silverstone's 2.93 mile G.P. circuit. We present a form guide for spectators, with a brief look at the likely Superkart contenders.

Karting has come a long way since its primitive beginnings, with last year's Grand Prix at Silverstone providing another milestone in the development of the sport which is now starting to grab the attention of the general public. With the skyrocketing of competitive Formula Ford/Formula 3 racing, Superkarts provide a real alternative in terms of expense, colour, and fierce competition. Nowhere was this more evident than at Silverstone last year, when despite wet conditions in the earlier part of the day, a sizeable crowd saw Superkart racing at its best.

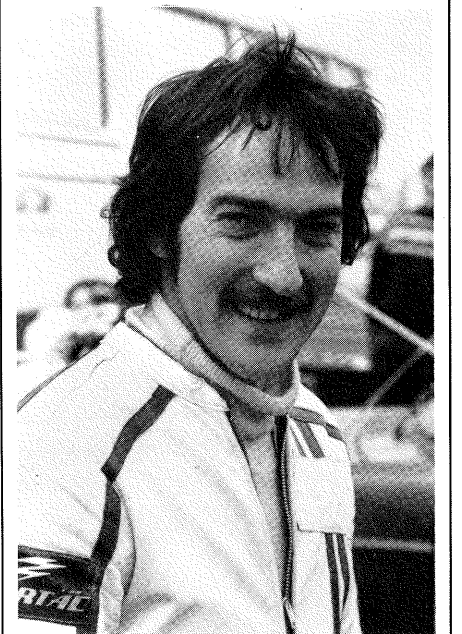
If you enjoy karting, or are just a regular car racing follower, it will be well worth the trip to Silverstone next Sunday — wet or fine. Fortunately, grandstand seating is freely available, so you can enjoy the sight of Woodcote — less chicane — whatever the weather!

Last year the fastest official lap was recorded, by Mick Goy, at 1 minute 37 seconds — an average of just over 108 mph. With aerodynamic developments alone since then, the 110 mph lap looks a distinct possibility.

season form was mediocre, with niggling gearbox problems putting him out of several events, but a recent return to form saw second place at the European Championship and a fine pole-winning performance at the British, only to go out with ignition failure, when leading. Without mechanical problems, Elmore is certain to be amongst the leading bunch.

In probably his best season to date, GBRD team leader Rob Kerkhoven is definitely due for a major success. Winner of the Cadwell Superkart round in April, Rob has been a consistent potential winner since and put in a storming drive through from the back of the grid to finish second to team-mate Stylin at the British Championship. Stylin's win signalled a comprehensive return to top form and the end of a string of luckless retirements. Both Stylin and Kerkhoven formed part of the colourful *Team Frost* earlier in the season — but since the sponsoring company's liquidation have relied on backing from Rob's GBRD tuning concern and Zip Karts. Although this backing has seen them through to their 1-2 British Championship result, it is very much an interim situation, and the pair are very much on the outlook for a viable commercial backer. In the meantime, Grand Prix success would help their cause greatly.

## Rapid Movements Sprint Team



Dave Buttigieg (O)  
Rapid Movements Sprint/Smith Yamaha.  
Current World Cup Champion, and twice former European Champion.

## Team GBRD



Rob Kerkhoven (111)  
Zip/GBRD Yamaha.  
Current British Short Circuit Champion, second to team-mate at 1979 British Championship.



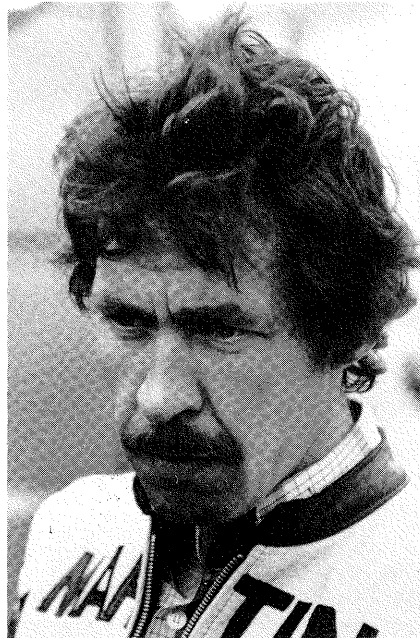
Steve Stylin (1)  
Zip/GBRD Yamaha.  
Newly crowned British Champion, 1978 Kartspeed series winner. Former multiple 210 Class Champion.



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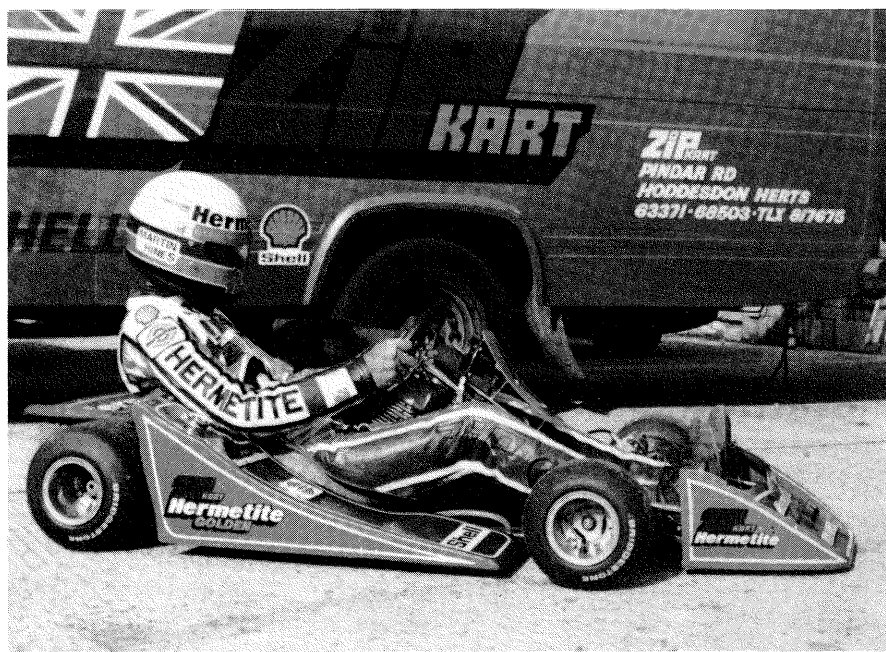
The Barlotti marque will have two completely differing strings to its bow. Seasoned campaigner and former World Cup winner Reg Gange is campaigning the regular Barlotti chassis — preferring to stick at this stage with something tried and tested. After almost two years in the result wilderness, Reg is back, with second place in the World Cup and a win in the most recent Cadwell Superkart round. Coinciding with this resurgence has been the use of engines prepared by ex motorcycle "name", Peter Inchley, utilising unique cast

## Hermetite Zip Team



**Martin Hines (42)**  
Hermetite Zip/Zip Yamaha.  
Former British and European Champion, current Cadwell Superkart Champion, and new Kartspeed series winner.

Providing sufficient testing and development has been completed, Martin Hines may well give the new "ground effect" Zip chassis its race debut — first exclusive picture below.



iron cylinder liners rather than the standard chromium plated aluminium variety.

Providing a stark contrast — in appearance and approach — is the entry of Rae Davis, with the new full bodied Barlotti, running with backing from *Car Colours*. Although yet to win a major Superkart race — and more renowned for his extrovert "tail out" driving style — Rae could spring a surprise as the kart, finished in yellow and white, is reputedly very "slippery" through the air — ideal for Silverstone.

Another experienced international campaigner due for long-circuit success is current World Cup Champion, Dave Buttigieg, who, apart from that success on the short Morecambe circuit, has had a fairly lean year. As detailed elsewhere, "Butty" has just obtained



**Paul Elmore (GP)**  
Hermetite Zip/Zip Yamaha.  
Defending Grand Prix Champion and second in European Championship.

backing from *Rapid Movements* and this, combined with a change of engine tuners, may well be the stimulus for an improvement in fortunes. Heading the Sprint Kart camp, the man from Southampton is recognised as one of the top drivers in the business and must certainly be considered a possibility.

A driver who has recently changed his equipment and his image enough to make the "seedings" is Buttigieg's friend and ally, Nigel Smith, running under *Team Schemes* colours. Flamboyant and certainly no introvert, Nigel

## Team Schemes



**Nigel Smith (69)**  
Team Schemes Zip/Smith Yamaha.  
3rd at British Championship, now showing top form.

## Team TVM



**Steve Elmore (15)**  
Zip/TVM Yamaha.  
Current 125 GP Champion, and former British 125 Champion.

## Barlotti Kart Team



**Reg Gange (10)**  
Barlotti/Inchley Yamaha.  
Former World Cup Champion and winner of the most recent Cadwell Superkart round.



**Rae Davis (112)**  
Barlotti Can Am/Merlin Yamaha.  
Recent recruit to the Barlotti camp. Could surprise if still in one piece at the finish.

## Team Aero

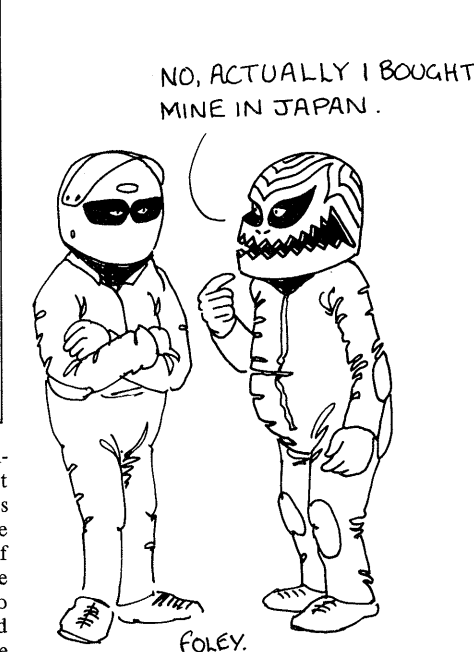


**Malcolm Turner (17)**  
Aero Panther/Turner Yamaha.  
3rd in 1978 Grand Prix, due for major win.

acquired the "Sideways" label, seemingly initiating with his exciting Silverstone exploits last year. A recent change to a Zip chassis has found something more to his liking, and the nickname is fast disappearing with a series of fine drives culminating in a superb third in the British Championships after a similar charge to that of Kerkhoven. Nigel has also switched engine camps along with Buttigieg and could be a dark horse.

Our final two seedings make the list mainly on the basis of their Grand Prix performance last year. Firstly, Malcolm Turner whose third place was just reward for a gritty race. This year Malcolm has been tied up with the Aero Kart manufacturers, developing their latest Superkart model. Terminal oversteer problems with their early season ground-effect chassis have meant a complete redesign along more conventional lines. The signs were there at the British Championships that progress was indeed being made and so Malcolm can be expected to be thereabouts.

Finally, Steve Elmore. After a super successful 125 Class career, Steve moved into Superkarts a year ago. The revelation of last year's



GP, Steve slipstreamed brother Paul for lap after lap, but just as he prepared for a final last ditch attack, top gear went and he was left to coast home fifth. Preparation of his Zip/TVM Yamaha is usually immaculate, and after an uncharacteristically disastrous British Champs, the team will be well psyched up for Silverstone.

These are our ten seeds, but "dark horses" abound — none more so than recent European Championship winner, Poul Petersen (Denmark) about whom little is known. His performance on the bumpy Mondello Park circuit was superb, with his self-built chassis coping with the conditions perfectly. How Silverstone's high speed, smooth surface will suit him is a question that most of our seeds will be wondering about.

America has recently begun to show an interest in Superkart racing, and their top exponent, Kim Campbell is entered. Again, a completely unknown quantity, and someone who may have to be watched.

## Supporting Events

Virtually all the Superkart contestants graduated via one of the three other categories that will be competing on the day, each with its own Grand Prix title at stake.

Whereas the current 250 International "Superkarts" all use Yamaha twin cylinder engines, the 250 National Class (the smallest numerically) utilises the previous generation 250 cc engines — single cylinder Bultacs, Montessas, and KTMs. A very evenly matched category, with a range of different winners this year. Competitors worth watching — Tony Missin, Bob Phair, and new British Champion John Sellars.

The 210 Class is second only in popularity to the Superkarts, and utilises the venerable Villiers ex-invalid carriage engines — or modern reproductions of them. For their heritage, these engines put out quite amazing horsepower, and again being evenly matched, some interesting, "slipstream" queues are likely. Current GP Champion Owen Jones is always hard to beat, though a silly gearbox breakage recently cost him his British title, which in the end went to John Newton. Two other 210 flyers worth keeping an eye on are Will Hoy and Phil Ansell.

Although smallest in capacity, the 125 Class, using the latest high-revving engines, is as fast, if not slightly quicker than the preceding two. A fiercely competitive class, last year dominated by defending GP Champion, Steve Elmore. This year has not been as successful, with a variety of other names cropping up on the winner's rostrum. However, should Elmore not decide to concentrate solely on his Superkart challenge, he will still be hard to beat. Other top contenders should be Mike Doble, Paul Keepe, Brian Hill, Dave Calland, Ray Hyde, and Paul Molloy — unsponsored Birmingham driver who took the British Championship by storm.

The Grand Prix meeting stretches over two days with Saturday preoccupied with qualifying heats for all four Grands Prix. Sunday should see a final round of qualifying, followed in mid-afternoon by the main Grand Prix events themselves, culminating in what should be a thrilling Superkart Grand Prix.

A superb day of high speed kart racing, the 1979 Daily Express Hermetite Kart Grand Prix is not to be missed. Full coverage of course, next month.

C. L.