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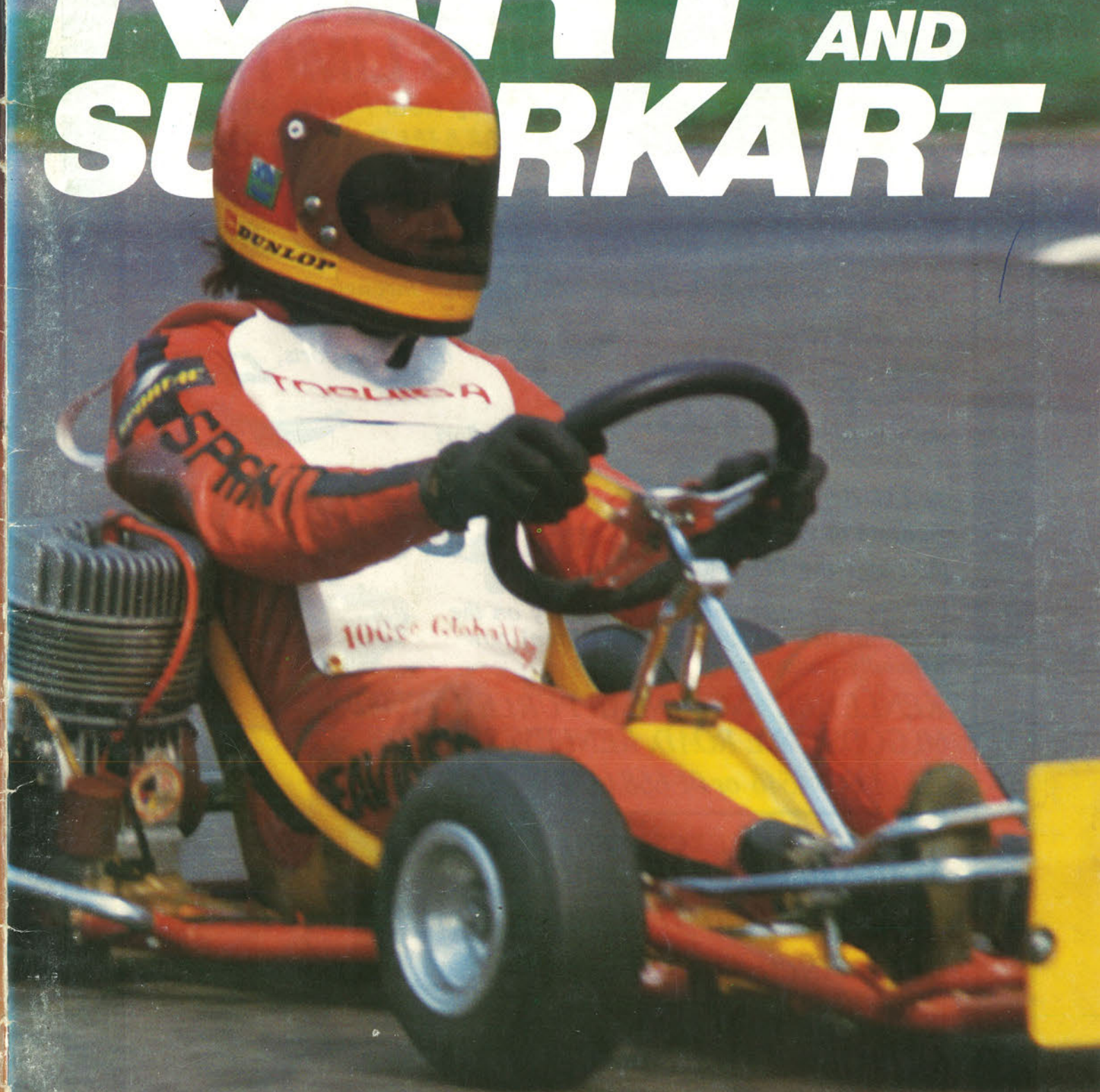


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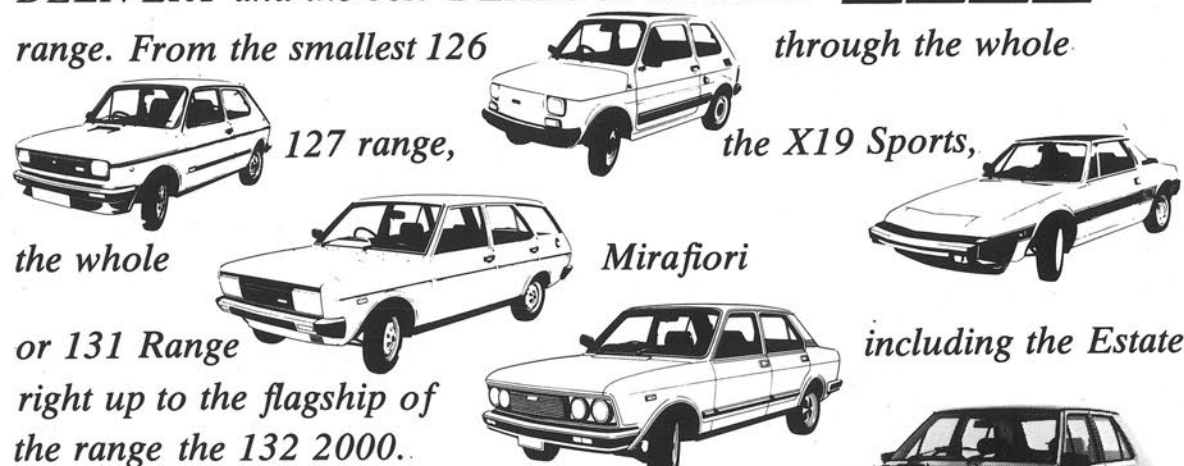


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## September

**9** CLAY PIGEON (between Yeovil and Dorchester on A37) *SW Autumn Championships*

KIMBOLTON (15 miles north of Bedford)

TILBURY — *Ziperama Trophy Meeting*. All classes

CHASEWATER (Pleasure Park, Brownhills, off A5)

**16** SHENINGTON (off A422 Banbury—Stratford Road). Round 6 *Green Man and Road and Racing Racewear Championships*

DUNKESWELL (5 miles from Honiton, Devon) *RAC Short Circuit Gearbox Championships*

NUTHAMPSTEAD (1½ miles east of Barkway, off the B1368 Cambridge—Ware road)

**22** SURBITON (Worcester Park Road, Surrey)

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

**23** LLANDOW (off A48, 4 miles SW of Cowbridge) *Welsh Championships*

ELLOUGH (2 miles from Beccles) *East Anglian Championships*

FULBECK (8 miles from Newark)

**30** CADWELL PARK (on A153 between Horncastle and Louth) *Cadwell Autumn Championships* — Superkarts 210, 125, 250 National

## October

**7** LITTLE RISSINGTON (RAF base nr Stow-on-the-Wold) Final Round, *Green Man, Road and Racing Racewear Championships*. All 100cc classes

RYE HOUSE (Rye Road, Hoddesdon) *All England Championships*. All 100cc classes

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

FELTON (8 miles north of Morpeth, on A1)

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

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

KIMBOLTON (1½ miles from Kimbolton, 15 miles north of Bedford)

TILBURY (near Tilbury docks)

ELLOUGH (2 miles from Beccles)

CLAY PIGEON (between Yeovil and Dorchester on A37)

Kalendar



It is always a happy occasion when a manufacturing concern reaches a milestone in its development — and when it is a British engine manufacturer, looking for a foothold in the fiercely competitive world of 100 cc karting, it is all the more worthy of congratulation.

We are referring of course to the first British Championship victory taken by the Hewland organisation — admittedly in the not so prestigious ranks of the Britain Class — but nevertheless a worthwhile achievement. Since their debut in the sport, the Hewland people have gone about their work in a quiet, efficient way, with a couple of design innovations that are obviously showing their worth. The engine is showing tremendously well in National Class racing, and we can only presume that it will be a matter of time before a big push is made into the international scene.

To Mike Hewland, his staff, and not least the driver who gave them the win, Peter Rochford, well done!

As covered elsewhere (see *Just Heard*), a new man has just taken over the lead role in RAC karting administration. He takes over at a time when the sport is looking for a new approach and attitude from its controllers, and we can only hope that in time his experiences from outside the world of karting, may inspire some form of new outlook.

We welcome him to the sport and wish him every success in his appointed task.

CHRIS LAMBDEN

### FRONT COVER

What a year Mickey Allen has had so far, winning everything in sight within England. Can the twice runner-up realise his remaining goal in karting and win the World Championship? A lot of people will be backing him at Estoril later this month.

(Photo: D. Callingham)

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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. 009

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### NEXT MONTH:

- Cadwell, Oulton Park Superkarts
- K&S Final Round

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**100 Nat. (Nov.)** Gary Holah RM. SS. 20

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## Disastrous European Event

After the poor showing by the Junior team at Fano, Britain's international reputation took another battering at the European Team Championship at Kalmar, Sweden, with a fiasco that must have set Europe wondering what on earth is going on!

As defending champions, England were expected to field a strong team, and in the end, the four drivers asked (or told!) to travel to Kalmar represented a fair selection. With the unavailability of Micky Allen, the selector (RAC Committee man Mason Minns) picked Terry Fullerton, Mike Wilson, Martin Smart and Doug Spencer.

Fair enough. But if ever a team needs a manager, and a good one, it's the team that contests a team championship. It was understood that Minns himself would manage the team, but he seemingly decided not to go, and after unsuccessfully approaching Neil Hann, asked Terry Fullerton to look after them. Now Terry is a shrewd enough fellow, and come the day that he retires from com-

petition will probably make an admirable team manager. But to ask any driver to control a team whilst driving himself is crazy. To send a British team away to such an event without a proper manager is nothing short of an insult to the drivers concerned. It's not as if there is any shortage of competent people around — last year's winning team had an excellent manager in the form of Alan Johnson, who it appears has been discarded for no apparent reason.

It was this very lack of a trackside manager which led to England's disastrous crash out of the Kalmar event. The team was a potential winner, being fastest in timed practice, with Smart fractionally quicker than Wilson and Fullerton.

The first of the two finals got under way, with Wilson at the front taking an early lead. Smart, from the second team grid, moved up to fourth, with Fullerton making rapid progress from further back to slot into fifth, behind Smart. With no manager able to signal

this winning state of affairs to the drivers, a misunderstanding took place between Smart and Fullerton, the two collided and the latter had a very nasty end-over-end accident.

Both drivers were unsure of the situation — Smart, when and where Fullerton would pass; Fullerton, unaware of the teams placings, guessing that they were perhaps around tenth and eleventh.

Britain finished seventh. Switzerland took a close win from the Swedes.

Is it not time that things were taken a bit more seriously? It costs the individual drivers a lot of money to represent Britain, and they deserve competent management. Maybe a tiny slice of the thousands of pounds which flow into the RAC from karting each year could well be allocated to the travel expenses of a keen, competent manager/selector — there are several good prospects about.

The World Championship is almost upon us, and a few days after the four-man team was selected, the six-man team for the Championship was announced.

The four from the team event are re-selected, Mickey Allen rejoins the band, and Martin Homewood makes up the six. Pudney takes a brief look at their chances in his column further on in this issue.

Who will manage the team we wonder? Will it be selector Minns (who incidentally has yet to attend a major British 100 cc meeting this year — although he does maintain that 'independent observers' were at many of them to advise him), or possibly someone perhaps a little more involved in current 100 cc racing? We can only wait and see.

## In a Word . . .

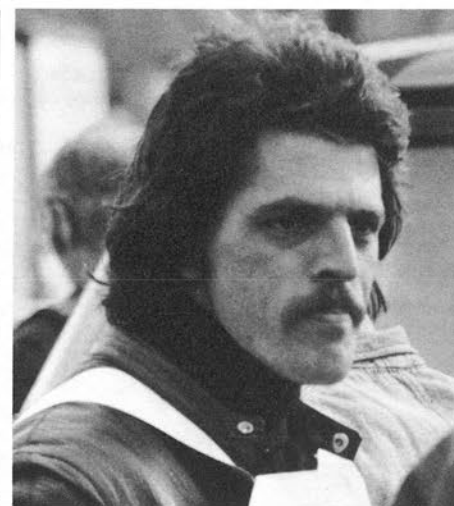
•Mickey Allen's appeal to the RAC against his exclusion from the Clay Pigeon Green Man meeting was successful, in that he was reinstated as the winner of the event. However, in a double-sided verdict, seemingly to appease the Clay Pigeon Club, he was fined £40 for his trouble!

Paul Fletcher is accordingly amending the results of that round of the Championship, but what the reinstatement does mean is that Mickey now has an unassailable points lead and ends the domestic season as both British and Green Man Champion. Four straight wins is a superb achievement and we can only offer our congratulations.

What price the 1979 World Champion?

•On the subject of the World Championship, Bridgestone tyres seem to be planning something new, as expected. Test tyres have been seen, in the same 700 and 460 sizes as the current YAW/YAV production compound. However, the test tyres were marked YAT and appeared to be of two differing compounds, coded blue and yellow. Results of any tests are not known. If past performance is anything to go by, we will have to wait until about a week before the Championship before any new tyres are in circulation.

•The CIK has advised that the homologation of chassis and 125 cc engines has been put back until next year. All manufacturers concerned have apparently been notified, and we imagine, heaved a sigh of relief. The prospect of chassis homologation in particular has been greeted by horror from most,



The two 'new boys' in the British World Championship team. Left: Martin Homewood — an 'independent' running Birel chassis, and 'Redhill-prepared' Parilla engines. Right: Doug Spencer — Sprint chassis and Deavinson-prepared Sirio engines.



as the CIK intends to insist on 50 examples being available for inspection at the appropriate time. Even the largest manufacturers have no idea how they are going to have that number, or even half of it, built up at any one time!

The idea of chassis homologation is not a good one. Are we to see the end, in major competition, of the occasional ingenious home builder? Will it in fact become a closed shop, with only the major manufacturers participating? We certainly hope not.

•Those of you at Silverstone will have noticed, undoubtedly that the impressive white Barlotti Superkart with Rae Davis

written on it was not in fact being driven by the said gentleman. The story behind it is rather unfortunate — about a week beforehand on his way home on his motor bike one wet evening Rae met up with, amongst other things, a gutter, and had a nasty accident. Rae is still in hospital, and expects to be there for several weeks yet. He's lost a kneecap (can't find it anywhere), and will be having some skin grafted on to some rough spots. After getting over the depression of missing Silverstone, he's chirping up considerably and plotting next year's karting programme.

We're sure he'll be back to haunt Superkart racing more than ever, and wish him a speedy convalescence.

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## CLUB SCENE

continued . . .

Portadown driver David Allan. On lap 5 Kirkpatrick slipped back to third place and David Allan grabbed a lead that he was not to lose. The midfield battle raged between the Johnston brothers and Adrian Watson and the hard charging Gary Jordan trying to recover his lost ground. At the fall of the flag young David Allan from Portadown had achieved a well deserved win after a very steady drive, his first win and surely a karter to be watched in the future. Alistair Kirkpatrick and Hugo Manson followed him home with Adrian Watson fourth and Gary Jordan fifth.

The 250 National field was as ever very large and probably one of the closest fought battles of the night. Jim Fleming from Ballymoney and Joe McBride were the heat winners. In the final it was McBride who led at the end of Lap 1. Local club chairman Terry Hamill was hard on his back bumper in second place with Dessie Robb third. Then a battling bunch led by Brian Hall fresh from his fastest lap at Silverstone the previous weekend in 250 National. On lap 2 Robb displaced Hamill in the second place and set off in pursuit of the flying Joe McBride on the Watt Montesa. However, on this occasion Dessie's Bultaco did not have the pace to catch McBride, who in fact led from start to finish to win from Dessie Robb, Terry Hamill and Brian Hall. Stephen Rowney, a relatively new driver, came home in a good fifth place with much travelled Enniskillen driver Joey Morton in sixth place.

The Junior National final was next on the

programme with heat winners Percy Jordan and Alistair Kirkpatrick forming the front row of the grid. Alistair having his second run of the night having already contested the Junior British championship final. Percy Jordan grabbed an early lead that he maintained in his usual steady fashion to run out a fairly easy winner. Early second place karter Paul Cairns dropped out early on with engine problems leaving Alistair Kirkpatrick in the second position and Stephen Watson in third. Cyril Davis was also very much in the fray in his first outing in Junior National, having been a regular over the past two seasons in the younger age group Junior Britain class. The class finished in that order with Jordan first, Kirkpatrick second, followed by Watson, Davis and Gilbert McKnight in fifth place.

The next final produced a full grid once again from the senior 100cc class, 100 National. Heat honours had been shared between Richard Cox from Dundonald and Albert Anderson, the experienced Antrim driver. Cox looked to be the form horse on the night with a first and third place in the heats. Ricky always seems to be such a quick driver these days in wet conditions. He was never to be passed in this final but lap after lap Carl Ashfield pressed him extremely hard and these two karters turned on the race of the night. Ian Graham battled through the slippery conditions to take third place from a trio of Duncans led by George from Robert and Cecil. A family who devote so much of their time to karting and particularly the 100 National class.

The 210 National was the usual closely contested affair with a better entry than of

late adding to the excitement in this final. Joe Crawford, fresh from the British Grand Prix meeting at Silverstone, was to prove too strong on this occasion for the opposition. Newtownabbey driver Duncan Graham, more famous for his exploits in 250 International, achieved a well deserved second placing. Joe Crawford's brother Don completed the front three in third place from Brian Lewis and local driver Jim Taylor. Regular points scorers in this class, Johnny Cupples and Bertie McWilliams, had both fallen by the wayside during the course of this final.

The ever growing 125 National class was next on the dummy grid with double heat winner Terry Wilkinson on pole position. In spite of this in the final on the opening lap it was the Lynx/Aspes of David Mulholland that led from Ballymoney driver Roy Stewart and Wilkinson on their TVM Yamaha outfits. In midfield the battle for honours was as close as ever with the contest between Harry Auld on his Honda, R. J. Elliott, Walter Cushman and A. Hyde very hectic. On lap six Roy Stewart disappeared from the lap charts with a blown big end, I believe. Wilkinson followed Mulholland the race long but never quite managed to take the lead away from him so Mulholland ran out the race winner with Wilkinson's Yamaha in second place. Tony Anderson on yet another TVM Yamaha achieved a good third place, his best result so far in this, his second season of karting. Harry Auld on his little Honda was the fourth place kart at the fall of the flag, followed by A. Hyde and R. J. Elliott in fifth and sixth places.

The last 100cc group was next on the line with the seniors once again, this time in the International final. Stephen Quinn was very much in evidence in the heats with a first and third place. Jim Flannigan had two seconds, Peter McAleer two fourths, and Joe Duncan on his new Lane Aerospace Gold chassis, one win. Stephen Quinn was driving the kart on which he had won (the previous weekend) the All Ireland 100cc title and there to prove it on his kart were the coveted IRL plates awarded by the RIAC to the winner of this title. In this International final in the gathering gloom of Portrush, Quinn was to win yet again in very convincing style with Flannigan, Duncan and McAleer fighting out the second to fourth placings. Cookstown driver Peter McAleer on his Deavinson Serio, took second place at the finish from John Duncan and Grange Karting's Jim Flannigan. Micky Wright drove steadily and always just in touch with the bunch ahead to take fifth place ahead of ex Rallyman Roger Kennedy, who has just taken to karting recently after a career in rallying.

250 International, Ballymoney driver Roy Stewart in evidence once again against the might of Raymond Lyons, Duncan Graham, R. J. Elliott and Terry Hamill on his 250 National chassis. The light had almost gone when the final was contested - in the gloom we could see that Roy Stewart and Raymond Lyons were having their accustomed struggle for first place. Stewart had won both the heats earlier in the evening and he led for the first three laps. On lap 4 Lyons grabbed a lead he was not to lose as he led to the fall of the chequered flag. Roy Stewart came home in second place with Duncan Graham and Hamill's 250 National Bultaco fourth.

After the racing the karters, friends and mechanics retired to Kellys Hotel in Portrush where the annual trophies and trophies for that night's racing were distributed. The celebrations continued long into the small hours of Saturday morning. . .

## A Change at the RAC

After several years at the head of RAC karting administration, Les Needham is moving on - to encompass different spheres within the same body. The break is not complete, however, as he retains his responsibility for allocation of stewards, servicing all the motor sports.

Taking over as overall administrator for karting is Robert Langford, whose background includes several years on circuit safety for the FIA as well as an all round grounding in motor sport administration and promotion. He has no great experience of karting, but this in many ways could be of considerable advantage to him, allowing a fresh unhindered approach to the task in hand.

It is no secret that the RAC Kart Committee currently suffers what can probably be generally described as a public relations problem, with a definite 'them and us' feeling within the sport at large. A new face always renews hope of a change for the better, and we can only hope that Robert Langford's wide field of experience will do just that.

We welcome him to the ranks of the karting fraternity, whilst at the same time thanking Les Needham for his efforts over the years and wishing him well in his new position.

An interview with Robert Langford appears elsewhere in this issue.

## STOP PRESS

### Late Results (Coverage next month)

#### Cadwell Park Superkarts

1st Paul Elmore	Hermetite Zip/Zip
2nd Dave Buttigieg	Rapid Movements
3rd Martin Poole	Zip/Smith Yamaha
Derek Rodgers (6th) takes overall Championship.	Zip/Yamaha

#### Road and Racing Junior Championship Round 5 Tilbury

<b>Junior National:</b>	
1st Kevin Warner	BM/Hewland
2nd Ian Murphy	BM/TKM
3rd Steve Settersfield	Zip/Parilla

<b>Junior Britain:</b>	
1st Robbie Childs	Zip/Parilla
2nd Adrian Mills	Zip/DAP
3rd Tim Sugden	Sprint/DAP

## FRIGGIT



BY BARRY FOLEY

## K&S Champs 1980

With the current series drawing to a close, and in response to its undoubted success, we are now planning the 1980 Kart and Superkart Magazine 100 National Championship.

There is a possibility of an increased number of rounds next year, and of course we hope to increase the involvement of the trade in sponsoring the overall series.

Any clubs wishing to apply to stage a round of the 1980 Championship should write to us before September 30th, including a list of preferred dates. It is hoped to formulate a calendar in early October, giving clubs the necessary time to co-ordinate their own programmes.

Please, if possible, enclose the name and telephone number of somebody empowered to act for the club in settling upon a date. Write to: Kart and Superkart (Championship), Pindar Road, Hoddesdon, Herts EN11 0DE.

## Cronus Award

In a month or two that has seen five new British 100 cc Champions, four new long circuit Champions and four Grand Prix titles taken, how do you make an award like the Cronus award?

We thought we'd look outside the ranks of current race winners, and at a more personal level. One recent event sprang immediately to mind, involving a person who has competed regularly for many years, is not a big race winner, and is always ready to lend a hand.

At the recent Donington meeting there was a potentially serious incident when the unfortunate John Newman hit the wall opposite the pits, splitting the fuel tank and bursting into flames. This month's award winner was the first to react, rushing over to help the burning driver out and put out the flames. For this quick thinking, but also for his general karting enthusiasm, we are awarding the 20D Cronus stopwatch, to Sid Tomlinson.

## World Junior and Ladies Championships

The World Junior and Ladies events were run over the weekend of June 21 and 22 at the Fano circuit, near Rimini in Italy. As Fano is a tourist resort, many drivers arrived early to have a few days' break, to be greeted by the sight of the circuit being freshly resurfaced.

Unofficial testing began the Monday before the meeting, and on the new surface, lap times were fantastic. But with the high temperatures, the surface became worse and worse, with holes appearing and by Thursday times were some 3 seconds slower than on Monday!

Overnight, the holes were filled with cement to at least smoothe out the bumps, but the result was a slippery-in-patches, unpredictable surface. However, continuous use and a layer of rubber helped settle this somewhat.

<b>Timed practice:</b>	
1. M. Carlsen	(DK) 34.19 sec
2. F. Bertuzzi	(I) 34.33 sec
3. T. Glauser	(CH) 34.41 sec
4. C. Geudel	(CH) 34.42 sec
5. S. Hellberg	(S) 34.57 sec
16. J. Brown	(GB) 34.91 sec
31. D. Mellish	(GB) 35.37 sec
32. J. Herbert (GB)	(GB) 35.42 sec
33. R. Warner	(GB) 35.43 sec
39. K. Fine	(Scot) 35.60 sec

The first final was won by Bertuzzi, but only after a fierce inter-Italian struggle with Capelli and Massimo Cuminatti (Birel/BM). Guedel's chances went in a collision with the latter, the Swiss ending up with a severely damaged chassis. After their careful heats, the British drivers' attempt fell apart - both Brown and Herbert finishing well down the field after striking problems, and virtually finishing their chances.



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## RESULTS:

<b>210 National</b>		
1st	Bill Longden	Zip/Upton
2nd	Phil Jackson	Dean Upton
3rd	Gary Hill	Barlotti/Dean Upton
4th	John Brennan	Barlotti/Villiers
<b>125 National</b>		
1st	Brian Hill	Zip/Kawasaki
2nd	Paul Molloy	Wolf/PM Rotax
3rd	Ray Hyde	Sprint/HPM Rotax
4th	Barrie Langley	Barlotti/Rotax
<b>250 International</b>		
1st	Derek Rodgers	PDS Zip/Yamaha
2nd	Dave Buttigieg	Sprint/Smith Yamaha
3rd	Richard Dean	Zip/Taylor Yamaha
4th	Ray Metcalf	Barlotti/Yamaha

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**MUST SELL.** Complete 250 outfit Zip Shadow 79 complete with wing, side tank, middle tank, two front fairings plus one repaired one, rear bumper, six sets of tyres on rims one set used once, engine new Feb. 79, Merlin tuned DX250 TD3, spec. clutch plates, needle rollers, straight cut gears, Amal carbs, Femsa elec. Merlin exhaust. Few meetings, ready to race, £1,550. Tel. evenings 01-574 4385.

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Brian Hill (Zip/Kawasaki) — pulled off something of an upset by beating British Champion Molloy in the 125 final.

Pole man Bill Longden (Zip/Upton) took the 210 final with a consistent drive.



## N.I.K.A. at Portrush

As the contenders in the NIKA Track Championship began to arrive at the Portrush Circuit on Friday, 19th August for the 5th round of the Track Championship the rain began to fall heavily across the car park circuit. In a very short time a lot of water was lying around the track and the meeting was very definitely a wet one. However, once racing got under way the rain ceased and the track dried slightly but never quite enough during the evening to enable the karters to dispose of their wet tyres. This Portrush race was the last of the traditional holiday meetings at the temporary kart circuit set up in a local car park, which are always a big attraction for Ulster drivers, and combining the Portrush championship and the

NIKA points at stake, produced bumper entries in all the classes.

After the heats had been run off the Junior Britain drivers were the first class on the dummy grid for their final. How pleasing it is to see that their class is now producing enough entries to run on its own and not combined with Junior National. Gary Jordan of Belfast was on pole position for the final after two heat wins with Ballymena's Alistair Kirkpatrick alongside. However, at the completion of the first lap young Gary was almost at the back of the field, having spun away his lead position. Alistair Kirkpatrick led from Hugo Manson and



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**BARLOTTI ROLLING** chassis (210 National), January 1979. Finished in red and white. Coded German Goodyears, to be sold with front fairing and Motiv downthrust. Seven meetings only. 1st Carnaby, 2nd British Champs. Donington, 3rd Cadwell. £360 ono. For further details ring Wilson Racing Engines, Barnsley 753135.

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**125 MANX ENGINE**, rebuilt, tuned by Roger Goff, engine mount exhaust. £300. Phone Bedford 66549.

**210 NATIONAL** outfit. Barlotti and fairing with German Goodyears. Excellent, tuned 4 port alloy motor, Omega piston, new Motoplat, lightweight carb. This motor is quick. £350. Phone Alderley Edge 585099, day.

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The first final: Bertuzzi, Capelli, and Blanken, nose to tail. (Photo: Romy)

## continued. . .

Best progress in this first final was made by the Swiss, Thomas Glauser, using Marechal prepared Parillas (the same as Cathy Muller) instead of his own Sirios, on his Swiss Hutless chassis. He moved up to fifth and was to make an even bigger impact in the second final, which he won from Bertuzzi and the Dutchman Michael Blanken (All Kart/DAP).

The third, and deciding, final was full of excitement, with Bertuzzi and Glauser on the front row, both knowing that whoever won that race, won the World Championship. In a surprisingly clean race, the pair swapped the lead every lap, diving in and out, outbraking each other, in a superb display of chess-like tactical racing. Last lap, and Glauser timed his run to perfection, slipping inside the Italian on the last corner to win.

In Bertuzzi's pit, Baroni covered his head with his hands — apparently there was a lot of money at stake for him, on the result. Under the two-out-of-three finals system, Bertuzzi must have known that had neither he or Glauser finished, the title would have been his. It is to his infinite credit that he did not resort to the professional Italian tactic of years gone by and 'take his rival off'.

1st Glauser	(CH)	0 pts
2nd Bertuzzi	(I)	2 pts
3rd Capelli	(I)	6 pts
4th Blanken	(NL)	7 pts
5th Hellberg	(S)	8 pts

The Ladies World Championship was a very boring affair with only 11 entries — the only real interest being the defeat of European Champion Cathy Muller. The French girl was decidedly quicker in timed practice — 34.26 — than second fastest Luigini Guerrini (Italy)

We regret to report the death, while testing, of up and coming Australian 125 driver Steve Aaron. Early reports put the accident at the Amaroo Park car circuit down to brake failure on the 19-year-old's locally built kart.

Having recently switched to 125s after five years in the sport, Steve won the Victorian Championships and looked a contender for National honours.

From our distant position, we can but offer our sincerest condolences to Steve's family and friends.

on 34.58, but blew the start of the first final badly, spun trying to make up ground, and finally retired with carburettor problems.

Guerrini won the first two finals to take the Championship easily. Main attention was focused on the scrap for second, eventually taken in the third final by Paola Colciago from Switzerland. Muller never recovered, a bad second final and third in the last meaning a ninth place overall.

England was represented in the end only by Nicola Fletcher — on Birel/Parilla equipment. After qualifying 6th, she seized in the first final, but steady drives in the remaining two netted 7th overall. However, pit lane gossip gave her a clear points win in the beauty contest . . .

1st Guerrini	(I)	0 pts
2nd Colciago	(CH)	3 pts
3rd Marchetti	(I)	4 pts

## In a Word . . .

•As a result of his recent successes, and our mentioning his lack of one, Paul Molloy now has a sponsor. *Merlin Development* are to team him up with their own Roy Wooldridge in a two kart Barlotti/Rotax 125 team. Merlins are furnishing the chassis, and of course the two will collaborate on the development and preparation of the engines. On his current showings and with that sort of backing, Molloy could well be the man to beat next season.

•Skellys (Motherwell) Ltd, main Ford dealers in Scotland, are to sponsor Andy Whitfield this year in his 210 exploits, and hopefully next year in Superkart racing. This is the firm's first venture into karting — hope they enjoy it.

•Several worthwhile 'end of season' National permit meetings coming up.

Tilbury are running their 'Ziporama' meeting on September 9th — for all classes. Good prizes and trophies assured. Even a bunny girls v daredevil girls fun-kart 'race'.

On the same day, down in Dorset, the South Western Autumn National Championships are being promoted on the Clay Pigeon circuit. £500 worth of prizes and trophies.

September 15/16 sees a *Marsden Building Society* sponsored meeting at Morecambe. All classes, with emphasis on 100 National.



Victory lap for Thomas Glauser after a superbly judged last lap. (Photo: Romy)

•Bridgestone are putting \$100,000 into a public relations programme for karting in the USA. There will amongst other things be a demonstration race in front of the Watkins Glen Formula One GP crowd. Their 'Pro' series is currently worth \$30,000 in prize money — worth thinking about for European drivers.

•Junior Britain driver Susan Cox leads the British Womens Racing Drivers Club Kart-sport Championship at the half-way stage.

•Nigel Smith finally won — no not Silverstone, but the hand of the lovely Jill. They found a weekend free of dirty, greasy karts, sneaked away and did it. Our sympathies to the new Mrs Smith . . .







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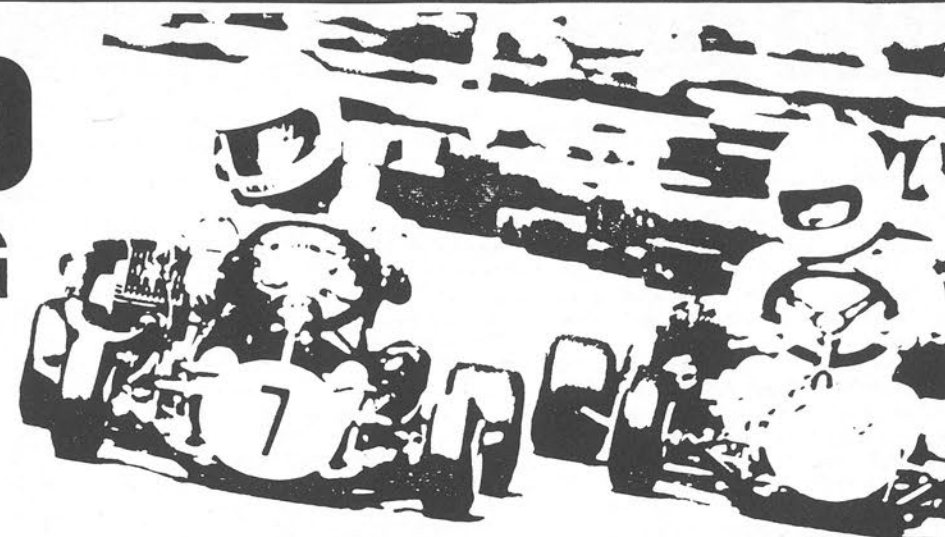
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continued...

overseas meetings with the World Championship in mind. They must be seeded drivers, and be properly advised and guided by someone who has the knowledge to do it. There should be a selection meeting or meetings, where you can get the best Juniors together. Until this happens, we are wasting our time even thinking about sending them to the World Champs — it's like leading the lambs to the slaughter. I just hope that someone at the RAC will have enough intelligence to understand the situation. I doubt if anyone there has any idea of what preparation has to go into getting a young lad ready for a World Championship. We just seem to go on blindly every year, doing it all wrong.

Well, that's all the rubbish from me for another month. Oh, I nearly forgot, I am *not* going to tell you the story of how John Pudney was caught hanging on the door in a ladies toilet at a well known hotel in Newcastle (it does your brain in, doesn't it???). Good luck, good racing.

JOCK MAILER

## Tibbenham

If you read my last report for Norfolk and Suffolk Kart Club at Tibbenham then you will have read my plea for more gearbox drivers to amble along to the track on the first Sunday of every month. Well, it worked — even with the British Kart GP the same weekend we tripled our last entry. Yes, no less than six came! I know there are many more of you still out there so why not come along for a good day's racing?

A special meeting for August, with an additional race for both Juniors and 100 Nationals, the rest of the meeting consisting of the normal four heats for each class. This plus brilliant sunshine and a cool breeze set the scene for what was to prove a very good meeting.

**JUNIOR NATIONAL:** The grid for the first Junior National heat was small but of a high standard, including the young Swede P. Sorenson who is 'on tour' in this country. (Before this meeting undefeated in England). Sorenson however, was not to get a look in during this heat as he spun on the seventh lap. K. Warner won very comfortably from A. Chenery in second and A. Allen in third. Due to a certain amount of over excitement these were the only three finishers! In the second heat Warner went into the lead from third place on lap two with a superb manoeuvre at the hairpin. He then led to the flag and never looked like he was going to be caught. Sorenson finished second after a good drive from the back of the grid. Drama in heat three with Chenery flipping over the back of B. Pettit yards before the chequered flag. Pettit very sportingly stopped immediately and rushed to his aid. Thankfully he was not seriously injured and after a checkup at the Norfolk and Norwich Hospital he returned to the track to watch the rest of the racing. The heat was again won by Warner with Sorenson second. Heat four ran smoothly with all the starters finishing. Sorenson and Warner battled furiously for the lead until the closing stages when Warner's engine 'went off', giving victory to Sorenson.

**100 NATIONAL 'A':** A full top quality grid rolled out for heat one which was won in fine style by Colin Church, with Gordon Chenery second and Derek Calver third. The second saw Colin starting from well down the grid, but nevertheless he was in the lead by lap five, and continued to pull away for the remainder of the race. P. Melish was second and Calver a consistent third. Church found the third heat a little harder to win (not a lot, but a little!). He crossed the line several lengths ahead of R. Smith in second and B. Kett in third. Colin led all the way in the final heat with M. Simpson in second. Third was Melish.

**100 NATIONAL 'B':** As usual there were nearly enough 100 Nationals to form two full grids, the 'B' grid containing amongst others the novices. The lead changed constantly during the first heat with David Horrex leading for the first three laps. R. Newson for the next four, Fred Elderfield for one, leaving M. Read to take the flag! The lead was much more stable in the second heat with the experienced Elderfield leading from flag to flag. Read was second and Newson third. Fred did a repeat performance in heat three, winning comfortably. The excitement, however, came from the second place battle between Martin Read and G. Elderfield (seen that name somewhere before!). G. Elderfield came through on two wheels to take second on lap eight and keep it that way for the rest of the race. Fred was getting predictable now and again led for the full distance in the final heat. Second went to the consistent Read and third to G. Elderfield.

**GEARBOX (125s/210s):** A mixed grid of 210s and 125s competed in the four heats, the first one being confusing as I tried to work out which number fifteen was which!! The full grid stayed closely grouped until the closing stages when the two 125s started pulling away. First was R. Barrington with B. Barrington second, first 210 home was B. McDougall. The second heat was more spaced out with the first three finishing in the same order but a fair

distance apart. Some very good driving by McDougall in heat three meant that he was able to give the two 125s a run for their money despite the finishing order being identical to that of the first two heats. Those of us who thought that McDougall had done well in the last heat were stunned in four when he managed to lead until lap six. Just to make the points scoring easy the finishing order was precisely the same yet again.

**SPECIAL JUNIOR RACE:** Only four of the lads decided to do this race for which there was an additional entrance fee. After a very exciting six lap scrap for the lead between Warner and Sorenson they both destroyed the bales at the hairpin on lap seven. This left young B. Pettit (in his first race as a junior) to win from Ray Lincoln.

**SPECIAL 100 NATIONAL RACE:** Colin Church repeated his devastating performances in the four heats to win by over half a lap from Chenery and Melish.

### Results

#### Juniors

1st	K. Warner	BM/Hewland
2nd	P. Sorenson	

#### 100 National 'A'

1st	C. Church	Corniche/TKM
2nd	R. Sulphur	Sprint/Parilla
3rd	R. Smith	Barlotti/Parilla
4th	D. Calver	Corniche/TKM

#### 100 National 'B'

1st	M. Read	Birel/K88
2nd	F. Elderfield	Corniche/TKM
3rd	R. Newson	Lane/Parilla

#### 210 National

1st	B. McDougall	
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#### 125 National

1st	R. Barrington	Zip/Yamaha
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I. Brooks

thunder shower came just as Race 12 was coming in for the interval and the roads were already drying out rapidly by the time Race 13 got under way.

The 210 final was a three cornered battle between top heat point scorer Bill Longden and Gary Hill, with Phil Jackson of Rotherham making a terrific effort and finally managing to split Longden and Hill, putting Hill into third place. A well deserved fourth place went to John Brennan from Kilkenny in Southern Ireland.

With two seconds and a fifth, new 125 champion Paul Molloy was reduced to the second line of the grid for the final but managed to take second place behind Brian Hill who was on top form and had won all of his heats. Ray Hyde with his HPM Rotax engined Sprint fought his way from the back half of the grid to take third place.

Mike Lewis of *Lewis Leathers*, Sheffield, kindly donated three vouchers to the top Novice drivers in each class who did not qualify for prize money. The winners were: 210 National — I. Eastwood, Grimsby; 125 National — D. Price, Bolton; 250 International — P. Horsfall, Peterborough.

The Auto 66 Club plan to bring more top line karting action to Carnaby Raceway next year.



Kart and Superkart



From the moment practice began, Mickey Allen was comfortably fastest, and took the Championship final with ease.

# The Same Old Story...

**Mickey Allen's total domination of the British Championships fails to overshadow a superb dice for second involving Gates, Lane, and Homewood. Wilson storms through to fifth. Fullerton spins. Controversial Junior National final. Bailey sews up Junior Britain.**

**John Pudney and Peter Wardle report**

At last, a real 100 cc International race with *ALL* the aces entered. Alan Lane had an entry accepted, Mike Wilson flew in from Italy specially for the occasion and there were no hassles with Terry's entry. Mickey of course was there too as was virtually every other top 100 international driver in the UK with the exception of Paul Knapfield, Mick Worth and Carl Kilbey.

Friday's practice was dominated by Mickey who according to most people's watches was lapping 2-3 tenths of a second faster than anybody else. "Anybody else" included a whole batch of people all producing similar times, so given Mickey's unbelievable record of reliability this year, the race seemed to be for second place! Mickey was lapping in his usual characteristic ultra smooth style, but the real difference between him and the rest was the way he could pick and choose whatever line he wished to take, whether it be to optimise acceleration away from a corner or to steer round an accident. There was no doubt in anybody's mind that his range of demon Dunlops were giving Mickey an incredible advantage.

Saturday's heats produced two wins for

Mickey, and single wins for Terry (off pole), Dave Coyne, Paul Fletcher (ahead of Terry), Mike Wilson, Biff Harris, and Dougie Spencer. Promising heat performances were put up by Alan Lane, Roy Mailer, Simon Wright, Mark Windle, Alan Gates and Martin Leach. For once the weather behaved itself, as the long threatening rain came on literally as Mickey crossed the line to win the last heat of Saturday's racing.

Sunday, finals day, dawned fine but threatening and sure enough practice was interspersed with heavy showers which left the track very wet for the 'C' final. At least it wasn't raining. Jackie Brown, who had suffered a disastrous day on Saturday, really had the bit between his teeth, simply flying through the field from the back of the grid, to take over first place from another poor heats victim, Terry Edgar, in just three laps. Edgar took a steady second spot with Mark Crabtree third, whilst Alan Brown got past Kurt Luby on the last lap, much to Luby's disgust, to earn himself the last spot in the 'B' final.

It was a funny old 'B' final. Although spotting with rain it didn't seem as if it would rain hard, and the racing line looked as if it might even dry out. Consequently a few of the drivers opted for dry tyres,

including Terry Edgar on the back of the grid, the rest being split 50/50 between wet Dunlops and Bridgestones, although generally the quicker drivers were on Dunlops. Out in the 'B' final were Martin Smart and Homewood, about mid-grid after various misfortunes in the heats, and with Brown and Edgar at the back it certainly wasn't going to be without interest. From flag fall Smart, Homewood and Brown started a rapid climb through the field whilst Terry Edgar struggled, the track not drying sufficiently for his dry tyres to work. Smart was quickly into the lead while Brown came from the back past Homewood for second spot. Mark Crabtree also showed well, but slowed towards the end to drop out of contention. With the track now drying Terry Edgar started to move up but alas for him the race needed to be a few laps longer. Smart took an easy victory ahead of Martin Homewood, who had retaken Brown for second. In fourth position came Alan Brown, overtaking Andrew Buchan to claim the last place on the grid of the 'A' final.

The track was dry as the field formed up for perhaps the most potentially exciting, all British, 100 International race for some years. Although the sky looked a little overcast the whole grid was on dry tyres and formed up as follows:





continued . . .

	Tyres		Tyres	
	Rear/Front		Rear/Front	
Harris	B. / B.	Allen	D. / D.	
Spencer	D. / D.	Coyne	D. / D.	
Wright	D. / D.	Fletcher	D. / D.	
Mailer	D. / B.	Gates	B. / B.	
Gravett	B. / B.	Lane	D. / D.	
Evans	B. / B.	Leach	D. / D.	
Elliot	B. / B.	Wilson	B. / B.	
Weatherley	B. / B.	Fullerton	B. / B.	
Austin	B. / B.	Mills	D. / D.	
Grice	D. / D.	Needham	B. / D.	
Homewood	D. / B.	Smart	B. / B.	
		Brown	D. / B.	

As can be seen from the chart the grid was very evenly split in its tyre choice, although more people favoured Dunlop rears than Bridgestones, but the situation was reversed when it came to front tyre choices. As the field was pushed off, a few spots of rain could be detected but hardly enough to answer the prayers of all those drivers who wanted a real chance to even out Mickey's dry tyre advantage.

The field took the obligatory "pre big race" extra rolling laps, and as the flag fell Mickey snatched an immediate lead from Dave Coyne and the rest. As far as Mickey and this report is concerned that was that. The maestro simply strode off into the distance without even the remotest threat of a challenge; but behind him all was not that simple. While Dougie Spencer and Dave Coyne spun themselves out of contention and poor Biff Harris lost his front row advantage in a first lap tussle, Mike Wilson came round last on the road, having been taken off by Martin Leach, who in turn had been knocked into a series of spectacular rolls supposedly by Terry Fullerton. PHEW!! This was only lap one! Roy Mailer had meantime scorched into second place, but spun it all away for no apparent reason, whilst behind shaped up a most incredible dice for second spot. Alan Gates took over where Mailer left off, with Alan Lane climbing all over him, followed by Simon Wright, Paul Fletcher and John Gravett, whilst Smart, Homewood and Brown were fairly flying through from the back of the grid. Brown's race was short lived however, as he seized at the end of the main straight, whilst Smart also retired from fourth place with a piston ring peg failure on his works engine. All eyes were now on Lap 3, and Roy Mailer (27) bursts into second place inside Dave Coyne (7), only to inexplicably spin it away.



Martin Homewood who, after disposing of Paul Fletcher, joined the pair fighting for second position — namely Alan Gates and Alan Lane. Wilson was fighting his way gamely up through the field, Ricky Grice retired from eighth spot with another seized engine after a fine drive, and Simon Wright started to drop back out of contention with a puncture.

The race for second spot really was one of the best witnessed for a long time. If Gates came past on one lap in second spot with Homewood fourth, the next lap Gates would be fourth, Lane second and Homewood third. They really were changing places so rapidly I only had time to write down things like "Superb Stuff", "Fabulous" and other superlatives. And they all seemed to be driving so cleanly . . . that is until lap 25. Well frankly, Martin Homewood was a bit extravagant . . . he tried to get inside Alan Lane where there really wasn't a gap and in the ensuing tangle, mounted the rear of Alan's kart, slowing them both right down almost to a standstill. Lane managed to shake and push the Homewood Birel off the back of his kart and for a moment it looked as if both drivers would carry on none the worse for wear, but alas, the plug terminal had been knocked off Lane's Parilla and Alan ground to a halt at the side of the circuit, ending a fine drive. Homewood meanwhile accelerated away to chase Alan Gates and Paul Fletcher, who had slipped past during the mêlée. He quickly retook Fletcher, but Alan Gates had pulled out too much of a gap to be caught and Martin had to settle for third.

The winner . . . oh yes, of course, one Mickey Allen, claiming his 8th British Championship with contemptuous ease. Second, to everybody's surprise, Alan Gates who proved with a masterful drive that he has lost none of his old fire and determination. Martin Homewood was a somewhat lucky third, but it was a great drive from the back of the grid, marred only by the tangle with Lane. In fourth place "Grandad" Fletcher proved once again that he can mix it with the boys when he wants to, although in the final he had quite a lonely race. In fifth spot came Mike Wilson with one of the drives of the day considering he was involved in a first lap pile up and actually had to do some pedal straightening before he could continue. Sixth was a consistent John Gravett who although never looking a winner drove steadily, ahead of Biff Harris, recovering well from early hold-ups to gain seventh position. Eighth was Roger Mills, ninth Dave Evans (at last a

Roy Mailer (27) bursts into second place inside Dave Coyne (7), only to inexplicably spin it away.



finish!!) and tenth Peter Elliot. Dave Coyne and Doug Spencer had their own private dice at the tail of the field, much to the amusement of the spectators, to complete the finishers.

As the final ended Martin Homewood ignored the congratulations of his supporters, pushed aside the man who wanted him to join Allen and Gates in a lap of honour, and rushed over to a heartbroken Alan Lane and family to offer his apologies for the incident. It is a credit to all concerned that Martin was so penitent and that the Lanes were so sporting in their acceptance of Martin's profuse apologies. I wonder if the juniors and their sponsors might learn something from this sportsmanship, over an incident which may have infinitely more far-reaching consequences to the Lanes than ever it could to the juniors and sponsors involved in the Junior National final incident.

More than one driver experienced a touch of "brain fade" in the final, by spinning away their chances for no apparent reason. Not least of whom was Terry Fullerton who made a rare mistake during the brief, scarcely discernable, rain shower early on in the race. As he commented later "I thought Alan Lane was braking rather early . . . and off I went!!" Terry was blamed by Martin Leach for causing the accident on lap one which also involved Mike Wilson, but he said later "If I had walloped Leach I'd admit it — I've nothing to hide. But I didn't, Leach overdid it . . ." Mike Wilson was very lucky to be able to continue after the accident as his right rear wheel was all but destroyed and the tyre had a puncture in it. When Mike attempted to gently further straighten out the bent throttle pedal after the race, it broke clean off . . . As mentioned earlier, Roy Mailer was another to spin off for no reason and after the race was kicking himself as he reckoned his motor was flying and he thought he might possibly have had a chance of catching Mickey. John Gravett was remarkably honest at a post race analysis with his brother, saying he just couldn't bring himself to take the chances necessary to get past someone in that calibre of racing.

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

## Junior Scene

Well, that's your British Championship over, and up to now we still don't have a No. 1! In case you don't know, Simon Sutton took the flag with little John Herbert in second, but a protest was lodged about an incident between Sutton and Herbert. Anyway, to cut a long story short, the protest has now gone to a Tribunal at the RAC, so we will see what happens.

Well, how does your Uncle Jock pull it off every year? I tipped Sutton, Herbert, Shaw or Warner so didn't do bad, as Sutton and Herbert were on the front row, Shaw on the third and Warner was on the sixth.

I will let you into a little secret — the most important thing about racing is what's happening in the pits, i.e. how competent are the mechanics? Let's take Sutton and Herbert, the two on the front row at Felton. Not wishing to take anything away from John and Simon Sutton, who sort things out very nicely in the pits, but the power behind it all is Tim Gillard from Deavinsons, who not only tunes and maintains Sutton's engines, but sorts the kart and the tyres out, times all the races and does everything but drive it! A real team effort goes in from the three of them. They work hard at it, and know what it's all about. There are no dramatics from this team — they go quietly about it with great success. Bob and John Herbert are not cast in quite the same mould, but they still get the same results in the end. Always a babble of conversation and chat round the Herbert's kart but if an axle is bent it's 'shirts off' and they tear into it. Don't let that fool you — they are very good with the clock and sorting out all their gear. In fact both the Sutton and Herbert camps come as close to the word 'professional' as you will get. As Sutton goes up to seniors early next year I would say that Herbert, being so young, must be the most exciting prospect this country has ever had. I just wish we could have two British Champions, as they both deserve it!

A note for the Junior Britain Daddies who got their 'knickers in a twist' at Felton about the scrutineering! It was decided on the Friday night to strip all the engines and measure the restrictors before the racing, to enable any little chap plenty of time to change his restrictor before the meeting started if all was not well. Needless to say, 19 restrictors were found to be illegal, and it must have been a simple matter to change a restrictor, or would you have preferred to see them race, come in after the final and be disqualified for an illegal restrictor!!! I thought my big mate Roland did an excellent job as scrutineer . . .! It doesn't matter how you measure a restrictor, but if you measure 40 the same way it makes fair karting, and that's what it was at Felton. You must remember that most of the officials in karting want to help your son — I know you get the odd stropky twit, but most of us aren't bad, even though we look ugly!

## CLUB SCENE

could lift this Championship. I wonder if I should push my luck and try and foresee the winner. All right, here goes: I will go for Herbert, for the reasons I have already given. Young Bailey has already more or less tied up the Junior Britain, and it's all down to who is going to follow him home. It really has been a terrific series up to now — the best thing that has happened to the Juniors for years.

Young Higgins won at Wombwell this month, with Nigel Mitchell behind him on his 'Daddy prepared' Zip engine. I think Higgins is a very good driver and could do things in the sport if his Daddy was more understanding. 'Hold on Jock' — I promised myself I wasn't going to mention Daddies again this year. I will do my best, but some of them do get up my nose.

I won't go too deeply into what happened at the Junior World Championship, but we had three drivers who qualified, with Herbert finishing best — I think he came about 21st. But what I would like to see happen, as I have been saying for years, is our Juniors go abroad at regular intervals to get experience of international racing, and have a gradual buildup of

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After 'the incident', young Herbert charged his way back into second.

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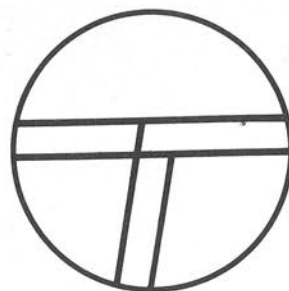
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The fabulous battle for second. The ultimately unlucky Alan Lane (45) here leads Alan Gates (69) and an 'outside line' Martin Homewood (18) into the pit hairpin.

### Behind the Scenes

Terry Fullerton was rather detuned at Felton as he had been doing some concentrated testing in Italy, only arriving back in England on the Thursday prior to the meeting. His Fullerton T179 was virtually unchanged and his practice so short that even with Achille Parilla in attendance it was hardly sorted for Felton.

Mickey Allen was on an unchanged Sprint/Sirio, having already done a meeting at Felton a few weeks earlier.

Mike Wilson had switched from the Sirio chassis used at Jesolo, to Birel Le Mans equipment. Like Fullerton, he used Bridgestones all weekend, finding Dunlops unsuitable. Strangely enough I could see no trace of any Sirio tyres in the IAME rented Avis van.

Jackie Brown, who was his usual cheeky self, opted for a 104 cm chassis as the shorter one proved much slower.

Martin Smart backed up the Brown thinking with a 104 cm Zip. He had some very interesting Dunlops in the van, rumoured to be ex Cathy Muller 049 compound.

049 Dunlops were the tyres everybody was trying to get hold of for Felton, although in the event they evidently weren't the be all and end all. Roger Mills, Ricky Grice, Paul Jackson, and of course the Lanes, had them but as far as could be made out these were the only drivers present with them.

The ill-fated Paul Jackson turned up with a new Lane kart for Felton, having done a deal with the Lanes to get hold of some 049s in exchange for using a Lane kart. Paul said he just could not get to grips with his 106 cm Sprint, so the change to a Lane was worth trying anyway. Alas for Paul, he only had one heat to try the chassis out, as when he crossed the finishing line, someone seized in front of him. The resultant collision launched him into the safety barrier at very high speed in one of the most terrifying accidents I have witnessed. Paul came to rest with injuries later diagnosed as a fractured wrist, multiple bruising and concussion, and he was lucky!! If any consolation,

he must now oust Alan Lane for the kart air speed record, although he was obviously bitterly disappointed at having his World Championship chances blown.

Martin Homewood was another surprise at Felton, turning up with a brand new Birel chassis. It seems that Italy just could not deliver the promised Fullerton karts in time, and as the Birel proved an easy 3/10 second quicker than his Sprint in testing at Clay Pigeon, the Birel was purchased. Not a bad move in the circumstances!!

Ricky Grice and Alan Lane were on the so-called demon 049 compound Dunlops but were otherwise much as before except for obvious attempts to strengthen the weak points of the Lane kart – stronger track rods and a new exhaust mounting, amongst other mods. Of interest to all Dunlop users, Lanes have just started to produce new rims, specifically

Paul Fletcher's fourth place was just reward for a consistently fast drive. Here, in the early laps, he comes under the attentions of the fast-charging pair of Smart and Homewood.



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**continued . . .**

#### Quotable quotes heard at Felton

- Can the British Team Manager of the Junior World Championship Team really have said "I don't know what the hell I'm doing here, but I am having a good time"!?
- From Mark Tredwell, when Jock Mailer walked past us without the inevitable hat on, "Good Lord, look, Jock's had his hat amputated!!!"
- Last message to Hines and Lambden, after the ladies toilet, wet bed and toothpaste incidents - JUST YOU WAIT TILL ESTORIL!!!

Result: British 100 cc International Championship

1st	Mickey Allen	Sprint/Sirio
2nd	Alan Gates	Zip/TKM
3rd	Martin Homewood	Birel/Parilla
4th	Paul Fletcher	Sprint/Parilla
5th	Mike Wilson	Birel/Parilla
6th	John Gravett	Zip/Sirio
7th	Biff Harris	Zip/DAP
8th	Roger Mills	DAP/DAP
9th	Dave Evans	BM/Hewland
10th	Peter Elliot	DAP/DAP

#### Juniors

Only once each year do the top kart drivers in the country congregate to challenge each other for the privilege of carrying the No. 1 number plates that denote a reigning British Champion. It is understandable that for a World Championship, with drivers coming from many different countries, it is logical to have one Super-Event that lasts, with unofficial testing, nearly a full week. But to still persevere with a 'one-event' championship to decide the British National Champions has become not only irrelevant, but in some cases unrepresentative. The amount of effort and expense that goes into competing at the RAC Championships has become totally out of proportion to the venue or result, a view apparently held by the majority of the competitors.

The undoubted success of the *Green Man*, *Road and Racing Racewear*, and *Kart and Superkart* Championship Series has dispelled the myth that competitors will not travel around, and the RAC Kart Committee must now seriously consider that a system of, say,

*Herbert and Sutton drift into the centre field S-bend the lap before their controversial tangle.*

four rounds, with the best three to count, should constitute the 1980 RAC Kart Championships. This should be in addition to any National sponsored series, and a bit of thought could quite easily resolve the calendar problem, as well as reducing the inevitable clash with the Junior World Championships. This year's calendar saw more drivers than ever having to make the long trek back from Italy, frantic preparation of their equipment (or having two complete sets prepared at whatever cost) and then travelling up to the north of England, all within four days!

Having said this, and given the inevitable limitations of a 'one-race' Championship, the event was an undeniable success. The organisers worked very hard to prepare Felton for the big day, and did their utmost to ensure a smoothly run event. There were one or two surprises in scrutineering, with a large number of the Britain restrictors being turned down as oversize, many of which had been supplied as original equipment over the counter, and it was interesting to see how many people quickly produced micrometers and other gauges which seemed to demonstrate the legality of these devices. The scrutineer was adamant that his gauge was to be used though, and I did not hear of any driver having the courage of his convictions to go ahead with his disputed restrictor,

to argue it out at the RAC afterwards. The elaborate plan to insist on maximum tyre quantities per driver was also quietly dropped, the organisers having taken the trouble to send every competitor a special letter telling them how strongly this rule was to be applied, and I can't help thinking that someone finally did some simple maths and discovered how long this might take to accomplish, always assuming the competitors would co-operate. (Incidentally, I may have missed something, but when did the RAC ever lay down a restriction on the number of tyres that the National classes were allowed to use?) . . . In the event the sillinesses were forgotten, and after a frantic day of testing for everyone on the Friday (the only day available for most) the Championships got smoothly under way.

There was one person in the paddock who found he simply couldn't watch the Junior Britain "A" final. He even found that the race commentary was getting on his nerves. When the race had finished it obviously took some time for the result to really sink in and, talking to him afterwards, it was very evident that his was in every way a team effort with his talented son. He had quite cheerfully watched his son devastate the other major races this



*Behind the two leaders, the bunch battled furiously. Andy Clark (40), Tony Ripacandida (61) and Mark Shaw (71).*



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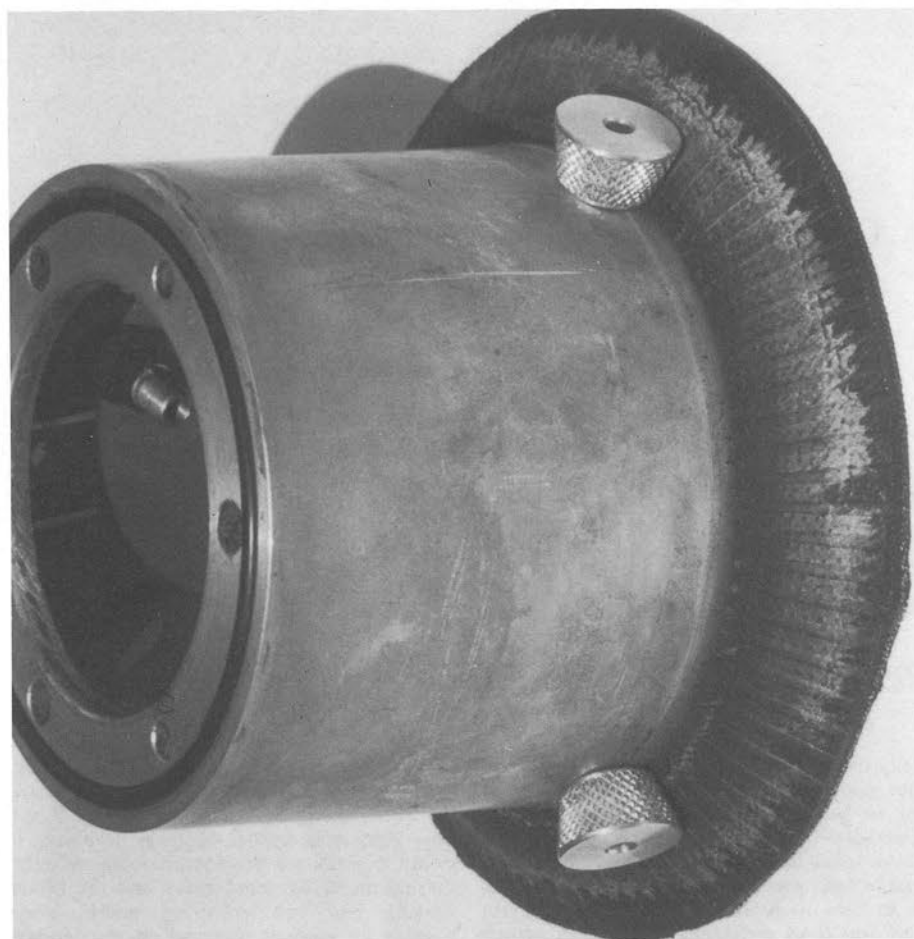
it, so the problem was elsewhere. Plastic valve caps do not seem to hold the pressure when a valve lets go, hence the second tyre failure in the third heat at the Grand Prix, when both front tyres went down! I am convinced the new system works. So much so that we have applied for a patent on it, as it would seem a lot simpler idea than used on Formula cars and just as effective.

After all that, those of you who were at Cadwell the other weekend would have seen that I had yet another tyre failure!! This is going to take some believing, but as we had found plastic valve caps did not seem to hold the pressure if the valves released, we put steel ones on with special rubber seals in them. Guess who gets a faulty one, and as you do it up the grommet in the top distorts, pushes on the valve and lets the air out! I suppose if your luck's not in there ain't much you can do... Still, one thing - even then they did not move on the rim.

Nice to see my team mate Paul have a bit of luck for a change after being so unlucky at Donington and Silverstone. A most convincing and flawless win.

Well that's all for now. By the time you read this, the Oulton Park meeting will be over and we should be on our way to Lydden Hill for their meeting. I wonder if we can get through these two meetings without a puncture...?

*Martin*



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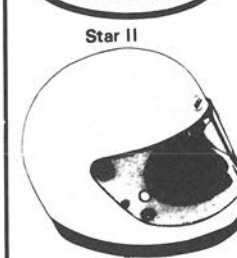
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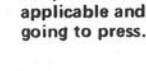
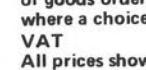
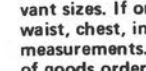
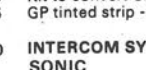
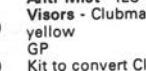
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## RACE TO RACE, OR SHOULD IT BE PUNCTURE TO PUNCTURE!

Well, here we are again another Grand Prix later, and what a Grand Prix meeting it turned out to be. Dave Griffiths and Steve Elmore deservedly held on to their GP plates while Owen Jones and Paul Elmore were unable to retain their prestigious plates, handing them on in turn to Brian Heerey and Steve Styron who are to be congratulated for their superb efforts. Last year it was Steve Elmore who shook them but this year it was Paul Gamsa and John Rees who upset the forecasters with their outstanding performances. After a terrible start Butty certainly drove a superb race from the back to take fourth, which became third overall as Paul Gamsa was found to be 3 lb underweight - such a pity after an excellent drive - he must have hollow legs.

There were several outstanding drives over the weekend, but young Calvin Fish needs a mention here - I feel that next year his name is going to be very prominent amongst the major awards, accompanied I am sure by young John Ball.

Well, let's get back to my recurring problem of tyre failures! You would have thought that after Donington I had learnt my lesson. Well I thought I had too, but nevertheless it was again to be tyres that robbed me of any chance of Grand Prix success. I, like many people, immediately put the blame on to the tyres -

having a different bead diameter or something. Then I looked at the wheels and tried to place the blame there, but when you look at it in a clear light it is neither of these problems. It seems it is more a problem of increased grip, through more advanced tyres, and the higher straight line and cornering speeds made possible by modern tyre and chassis development.

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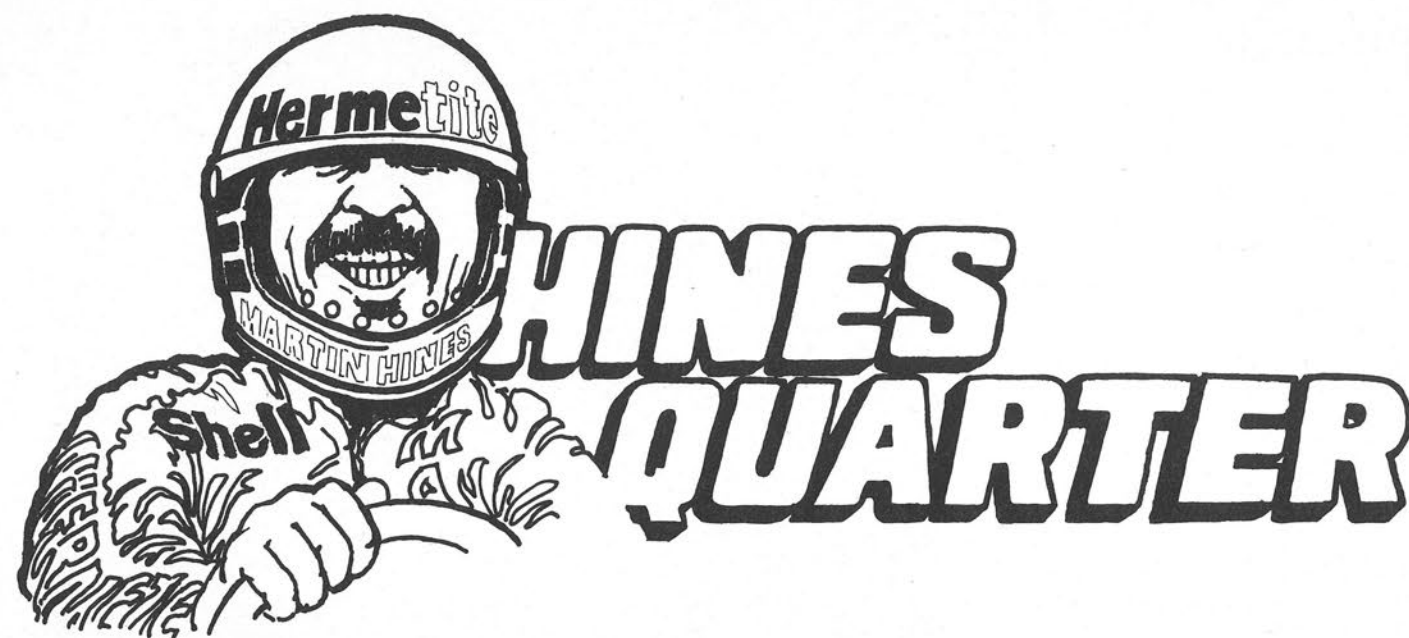
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## RACE TO RACE, OR SHOULD IT BE PUNCTURE TO PUNCTURE!

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*continued. . .*

year, but even so, the occasion that Felton created left him walking three feet off the ground afterwards, and his quiet pride as he watched his son's efforts to spray the crowd with champagne in the victory ceremony was very touching. I don't care what John Pudney says, I like the Juniors and their families, and even John - as I hope he has mentioned elsewhere - is beginning to think that his earlier comments may have been a bit hasty . . . The new champion cheerfully asked me what new I was going to find to say about him in this report, so I told him I probably wouldn't mention his name at all (this of course being the complete epitome of fame!) so you will just have to glance at the results to see who it was!

At the start though, it really looked as if he wasn't going to have things all his own way. Mike Little, having taken the other front row position, stormed after the race leader, right on his bumper, and after sizing things up for four laps he made his move at the far end of the circuit, diving inside under braking to snatch the lead. It wasn't to last though, and his moment of glory was gone again only a few yards later as he clipped the kerb at the apex of the hairpin, sliding just wide enough to let the race positions return to their original order. Thereafter the order was never in doubt as Mike just couldn't get back on to terms.

His second place did become ever safer though. By the second lap William Hewland moved into third, making excellent use of his Hewland works engine to pull safely away from a desperately tight race for fourth to twelfth places! This group was initially led by David Chitty, but 'led' really doesn't do any justice to the hectic battle that was taking place, with Steve Brogan, Jeremy Cotterill, Nick Crabtree (fresh from a majestic win in one of the Saturday heats), Rob Childs, Andy Bundy, Adrian Mills, Tim Sugden and Lee Cranmer, mostly in that order, all racing as hard as they knew how.

Lap 8, and Brogan dropped a couple of places, then three laps later Bundy spun at Pits bend to drop right out of contention. On the same lap Cotterill dived inside Chitty to snatch fourth place, and slowly open out a safe margin which he held to the end. Adrian Mills found himself being black flagged with only five laps to go so was forced to relinquish his position and head for the pits with his rear bumper broken in the general excitement.

Meanwhile Nick Crabtree had been trying lap after lap to find a way past Dave Chitty, who was defending his fifth place with great gusto, only to disappear from the lap charts with a quarter of the race still to run, leaving Nick in a safe fifth, two places down on his 1978 performance. Of the rest, Lee Cranmer worked his way up to 6th from unusually far down the grid, while Steve Brogan followed Rob Childs into the next two spots, and the final two trophies were picked up by Tim Sugden and Terry Stamper.

1st	Mark Bailey	Zip/Parilla
2nd	Mike Little	Barlotti/LDR Manx
3rd	William Hewland	Zip/Hewland
4th	Jeremy Cotterill	Sprint/DAP
5th	Nick Crabtree	Lane/Hewland
6th	Lee Cranmer	Kestrel/Hewland
7th	Rob Childs	Zip/Parilla
8th	Steve Brogan	Zip/Parilla
9th	Tim Sugden	Sprint/DAP
10th	Terry Stamper	Barlotti/LDR Manx



*After only a handful of laps of the Junior Britain final, Bailey and Little were out on their own.*

For the time being writing about the Junior Nationals will have to be a bit inconclusive as once again a Championship was marred by protest. In the end the dispute for the lead was unable to be resolved by the stewards, and the protagonists will be taking their protest to an RAC Tribunal in due course, which all makes it a bit difficult to put any constructive comment into print. Who will eventually hold the crown will have to wait therefore - spoiling the weekend for virtually all the main finalists, all of whom put in a lot of effort, to go home empty handed. This sort of problem once again highlights the folly of running the RAC Championships over just one round.

The 'B' final was won in fine style by Andrew Stapley, with Paul South pulling right up from a mid-grid position to join him in moving up to the 'A' final, together with Nigel Mitchell and Richard Dean.

As they set off on their first rolling lap, Gary Foster-Jones' motor refused to fire and in spite of a couple of extra rolling laps he was still unable to join in. Eventually, the third time, the starter's flag shot up and the field hassled into the first corner. They all made it through safely only for six of the mid-field runners to trip over themselves about fifty yards later. Past the line at the end of the first lap John Herbert tore through holding the slenderest possible lead over Simon Sutton. These two had already opened up a gap to third placed Gary Ward, and he in turn was pulling away from the frantic dice for fourth place, led by Mark Shaw.

Lap two, and Sutton dived inside Herbert at Pits bend, scrambling round into the lead. Not for long though, as next time round Herbert had once again taken control. Gary Ward seemed to have a safe third spot sewn up for himself, but behind him places were swopping all around the circuit with five drivers covered by that number of tenths of a second.

Lap 8, and suddenly the gap behind the leaders was much longer as Ward's engine expired in a cloud of smoke. Just one lap later came the incident that was to eliminate the award presentations at the meeting. As the matter is due to be heard at Belgrave Square 'sometime within 60 days' it would be

improper to offer any comment here, and in fact I was looking in the opposite direction at the time (that's my story anyway), but I don't think anyone would argue that Sutton tried to overtake Herbert at Pits bend, and only Sutton emerged from the corner, Herbert having spun to a standstill, restarting in third place and leaving Sutton with a huge lead.

It took Herbert three laps to scrape back into second place, and he then set out grimly determined to close the gap to Sutton, setting a startlingly fast lap of 34.25 seconds in the process - a time which made well over three quarters of the International green with envy, and demonstrating the lack of importance that the Felton track places on tyres.

And so the race ran out, with Simon Sutton taking the flag, Herbert still charging hard in second, and Andrew Clark, Mark Lovell, Tony Ripacandida, Mark Shaw, Andy Bundy and a subdued Kevin Warner filling the next bit of the queue. Of particular note a couple of places further back was Paul South's excellent drive into 10th from the 'B' final, enjoying his newly fitted Lockheed brake which, in the earlier race, had enabled him to brake quite amazingly late on the damp track.

After all this a very long pause ensued while the protests were heard, and eventually all the awards were presented except for the Junior Nationals. Somehow it isn't quite the same to be sent a Cup about three months after the event, and some of the teams must have thought seriously whether all the effort and expense of getting to Felton had been worthwhile. We can only wait with bated breath for the eventual outcome.

#### Provisional result only

1st	Simon Sutton	Sprint/Parilla
2nd	John Herbert	Kestrel/Sisley K88
3rd	Andrew Clark	Sprint/Hewland
4th	Mark Lovell	Zip/TKM
5th	Tony Ripacandida	Zip/Parilla
6th	Mark Shaw	Zip/Parilla
7th	Andrew Bundy	Barlotti/Hewland
8th	Kevin Warner	BM/Hewland
9th	Mark Appleton	Zip/Parilla
10th	Paul South	ART/TKM



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	3rd Phil Ansell	ZIP SHADOW

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## Thanks

Dear Sir,  
May I on behalf of my son Roger Doran, thank all the marshalls and medical staff at the Silverstone GP. He broke his wrist, cracked some ribs, and lost some skin, but is now coming along fine. I personally would like to thank the drivers and mechanics who helped me after the crash. Thanks a lot.

As a point of interest, Rogers started his racing as a mechanic in the Peter Connew F1 team, then went into F5000 before we finished up in karting. Everybody else is trying to do it the other way round...

R. DORAN  
Barking

Dear Sir,  
I would like to take this opportunity to thank all the people concerned in helping me to win the Junior British Championships at Felton. In particular, Bruno Ferrari and Steve Davis. Also Calvin Fish, Zip Karts, and above all, my Dad.

MARK BAILEY  
Thetford

Dear Sir,  
I could never write enough personal letters to thank everyone who has been so marvellous and helpful to myself and Andy after his disastrous accident at Silverstone. To all of you, especially the Beccles Club folks, please take this note to *Kart and Superkart* as my grateful thanks for your kindness and help to us both.

MARGARET LOVELL

Dear Sir,  
May I through *Kart and Superkart* express my thanks to all those friends and racers who sent get well cards and greetings. To those who don't know, I drove my Honda Trail bike into a lamp post (anybody who wants a two-foot Honda Trail bike, contact me) and broke my leg. It looks as if I'm going to be here for some time.

My sincere apologies go to Damien, my mechanic, Jack Barlow and all the lads at Merlins, who put in so much time and effort for Silverstone, and I was unable to show my worth. But fear not! I shall be back with some dazzling new equipment and fiery driving.

RAE DAVIS  
West Middlesex Hospital!

Dear Sir,  
I would like to offer my sincere congratulations to Mark Tredwell on winning the 100 National British Championship, a fine effort and a well deserved victory. Also to Gary Prior for a tremendous drive from grid 15. My sympathies to Steve Davis. I would also like to thank the Hewland organisation for their support to myself, likewise my mechanics for their efforts. David Tebbutt, please note, there are no bad feelings!

My congratulations especially to Peter Rochford on winning 100 Britain. Another fine effort as Peter is a privateer, receiving no trade support. I regret not having been able to show the Britain No. 1 plate around in the last 12 months, as I would have liked, but the RAC make the rules. I am sure Peter will make up for my inability to do so, and I wish him well. Finally congratulations must go to Hoddesdon Kart Club for a great meeting.

NEIL HANN  
Montacute

Dear Sir,  
Would the owner of a 'Mark Allen' 210 National engine recently purchased please contact Mark Allen, the tuner, either by letter or phone at Claverdon 092 684 2441 during the day, or at Lapworth 2818 at night, because I have some information for him.

MARK ALLEN  
Shrewley

## No Thanks!

Dear Sir,  
Having sent in my entry and cheque for the Larkhall meeting on 5th August and rung to check that it had been accepted I travelled to the track on the Saturday to run in my engine and also to ensure that I would be in good time for the meeting.

After practice on the Sunday I was informed that I was not to be allowed to race as some of the Scottish 100 National drivers objected. The grounds for this being that it was the Scottish National final which was to be won on an accumulated points total.

As there were other 250 and Junior drivers at the meeting from outside the Scottish area, who were not stopped from racing, it seems obvious that the 100 National drivers were more afraid of the competition than of losing points. I incidentally offered to race for the pleasure and not the merits, and had been properly scrutinized.

I feel very strongly that having had to pay for my entry and some £35 for diesel to get to and from the track, that the attitude of the people at the meeting was far from sporting.

It seems a pity that they received my entry and could not do me the courtesy of informing me at that stage that it was the final and that they did not wish outside drivers to take part.

In closing I would recommend that anyone wishing to race at this track should ensure when they send in their entry that they will be allowed to race.

P. J. PROCTER  
Southport

Dear Sir,  
May I offer my sincere congratulations for the 100% effort made by the officials of the HKC and the NKS in promoting the 100 cc Championship meetings this year. From my point of view, both clubs hit a standard of organization rarely seen in this country. I would like to thank all officials involved for giving karters two memorable weekends in 1979.

JOCK MAILER  
Chairman, Southern Assoc. of Kart Clubs

Dear Sir,  
Thanks for a great monthly. Could you tell me the tallest top class kart driver!! Reason for the question being I hope to start 100 cc kart racing when the bank manager allows me; but I'm 6'3" (11½ st.) and wondered if my feet might miss the pedals!

S. B. GILL  
Bootham

Yes, I must agree that most of the top 100 cc drivers of today seem to be in the 5'8" to 5'10" bracket. The current layout and seating position of 100 cc karts certainly suits them. But don't despair — the incomparable five times World Champion, Francois Goldstein, was well over six feet tall. Your weight would seem to make 100 National the best class for you. ED.



One lap to go, and the 1979 Express Hermetite Kart Grand Prix had developed into an intriguing three-way struggle. Surprise pace-setter John Rees (116) holds Paul Gamsa (133) at bay, whilst Styrrin (1) waits to pick his moment. (Photo: D. Smith)

# Styrrin's Grand Prix

**Styrrin snatches GP victory at last corner. Rees surprises many as weekend pace-setter. Buttigieg a storming third after ludicrous heat mistakes. Armstrong another surprise turn-up. Heerey takes 210 honours. Elmore and Griffiths retain 125 and 250 National laurels.**

**Report: Phillip Bingham**

Even the heavens were smiling down upon the British Kart Grand Prix at Silverstone on August 4 and 5. With the seal of success set by blue skies and pleasant warmth, the Superkarts headed a spectacular 107 mph bill that brought close and often unpredictable racing to the 8,000 strong crowd.

Unpredictable because of a tirade of often frightening tyre failures prompted by the harsh demands of the ultra-fast Northamptonshire circuit; and close because, rightly or wrongly, the great leveller on the long straights and fast sweeps often seemed to be the strength of the power house bolted behind the chauffeur; and there certainly appeared to be many with a plentiful supply of horses on tap at the right foot.

Through the fray, though, it emerged that even with the power, there are those who can master the reins and those who can't...

## In the pits

Nestling amidst the impressive array of vehicles prompted by 350 entries were several notable developments, one of which certainly provoked a flow of pit lane gossip, speculation, rumours, and counter-rumours: Dave Buttigieg, Superkart flag bearer for the Deavinson marque, was driving a Zip!

Although Buttigieg had the diplomatic discipline to restrain his comments concerning his sudden shift of chassis allegiance, one thing could be sensed, even if not heard: the Deavinson concern may well be highly successful in the very different world of 100 cc racing, but their devotion to the development of a long-circuit chassis has hardly been legendary. "I'm a pilot, not a chassis designer" brooded the World Cup holder. "We tested the Sprint here on Thursday, but it simply wasn't good enough. We gave it a chance, but I'm afraid it just won't do, not on a fast circuit like this."

Butty's Zip, presented in neat yellow Rapid Movements livery, certainly disguised any hints towards a hurried preparation, and boasted an appearance in line with the latest aerodynamic and ground effects thinking, including a long, narrow side fuel tank shaped to double as a slippery side-pod, and a very smooth, uninterrupted full undertray. Integral to the undertray was a ground effects inverted box at the very rear, with side skirts suspended from the box to direct the airflow. Also notable was the use of a rear wing as well as the rear end ground effects (many drivers were bravely oversteering their way around the demanding Silverstone sweeps without either!). However, possibly gesturing towards a future trend, the rear wing had been considerably reduced in size, squatting behind the driver with a total width of little more than 1 foot.

Also making their mark in the paddock were the Bridgend brothers Nigel and Mike Jenkins.

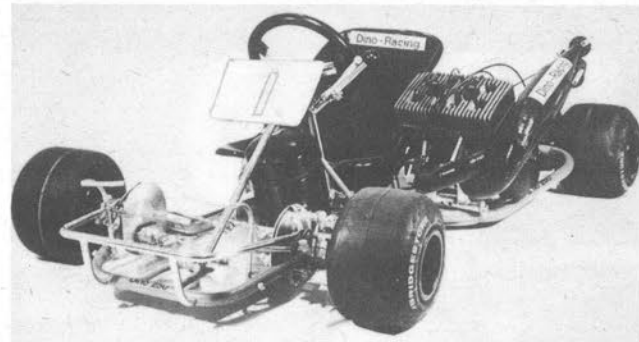
Under the collective banner of Team RWB, and joined by John Raymond, the friendly Welshmen unveiled three truly striking red, white and blue examples of beautiful fibreglass bodywork, designed largely by Nigel. From an originally angled, almost pointed nose at the front (including rather ornamental looking brushes attached to the lateral parts of the nose) to an angled main body, including integral, offset and leaning back seat, and a dramatic, steeply raked tail section, the body was aesthetically striking all the way. Minor matters, such as the bodywork awkwardly covering the fuel tank (it also enveloped even the exhaust pipes!) and a set of rather ineffective rubber skirts hanging such that they were actually curling up at the bottom (!) detracted slightly from a very welcome addition to the ever-improving image of Superkarting. If the Welshmen's sudden burst to competitiveness in the heats was anything to go by, then here was a slippery bodywork arrangement that actually worked as well as claiming maximum poseur points! Worth keeping an eye on, the Jenkins lads could well be excellent value for sponsors in terms of results as well as sheer space before too long...

Squatting in the works Hermetite Zip garage was yet another variety of the growing ground effects theme, with both Martin Hines and Paul Elmore sporting the slippery bodywork and ground effects undertray that marked half-way measure between the pioneering Hoddesdon marque's initial, too effective ground effects system, and the normal, untouched Zip kart.



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continued . . .

With the last round taking place as this issue goes to press, the Championship is still wide open, with four drivers still in contention for the overall win. A consistent meeting will seal it for Tredwell, but one dropped heat could let in Carr, Edwards, or Davis.

Top 50 points scores after 5 rounds  
(Best 4 only counting)

	1	2	3	4	5	BEST FOUR
M. Tredwell	107	139	136	55	134	516
P. Carr	130	113	140	118	54	501
N. Edwards	29	123	124	136	115	498
S. Davis	130	114	53	105	135	484
N. Hann	126	95	115	56	129	465
T. Lilley	108	127	110	111	110	458
R. Owen	115	115	128	84	96	454
J. Adolpho	119	120	100	98	103	442
R. Moth	137	38	111	122	66	436
P. Christo	68	105	111	115	92	423
S. Stapley	62	118	100	111	92	421
M. Rennick	104	81	109	65	100	394
M. Bryant	75	—	130	126	59	390
R. Arkell	44	120	110	30	115	389
G. Tipping	109	97	73	107	—	386
M. Sayer	82	55	73	124	99	378
P. Wilkes	—	25	125	99	117	366
G. Prior	64	122	107	65	24	358
K. Murphy	—	67	125	44	117	354
P. Newsham	121	109	120	—	—	350
N. Parrington	120	125	—	—	99	344
L. Poet	54	87	79	108	—	328
S. Ashwell	104	74	56	38	94	328
R. Hunt	—	53	78	99	96	326
S. Chittenden	22	112	22	112	71	317
D. Medlock	113	54	102	46	41	315
D. Redfern	69	99	44	15	99	311
D. McGee	86	52	122	40	49	309
M. Beauchamp	105	78	36	76	—	295
N. Box	—	79	62	110	39	290
J. Knell	74	43	57	62	95	288
G. Howard	45	69	107	66	—	287
D. Russell	77	71	36	98	—	282
L. Crane	—	—	45	128	106	279
M. McGing	50	51	84	93	—	278
C. Leclare	—	79	116	—	82	277
R. Webb	70	27	58	103	—	258
C. Callingham	66	49	75	62	—	252
N. Paul	112	87	—	44	—	243
J. Spencer	30	111	53	45	25	239

The leading trio closed up in the later stages, with Tredwell trying hard to hold his lead.

D. Tebbutt	71	30	45	76	45	237
I. Williams	30	107	43	—	46	226
J. Wellsted	61	107	—	52	—	220
B. Peary	—	—	108	59	51	218
S. Tillet	45	69	—	99	—	213
B. Humphries	22	49	38	62	63	212
M. Devine	—	101	72	39	—	212
J. Aitkenhead	54	105	52	—	—	211
B. Hooley	47	18	66	69	—	199
C. Cowley	45	30	67	45	—	187



Five rounds, five different winners. National Class racing is competitive. Wombwell winner Steve Davis.

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The Welsh RWB team appeared with an interesting one-piece bodywork system fitted to three team karts.

continued . . .

Then there was also the Barlotti bodywork, this time to be circulated by the dramatic Gary Deal, who was drafted into the works team in place of the sadly injured Rae Davis. As well as the works' bodywork, several privateers were also flaunting the Barlotti fibreglass at this meeting.

Finally, the impressive bodywork brought along by Philip Armstrong also warrants mention. Although with a striking Lotus 79 similarity, the *Hixmore Ltd.* sponsored body was easily dismissed by many during practice as simply yet more evidence of the Black Art 'guess and hope' experiments so common in Superkarting at present. When Armstrong started racing, he was suddenly taken far more seriously! Leaping out of the shadows of obscurity, Armstrong became one of the popular surprise shows of sudden form during the weekend.

## Hero Heerey

Each driver was presented with the chance of appearing in a total of three heats, two of which were held following an all-too brief practice session on Saturday. Drivers could then discount their worst result, and, if necessary, further attempt to qualify for the GP by finishing in the top six in the "B" Final. The healthy entry in this class necessitated splitting the grid into two — thus giving the crowd the chance to see six appearances of the extremely entertaining 210 cc brigade before the finals.

Heat wins fell to Will Hoy, Colin Mills, defending GP plate holder Owen Jones, British Champion John Newton, Phil Ansell, and Gordon Douglas. Heading the "B" Final at the chequered flag was Auto Cycles Accessories sponsored Andy Clarke.

Squatting on the front row, then, were Newton, Ansell, Douglas, Hoy, and Clive Leeson. Owen Jones headed the second row, with Bill Longden, Colin Mills, and Chris Latham for company.

As the light flicked to green Will Hoy powered off towards Copse with Leeson, Newton, and Heerey launching themselves after him, the latter having stormed through from the fifth row! Within half a lap a tightly bunched gaggle of a dozen drivers broke away from the rest of the pack, and two tours later this group had been whittled down to six likely contenders.

As the 8-lap furore built up to a crescendo, it was Ansell who again snatched the prime spot, but Heerey and Hoy were now mixing it side by side just half a length behind him. Into the last half-lap, and the amazing proceedings witnessed Owen Jones nose back up to second place and press the leader. And as the last few hundred yards of tarmac unreeled themselves at a pace of up to 120 mph, the lead still kept swapping to and fro! Up to Abbey corner and it was anybody's. Down the last charge to Woodcote, and Ansell looked to have the GP plates booked for his Zip, but as the gaggle again diced in and out of each other's slip-streams his lead was swallowed up by the purple helmet of young Brian Heerey.

At the line Heerey it was, but only by the proverbial whisker, with Hoy, Ansell, Dean, Leeson, and Owen Jones each providing their own desperate bombursts out of Woodcote to finish next — all spaced by a total of just one second!

Unable to keep tags on the leaders' breathtaking pace, Latham pocketed 7th five seconds later, holding a similar margin back to Alan Jones, Phil Hemes, and John Newton, who proved unable to maintain his early pace amidst the gargantuan pace-setters' tussle.

It was certainly a race to remember.

Result:

1st	Brian Heerey	Zip BRH Upton
2nd	Will Hoy	Zip PH Upton
3rd	Phil Ansell	Zip APV
4th	Richard Dean	Barlotti Dean
5th	Clive Leeson	Zip Upton
6th	Owen Jones	Zip Villiers

Fastest lap: Heerey — 1 m 54.08 s/92.37 mph

## Elmore Encore

Keen to really underline his potential in what he hopes will be his last season of karting, before making the ambitious move to single seaters, was Steve Elmore. Flaunting the GP plates he claimed convincingly last year, the West Country man slotted a very impressive win and two seconds under his belt during the three heats (with the best two to count).

But even more sensational was new British Champion Paul Molloy, confirming that he has well and truly arrived amongst the 125 cc elite by pocketing two wins. Enough being enough, Molloy didn't have to bother about appearing in the third heat!

The 210 Grand Prix was like this all the way. Eventual winner Brian Heerey here sits in second. Heerey was the unfortunate driver who finished third last year and had the champagne cork explode into his eye on the rostrum. In fact, he has only recently been discharged from 'outpatients'.





continued...

Nestling alongside these two on the grid was Roy Patterson, with two second places to his credit, flanked by Ian Shaw, claiming a third and a fourth, and Mike Doble, who negotiated his spectacular Barlotti Honda to a third and an eighth.

The second row was made up of Haydock Park Motorcycles backed Ray Hyde, John Reid, Keith Bisp, and usual pacesetter Mark Allen in the unique Yamaha powered Wolf chassis.

On the face of it, the green light augured towards a display of dominance from the superb Molloy and Elmore, with a host of hopefuls all in line for the next placings.

Come the final, and that's exactly what we got. Patterson made a demon getaway, but Elmore and Molloy wasted little time in finding their way through, to immediately pull away from a passel of squabbling pursuers.

Lap three, and Molloy swooped past the pit wall with just half a length from Elmore, chased by Roy Wooldridge, Patterson, James McWhirter (through from row three in his suddenly extremely competitive Chariot TVM Yamaha), and Ian Shaw. Apart from the leading duo, these were already disappointingly spaced out in isolated procession.

But the race for the lead was most definitely on. Elmore fought side by side with the British Champion all the way down the pits straight, and through Copse. Down to Maggotts, and it was still wheel-rubbing desperation, then the GP plates tucked in behind the number one. A quick tow, a feign one way, a lunge the other and Elmore was through to snatch the lead. Then the fascinating routine was resumed with the tables turned.

But then, at mid-distance, Molloy's engine went off song. This left Elmore to sail away from the ailing Wolf Rotax, and he merely had to submit some sensible, smooth driving, to walk away with the laurels.

With his only challenger slipping down to third, pointing accusingly at his engine as he rounded Woodcote and headed off down the straight with his chances cruelly dashed, Elmore paced himself to yet another convincing Grand Prix victory. Roy Wooldridge hauled in the early front runners to eventually snatch second from Molloy, with Roy Patterson glued to the British Champion's tail for fourth. Next home on the road were James McWhirter, Ian Shaw, John Reid, Ian Brown and Tony Blewitt (Sprint Rotax), but both McWhirter and Reid were later excluded from the results for being under weight; a sad reflection on what had superficially appeared to be skilful drives.

**Result:**  
1st Steve Elmore Hermetite Zip/TVM Yamaha  
2nd Roy Wooldridge Barlotti/Rotax  
3rd Paul Molloy Wolf/Pm Rotax  
4th Roy Patterson Sprint/Chat Yamaha  
5th Ian Shaw Sprint/Rotax  
6th Ian Brown Zip/Kawasaki A3

Fastest lap: Molloy and Elmore — 1 m 53.40s/92.92 mph.

## Great Griffiths

With a disappointing entry of only thirty, the 250 National contenders only had a total of just three heat appearances. These went the way of Alan Collard, Roy Dowson and Brian Hall, with Collard also claiming a second place, Dowson a fifth, and Brian Hall a third. Others to show promisingly in the heats were defending GP title holder David Griffiths, George Smith, and British Champion John Sellars.



In the 125 GP, Paul Molloy (1) held Steve Elmore at bay for several laps, but his motor then lost a little of its edge and the defending GP Champion walked away to an easy win.

At the line, Brian Hall made the smartest getaway, with Alan Collard powering after him, challenged by an enormous gaggle of hopefuls. However, Griffiths was quick to nose ahead, and there he stayed.

Behind him, though, things were less straightforward, with Collard and Sellars dicing furiously, in turn being subjected to intense pressure from a very on-form Ivor Jones, and the equally surprising Des Roberts.

Collard and Jones were soon at loggerheads, nipping in and out of each other's slipstreams in a hectic dispute that served to liven up an otherwise processional eight laps. Sadly, Collard proved unable to maintain his pace, and so slipped down the placings, leaving the race to unwind with little in the way of excitement other than the leader's scrap.

Griffiths was hounded incessantly by Sellars all the way, pipping him by the narrowest of margins at the post after a display by the duo that truly underlined their deserving of the GP and '1' plates. Jones sailed home third one second ahead of Des Roberts, with George Smith rounding off the genuinely fast runners in fifth. Then, Brian Hall shattered a four second lull, followed by a distant Roy Dowson, the ailing Collard, Tony Draper, and Philip Spurge.

**Result:**  
1st David Griffiths Zip Shadow/Bultaco  
2nd John Sellars Barlotti/Bultaco

Heerey's 210 win was the result of an accomplished climb from the sixth row. (Photo: D. Smith)



3rd Ivor Jones Barlotti/WK Bultaco  
4th Des Roberts Zip/Bultaco  
5th George Smith Barlotti/S. Smith Bultaco

6th Brian Hall Star/Grange Bultaco  
Fastest lap: Sellars — 1 m 52.66 s/93.53 mph.

## Styrin Again

Predictably, the action was at times terrifyingly close. As expected, the 109 mph barrier was chipped into in a display of sheer speed and full-blooded, unashamed sideways motoring that opened the eyes of many of the 8,000 strong crowd. True to form, the works Hermetite Zip duo established themselves as pace setters along with Dave Buttigieg and GBRD powered British Champion Steve Styrin. But totally unpredictable was the pace set by John Rees.

The little Welshman, as casual and chirpy as ever off the track, really lodged the bit between his teeth each time he slipped behind the wheel of his basically conventional Zip. Making the most of the healthy output from his Goff tuned engine, the gritty Welshman set a flying pace around Silverstone's long straights and fast sweeps. Having shown well to qualify a rather surprising 8th at the last Grand Prix, Rees this time proved to be virtually unbeatable, and staked a firm claim to pole position with bests of two wins to his credit. (He also won his third heat, such was his total dominance.)

Next on the grid was winner of the last

# Wombwell K & S To Davis

Superb dice ends in magnificent win for Steve Davis. A troubled Tredwell takes a close second and retains series lead. Hann, Edwards, and Barras in close formation.

The 5th round of the Kart and Superkart Championship brought the smallest entry so far (65) to the North of England for the South Yorkshire Kart Club's event at Wombwell. Although lacking in numbers, all the front runners were present and a great meeting was in prospect. The track surface left something to be desired, but the promoting club made up for this by running a very smooth meeting and presenting some super trophies, along with inscribed pens and diaries.

Several changes had taken place since the 4th round at Blackbushe, the most significant being Paul Carr's rumoured tie-up with Terry Fullerton. Carr headed heat 1 with his Fullerton/Dap T70, but seized in a big way and lost valuable championship points. Further problems occurred during the day — it was not to be one of Carr's better meetings. Mark Tredwell secured pole for the 'A' final with a 1st, 2nd and 3rd in his heats, during the first two of which he used a Komet K88!! This was replaced with his trusty Parilla for the final.

Dark horse for the final was Steve Davis, who quietly got on with his heats and sat alongside Tredwell on the front row of the grid. Terry Lilley and Neil Hann filled row two with Lee Crane and Karl Murphy on row three. Blackbushe winner Nigel Edwards sat on grid 11 after a crash in heat three, badly bending the steering on his new Zip.

So, to the off — and a first time start saw Tredwell hold out Davis, Lilley and Hann, with some close dicing in midfield. Lap 1 completed, and the positions remained the same, but it was very close. Things looked set for a great race.

Lap 6 saw Lilley drop from the front with brake trouble, promoting Lee Crane up to 4th position behind Tredwell, Hann and Davis. Tredwell at this point was running very strongly and had opened up a healthy gap. Edwards had been making swift progress and was threatening Crane's 4th position. On lap 12 he slipped through, under braking at the end of the main straight, and set about catching the leading trio.

The action up front was exciting as Tredwell seemed to have lost some power and his lead was looking vulnerable with Davis and Hann closing rapidly. Hann was ready to make a move and on lap 14 pushed inside Davis and looked as though he may take Tredwell. Nose to tail they completed three-quarters distance. During all this, Edwards had latched on to Davis' tail and Crane had unfortunately been black flagged for an exhaust infringement. Local driver Trevor Barras had driven up the field and was up to 5th followed by a consistent Paul Wilkes in 6th. The race moved on to its closing stages but there was more excitement developing at the front. Steve Davis outbraked Hann at the hairpin and began pressurising the leader. Twenty-two of the 25 laps had been completed with Tredwell valiantly holding station. A very on form Davis had other ideas though, and pulled off a very clean overtaking move on the fast right-hander off the straight, to hit the front for the first time.

Tredwell was unable to respond and Davis headed the final three laps to cross the line, a very jubilant winner. Tredwell, Hann, Edwards and Barras followed him home in a very close nose to tail formation.

So ended what must have been the finest Kart and Superkart round so far, with a wonderful display of clean skilful driving from the front runners. Steve Davis was overwhelmed with his achievement, coming back to top form only days before the British Championship.

**Result**  
1st Steve Davis Zip/Zip 48  
2nd Mark Tredwell Zip/Parilla  
3rd Neil Hann BM/Hewland  
4th Nigel Edwards Zip/DAP JM  
5th Trevor Barras DAP/DAP JM

The two front row men Tredwell (66) and Davis (20) are split by an elegantly stylish starter!







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After a relatively lean year, Dave Griffiths was overjoyed at retaining his 250 National title.  
(Photo: D. Smith)

Superkart GP, Hermetite Zip number two Paul Elmore. Paul slotted an impressive win and a second place under his belt, and his worst, uncounted result was also a second place! Many believed that Paul would be trying hard in order to justify his plum works Zip drive after a somewhat lean time this season. Justification was surely delivered.

Still really on form (and arriving at the circuit with the delighted news that he is soon to be a Daddy – congratulations!) was Nigel Smith. 'Sideways' well and truly hit the pundits where it hurts with a 1st and a 3rd, slamming home the indisputable fact that, with his recent British Championship stormer, and then the excellent GP showing, he has been too easily overlooked, and unfairly dismissed as 'ragged' when he could in fact have been making a very valuable contribution to the British team. (Don't forget the June Cadwell round, when Nigel was chasing Reg Gange for the lead, ahead of all the other British and South African team members!)

Also on the front row was Philip Armstrong. Who? Well, this chap from Leigh came along with a unique, distinctive version of the

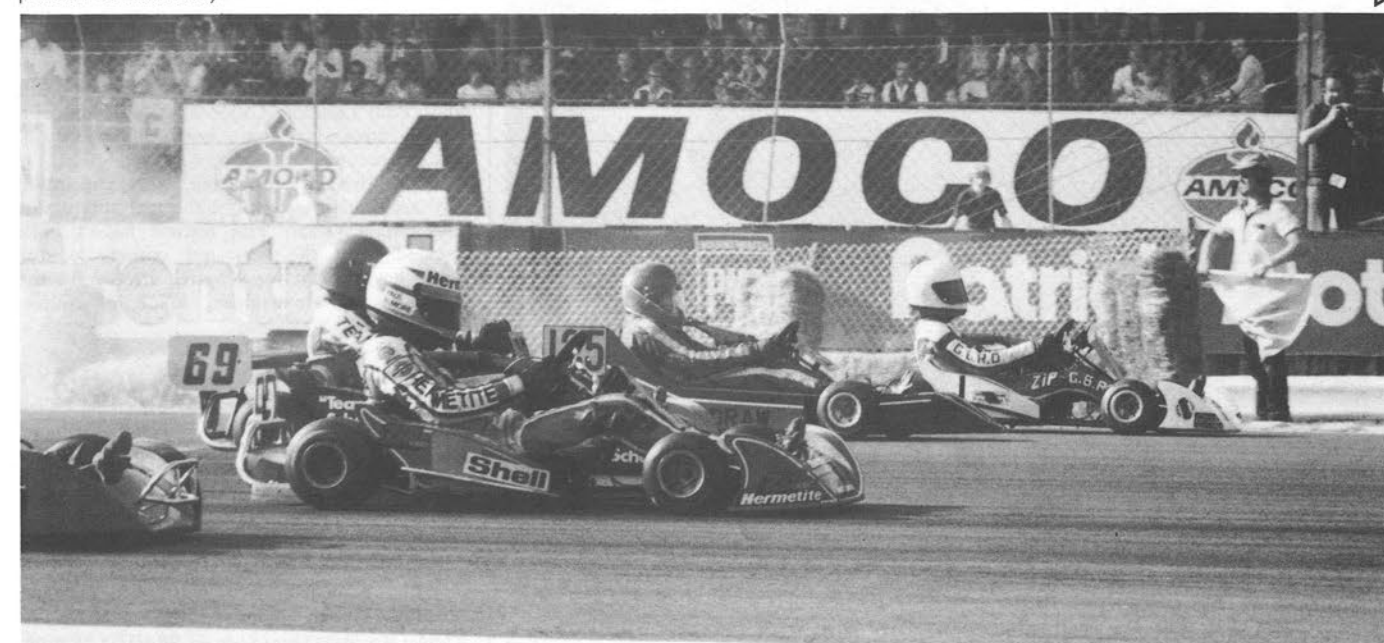
thriving bodywork trend (bearing more than a passing resemblance to the classic Lotus 79), and promptly pocketed a 1st and a 3rd. Keep an eye on him, there could well be more on the way...

Completing the front row was new British Champion Steve Styryn, overcoming misfire problems and an under powered motor on his first two outings to go on and pocket two second places.

John Morrell, making a welcome return to the pace setters circle, headed row two, as usual presenting his deceptive 'I'm here for the fun and the results don't count for tuppence' attitude whilst getting his head down to collect two very seriously fought second placings!

Suqatting alongside veteran Morrell was, in contrast, youngster Calvin Fish. The 18-year-old Norfolk lad continues to mark himself as a possible star of the future, and fought an exciting battle with Nigel Smith in one heat, eventually having to slot behind as the bridesmaid, and supported this with a fighting third behind none other than John Rees and Steve Styryn, with whom he mixed it gamely for several laps.

One second after flag fall. Styryn (far side), without quite enough revs on, momentarily dips the clutch, whilst Paul Elmore makes the tyre smoker, which saw him arrive at Copse 50 yards clear!  
(Photo: C. Lambden)



Jon Dixon, who seems to have the habit of turning up at the front of the grid when it really counts, flanked Fish, with Simon Quance, ever on the verge of stardom, filling the last spot of row two.

Of the rest, young John Ball settled on to the fifth row after a series of niggling engine problems; Roy Turner's claim to a seventh row position was notice of his ever-improving performances as he gains experience; and Dave Buttigieg promised a gritty battle from the seventh row. The World Cup holder's heats had been an amazing debacle, ludicrous errors including putting the plug leads on the wrong way round, and then starting another heat ten minutes late "because my watch must have been wrong, I suppose." A vivid illustration that even the best are not infallible.

Notable absentees from the grid included GBRD team leader Rob Kerkhoven, who suffered steering failure during weekday practice, which saw him plough into the Copse Armco, writing a chassis off, and then went on to struggle with incessant fuel feed troubles. His only compensation was that his team mate was enjoying considerably more success.

Martin Hines, too, was missing. Having suffered a series of rather too exciting moments with tyres coming off their rims, the Zip driver found himself having to try and qualify for the final by dint of a top six position in the 'B' final. Whilst setting a comfortable leader's pace, Hines was knocked sideways at Woodcote in a rather dangerous, unnecessary move by Martin Poole. A wheel was damaged, a tyre exploded, and he fell back to seventh!

Remaining on the subject of tyres, Hines was accompanied by many who found out the hard way that perhaps the harsh demands posed by the Northants circuit were exceeding the strength of the karts. It is worth remembering that this was the fastest meeting ever to be encountered by the Superkart circus, for last year's battles for the 'GP' plates were held in the wet, and the March visit to the perhaps equally quick Thruxton venue was also grossly disguised as a result of heavy rain.

And whilst the Bridgestone rubber displayed an alarming tendency to come away third from the rims, the Dunlops were happy to settle for mere 'chunking'! John Ball, in particular, had problems with the Birmingham tyres chunking to reveal the canvas after just four laps! With the final at eight laps, confidence in the tyres was clearly weak all round.



continued . . .

First to go was Paul Elmore. After powering away to snatch the initiative, seemingly heading towards another GP success, the West Country man came limping into the pit lane after just one lap. Probably victory had been robbed by the deflation of his right-hand rear; a bitterly familiar tale in the acutely disappointed Hermetite Zip camp.

With the note of attrition thus established after just one tour, it was Stylin and Rees who headed the pack, pursued by Calvin Fish, who made a demon getaway, and the determined Nigel Smith.

After just one lap the canny Welshman managed to nip into the lead, and the early order, furiously close though it was, settled down as Rees, Stylin, Paul Gamsa (through well from his third row start) and John Morrell. Smith sadly disappeared down the lap charts with a suddenly under-powered engine, eventually deciding to make the reluctant, disappointed trek down the pit lane rather than wait for the engine to seize. Fish, too, slipped out of the leaders' dice, his sensational early pace soon blunted by carburettor problems.

All this time Dave Buttigieg had head bowed and private Zip haring around in a dash through the ranks, after an uncharacteristically bad start. Lap two, and he had scrambled through from 30th to 15th. Two laps later, and he was no lower than fourth! However, from here on Butty's progress was considerably less sensational, for, involved in a hectic scrap though they were, Rees and Stylin really had their skates on.

Carving their way consistently into the 108 mph bracket, Stylin latched himself to Rees' bumper and applied incessant pressure. But for lap after lap it was the little Welshman who hung grimly to the initiative.

Then suddenly it was Stylin again heading the field. At mid-distance the GBRD Zip lined up for a brave stab at Rees' advantage, tucking in behind him before making a nifty dive out of the slipstream. Bravery paid its dividends, and Steve promptly pulled out a few lengths. It looked as though the race had been decided.



The unique Hixmore Barlotti must have worked, as it found itself on the front row.

Wrong! Powering out of Stowe and making the long, long scream up to Woodcote, Rees displayed a better choice of gear ratios, and sliced at Stylin's margin until he was right up with him again. As the cat and mouse routine emerged from Woodcote at over the 'ton' it was the striped helmet of Rees again in front, Stylin shadowing him in a display of dramatic, tail out brio.

And so the battle continued. So busy were the dominant duo, embroiled in their nose-to-tail argument, that Paul Gamsa was presented with the opportunity of nibbling away at the distance to them, and as the Grand Prix drew to a close Gamsa was also in with a chance, harrying Stylin! Remembering Nigel Smith's observations of Gamsa after the recent British Championships — "boy did he have a motor!" — anything could feasibly happen.

It did! Just as Rees looked to have the race sewn up, poised on the brink of collecting his first ever rally prestigious Superkart title, he faltered under the pressure. Trying perhaps just that little bit too hard as he approached Woodcote for the last time, Rees drifted out fractionally. A fraction was all that Stylin wanted, and in a flash he had snatched the initiative, claiming the chequered flag by just 0.3 sec. Hounding the defeated Rees at the line was Paul Gamsa, surprising many with his unexpected burst to prominence. At post-race scrutineering the surprise was explained, and Gamsa, as a controversial finale to an undeniably smooth drive, was disqualified for being 2 lb underweight.

Duly promoted to third, therefore, was Buttigieg, whose charge through the pack netted him with fastest lap and much spectator support. Perhaps a 10 rather than 8 lap race would have seen Butty completely rewrite the story of the 1979 British Grand Prix.

Philip Armstrong pocketed an excellent fourth after an eleven second lull, with a parcel consisting of John Morrell, John Ball (through well from his fifth row start, with a visor laden with David Horton's petrol), Martin Poole, Peter Haywood, Simon Quance, Dino pilot Poul Lending, Calvin Fish, and Malcolm Turner streaming home next, all spaced by just one second.

After five days of testing, heats, and intensely accumulating tension, the real honours of the annual Grand Prix festival hadn't been decided until the very last corner. No-one could have hoped for a better display for the 8,000 in the grandstands. Apart, of course, from a certain Welshman.

Results		
1st	Steve Stylin	Zip/GBRD Yamaha
2nd	John Rees	Zip/Goff Yamaha
3rd	Dave Buttigieg	Rapid Movements Zip/Smith Yamaha
4th	Philip Armstrong	Hixmore Barlotti/Yamaha
5th	John Ball	Zip/HPM Yamaha
6th	Martin Poole	Zip/Yamaha

Fastest lap: Buttigieg — 1 m 37.98 s/107.54 mph



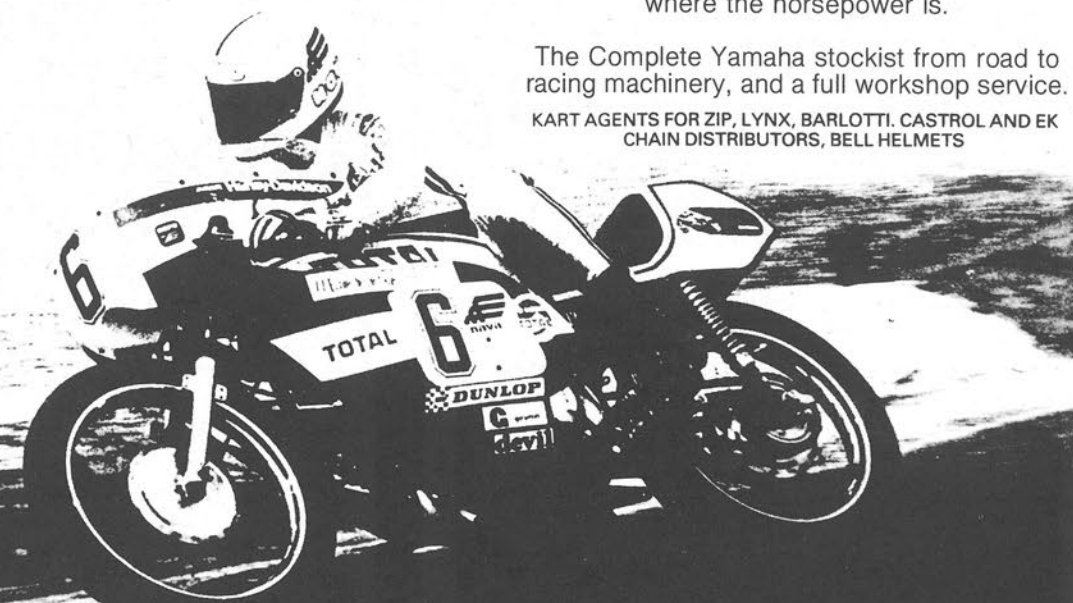
At the GP Press Day earlier in the week, Formula Two star Brian Henton did several laps in Paul Elmore's Hermetite Zip.

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continued...

Andrew Davies, an old karting friend from Class I and Class II racing, was at Silverstone as well. I hadn't seen him for about 10 years. I once did the Paris 6 hours with him — we got up to 7th place after 2 hours, but then the K77 engine kept oiling up coming out of the hairpin. What we initially thought was electrical trouble turned out to be a blocked pilot jet in the Del Orto carb. We were eventually the last competitors classified as finishers, in 41st place. After all the television sets, cameras and a Fiat 600 were given out at the prizegiving, we received two jars of Maxwell House coffee! Andrew was too shamefaced to take his prize home to confront his brother Roger, also a karter, so he gave his to me! We took Richard Cove with us in the van to Thiveral (he was then the RAC Kart Secretary) and on the Saturday night before the race I did win something — a bet from Richard and Andrew and Buster Clarke (my boss at the time) to do a "U" turn in the Champs Elysée which is, as you may know, the 10 lane boulevard in the centre of Paris and tends to be "quite busy" at 11 pm on Saturday. To a man of my calibre and capacity for wine, it presented little problem — the passenger was instructed regarding hand signals ("put your ..... hand out then"), rear view mirrors ignored, and round we went from our slow lane to the opposite kerb, to the rapturous applause of screeching tyres and "leant on" horns from the surrounding Parisians in their Citroens, Simcas and Peugeots! Andrew, after gaining his BSc whilst karting, is now General Manager of the products division of British Steel Corporation, which he assures me is one of the profit-making facets of the company!

This month Dave Buttigieg is driving a Zip with a Tony Smith engine — who knows next month? Dave has now done the full circle back to the tuner and kart he had in the early Hermetite Zip Team with Martin and Reg Gange, before Tony Smith went out on his own. If Silverstone was anything to go by he looks very good again. It was no surprise to me that he was credited with fastest lap in the final. His marvellous sense of balancing a kart whilst holding a four wheel drift sent spectators into ecstasies on some of the fastest corners. When Buttigieg is on form he's certainly the man to beat. Now what we want is a duel between him, an on-form Hines (with air in all four corners), and Steve Stylin for good measure. After the final scrutineering, Paul Gamsa was disqualified for being 1½ lbs underweight and lost third place, with no recourse for appeal, he was informed. He



Dave Buttigieg coming through the traffic in the Grand Prix.

took it well, but ¼ per cent discrepancy does seem a little tough. Dave Buttigieg, who moved up to third place as a result of this, very sportingly gave Paul his laurel wreath as some compensation, but got Tony Smith "legless" with the prize money!

For anyone who has watched the Red Arrows aerobatic team, I wonder how many of you have stopped to think how they synchronize their approaches when they perform their spine-chilling, head-on cross over and meet up at something like 400 mph precisely over the main crowd as they did at the Formula I Grand Prix at Silverstone, shortly before the kart demonstration. In their repertoire now they have gone one better than previous displays I have seen — a 90 degree low level approach which calls for an even more precise technique. I spent the evenings of the Grand Prix weekend at RAF Lyneham, where Bath Kart Club used to hold meetings, with an old school friend who had done some karting. Chris Bartle is now a pilot in 38 Group Strike Command and has flown Buccaneers as well as doing his training in Gnats, as are at present used by the Red Arrows. I therefore asked him the basic principles of the low level cross over, or as they call it "opposition cross-over". As each pilot flies toward the airfield, the lead man comes along a pre-determined line, the edge of one side of a runway for example. The other pilot will then adjust his position to the first. The case of the 90 degree cross-over is more complicated as the timing, positioning and speed must be even more precise. The turn before approach relies on both planes holding a constant "G" reading on which depends the rate and radius of turn. The co-ordination of the 90 degree run-in is

greatly aided by the smoke trail of the leader of the pair which enables the other pilot to adjust his speed and height to reach the cross-over point at the same time, hopefully with the correct "vertical separation"! I think I'll stick to karting.

In an earlier column of *Kart and Superkart* (March). I speculated at the difference in cornering speeds of today's generation of Formula I ground effect "wing" cars and modern karts with sticky tyres and a moderate amount of "wing" (most of the more serious 250 International competitors had removed their wings by the time of the Grand Prix final). Crude calculations suggest that karts are some 20 mph slower in and out of the corners than their big brothers, but very similar at the apex of the corner. Before the days of "silly tyres" on racing cars, the karts were far quicker at circuits such as Brands Hatch.

Kim Campbell, all the way from Dallas, Texas, had an action packed visit to Silverstone. Firstly the validity of his entry was in doubt and this was only sorted out after frantic trans-Atlantic calls, firstly to Lake Speed and then from an American karting official to give him clearance — all apparently to do with insurance liabilities, etc. After very promising showing on both Thursday and Saturday practices, a rear hub sheared in his heat on Saturday and threw the wheel off, taking two other karts with him — they all ended up in the catch fencing. Whilst his kart was rapidly repaired it never went well again and he had to be content with playing with his camera for the rest of the weekend. The offending hub was a new die cast type, and whilst the die casting was of what appeared to be high quality, the split milled in it to facilitate clamping to the axle, rather than being midway between two spokes, had been curiously milled right across the root of one spoke, I suppose to facilitate a better position for the clamp-up cap screw, but it didn't look very clever to me. That wasn't the end of it — all similar hubs were called in and referred to as the Zip die cast hub which wasn't strictly true. Although they are sold by Zip and others, they are made by an outside engineering company. Litigation, etc. follows the unfortunate mishap, I gather.

No funnies to end with this month other than to mention that there is a growing rumour that the Hermetite Zip team are looking into the possibilities of running solid tyres on their team karts.

C. M.



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TYRES FOR ALL CLASSES – TYRES CUT TO SUPER RAIN PATTERN



## The Chris Merlin column

"It's a lot more exciting than the proper car Grand Prix last month – they are really racing and what's more you can see the drivers." That was the ecstatic reaction of a hardened motor-journalist whom I got into conversation with watching the finals, standing on the kerb inside Becketts Corner, Silverstone, at the British Kart Grand Prix. Lynton Money is a freelance writer and photographer, member of the Guild of Motoring Writers and a little disenchanted by the impersonal and rather brash atmosphere that now surrounds the Formula I arena. Lynton, who was one of the advisers to the epic John Frankenheimer film *Grand Prix* recently rescreened on BBC1, was spectating at "our" Grand Prix as he is putting together an article for one of the Motoring Annuals (he hopes *Automobile Year*), covering the three Grands Prix at Silverstone – the Kenny Roberts, Clay Regazzoni and Steve Stryn varieties. I know which were the most exciting to me. The Roberts v Sheene dual

The Red Arrows, showing the minimal degree of 'vertical separation'!

was probably a shade more exciting than the karts, but not much, and both these were far more worth watching than the somewhat processionary Formula One race. One thing's for sure though, I know which cost the more to promote and it wasn't the bikes or karts!

So where do we go from here? As I rattled over the bridge and into the Silverstone infield I tingled with excitement at the vast spread of motorhomes, coaches, caravans and tents – such a gathering I have never seen before at a kart event and that was before the spectators had arrived. The covered grandstands may have been more full last year because it was raining most of the time, but there was a healthy spread of people all round the circuit this year. What at one time never looked like becoming a spectator sport now very definitely is, and why? Firstly, the presentation of kart and drivers. Gone are the days of dirty overalls, ex RAF goggles, and old-style open face helmets. The somewhat inherently reserved outlook in dress and kart decoration has been overcome and flamboyant signwriting and colour schemes distinguish at least half the field. There are still a handful of very good drivers regularly right up the front of the field who haven't seen fit to join the more extrovert element, the result being that drive their heart out though they may, it is the "karts of many colours" and decorative drivers who get noticed and become the personalities. It is the further projection of personalities that is the only way the image of karting can progress still further, maybe hand-in-hand with greater sponsorship.

I am not a believer in union power, or any form of anarchy overthrowing in our case the RAC (or CIK for that matter), something which has now happened in both the other forms of motor sport I have mentioned. We need the strength and the respectability the RAC represents. We now have a new Kart Secretary at the RAC (interviewed elsewhere in this month's magazine by the Editor.) We can only hope that the new blood may succeed in "trimming the wings" of the all too dictatorial attitude of the longer standing members of the RAC Kart Committee. With so much money at stake in terms of equipment in 250 these days, it is high time that an informed group, NOT a union or committee, should formulate their wishes, in the way of future regulations and requirements, and periodically forward these requirements to the RAC Kart Secretary who in turn could consider them and pass on certain recommendations. We don't want, I should have thought, any sweeping changes coming about as a result of the new International 250 committee deciding on what is

good for us without prior consultation. We don't want the same sort of changes that are occurring in the international Class I world for example. If there should be any support for this suggestion then it should not be spear-headed by a person in any way connected with kart manufacturing, tyre importing or any financial interest in a kart business for that matter.

Returning to my earlier subject – of personality projection, colourful leathers, seeking sponsorship, etc. – I talked about just this with an old face from yesteryear at the Kart Grand Prix. Les Sheppard was British Champion in both Villiers and Class IV "too many" years ago and we both agreed we wouldn't be very good at chatting up some benevolent concern to "pick up the tab" in order that we could pursue a hobby: though it looks mighty costly to compete without outside assistance these days. Les was for the most part of his very successful karting career a Barlotti man. Jack Barlow used to "look after him" fairly well, and a certain Charlie Spooner, an ex army Major, used to assist in engine matters, but they came to Les because they were enthusiasts. He didn't have to go out cap in hand – it was different in those days! Les has now put on a little weight – looks very fit, a few grey hairs, and runs what sounds to be a very successful small engineering business in Gosport with a six figure turnover. Everyone I meet these days who has given up karting seems to be on a good number – it must mean something. Les was, I think, the very first driver to have a twin cylinder 200 Super, a Bridge-stone Disc Valve, which was quite quick but broke cranks. He once let me have a drive in it and I will always remember the amazing feel of smoothness compared with the single cylinder engines we were then using.

Another golden oldie I bumped into at Silverstone was George Bloom, Outright British Champion in 1963, now retired from his market garden in Norfolk. He told me that Mickey Flynn, an American largely responsible for bringing karting to Britain in 1958, is living in this country near Mildenhall, still as large as life, making good use of his contacts with the surrounding US air bases and supplying them with all and sundry.

One personality we won't be seeing around for a while is Rae Davis, whose exuberance got the better of him, whilst on two wheels this time. He had an argument with a lamp post in Isleworth – the lamp post won! Rae suffered a badly broken leg, and ended up in the West Middlesex Hospital, which I fear will never be the same place again!

A speedy recovery I am sure is wished by all.





# •GOFF KARTS•

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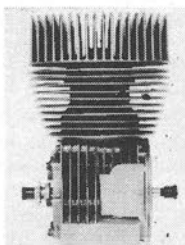
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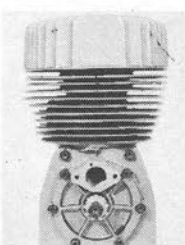


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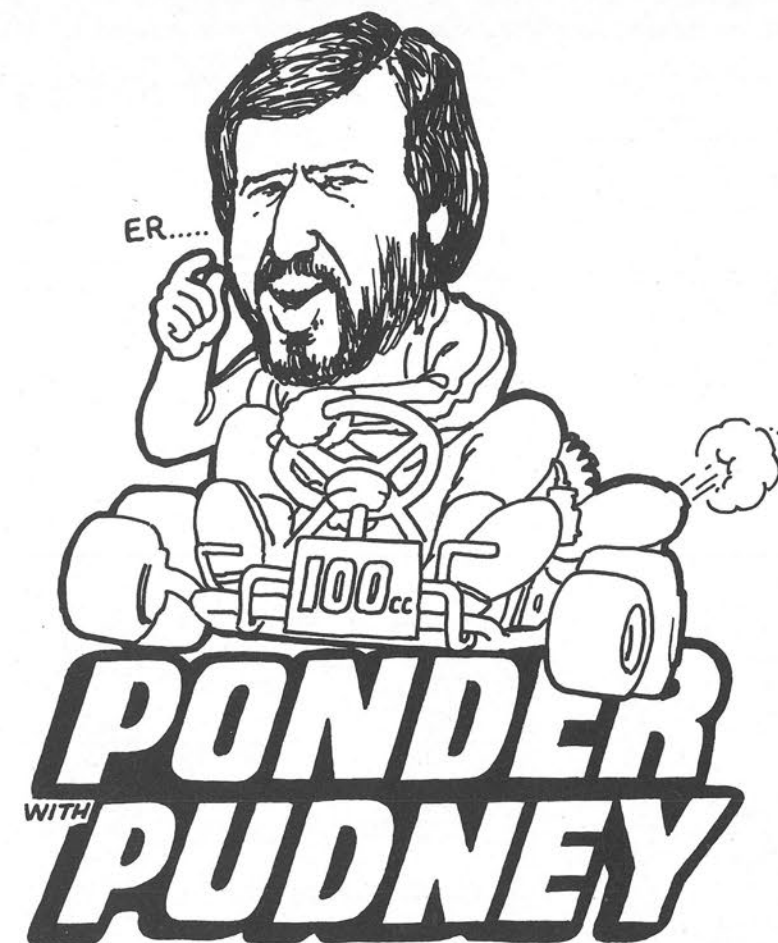
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My God, I've taken a lot of stick recently, not only connected with my theories on Juniors, but on a variety of subjects! Now I don't mind a bit of controversy - if everybody agreed with everything I wrote, I would be amazed. So in my position I have got to accept criticism, but one recent point has rankled me so I am airing it here. Virtually every single person who has had a go at me has indicated that they thought I write for K&S on a full-time professional basis. This is not so. As many of you will have seen through my adverts my only occupation is managing a thriving and rapidly expanding Motor Dealership. Karting is purely a hobby. Granted, I have recently started receiving a small fee for my race reports, and *Motoring News*, for whom I also write on a regular basis, also pays me something towards my articles and photos, but these payments come to nothing even remotely close to the amount of money I actually outlay to follow karting. The only reason I am in karting is because it gives me immense pleasure just to spectate and comment. Karting takes me away from the pressures of business and, believe it or not, I reckon is a form of relaxation for me. Nobody, but nobody, has me "in their pocket". I take backhanders or bribes from nobody. I like to think I am totally unbiased. (Of course, this is an impossibility as everyone has their favourites), but I suppose the point I am really trying to make is that I really don't give a damn who wins what, as long as they are British and as long as they give karting a good image. I am in karting for the good of karting, nothing else. I reckon it is THE growth motor sport of the future and I will do everything in my power to improve, publicise and generally better the sport. So there! Next time you want to have a go at me remember this and be a little more gentle with me!



on: His own defence  
**British Team Changes**  
**The World Championship**  
**Professionalism and protests**  
**The big put-down**

Well, it's picked. The British World Championship Team is selected. At least four of my choice are in it - namely Mickey, Terry, Mike Wilson and Martin Smart, but the other two places are taken by guys I didn't choose, Martin Homewood and Dougie Spencer. If I had chosen my six after the British Championship, I like to think Martin Homewood would have been in there. His performance at Felton was little short of outstanding, and nobody at all seems to grudge him a place. Doug Spencer has been going very well in England all season and once more is certainly not unacceptable in most people's eyes. I rather think that his place may have been influenced to a certain extent by Mickey, but I'm not sure. I suppose the only trouble this year is that we couldn't field a 12-man team, as there are so many deserving drivers to choose from.

I regard 1979 as a classic year for 100 National, and for that matter, 100 International as well, as the K&S Championship seems to have brought 100 National much more to the forefront than ever before. I only hope that 1980 proves to be as exciting a year as 1979 and that those drivers who didn't get selected don't get disillusioned and retire. Unfortunately, I have just heard that one of the very top British International drivers, David Coyne, is packing up karting to go car racing and has already acquired a Merlin Formula Ford with which to find his motor racing feet. If he's anything like as good in a car as he is in a kart his success must be assured. Anyway, the best of luck to him.

And so to Estoril. By the time you read this, Fullerton, Wilson, Smart and Spencer will have completed the European team meeting at Kalmar and will have had an opportunity to check out some of the opposition they will be up against in Portugal. The European Team Champs seem to have lost a lot of their appeal over recent years and I believe the Italian team is not even entered. In fact at least two of the British four had to be "blackmailed" into going to Kalmar as none of them really wanted to go - the incentive being that if they didn't go to Kalmar they wouldn't go to Estoril!! At Estoril they will of course be joined by Mickey Allen and Martin Homewood.

What of our six lads' chances? I was going to head up this column *Mickey Allen for World Champion* as it is no secret that my greatest ambition in karting is to see Mickey win it. He just must be in with a better chance this year than ever before. His record of reliability is almost ridiculous. If they work at Estoril, which seems highly likely, Mickey will be able to call upon a plentiful supply of demon Dunlops. Most important, Micky and Paul Deavin are taking their attempt at the Championship much more seriously than before and seem determined to get out there in time to do proper testing, etc. The only drawback to their plans is that even if Mickey shows well, I do not believe he will get proper back-up from IAME as they (i.e. Grana) are fully committed to seeing a youngster win the Championship, rather than an "oldie" like Michael. The idea is that the World Kart



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may in time mean the restructuring of the set-up or a change in the method of appointment to the Committee, these are ideas which may have to be examined if, in the long run, they will improve the thing.

K&S: You were involved with the Grand Prix Drivers Association. Some people feel a similar organisation would work in karting. Do you think this is a good idea, or do you think something along this line would be better incorporated within the structure of the Kart Committee?

R. L.: I would have thought personally - and this is the way the GPDA has gone, with five driver representatives doing a year at a time on the FOCA organisation - that this would be the better way. I'm not suggesting it now, but we may find in time that we got a better output with a higher representation of drivers on the Kart Committee. I don't know, these are things we want to find out. Conversely, on virtually any committee one has to be careful, and aware of how difficult it is in general for people to completely put aside personal interests when they enter a committee room and give impersonal, unbiased opinions. One has to be careful that

one isn't being swayed by someone with a personal concern who has got a persuasive manner.

K&S: There has been talk that because of the direction that 'Superkarts' are going - mostly on high speed car tracks - that this category's best needs might be better catered for under car racing or even Auto Cycle Union administration. Any thoughts on this?

R. L.: It does seem, and this is why I'm quite happy involving myself in both car and kart racing, that with the CIK apparently disavowing karting on circuits over 1500 metres, we've got to think in terms of things which apply to car racing on 'long circuits' applying to kart racing on long circuits. So I think there could be a considerable overlap. I must admit, the last thing I would like to see would be a "hive-off" in the direction of the ACU, because I think it would be very unfortunate and very foolish. The cross-fertilization wouldn't be successful in that as much as the Superkarts are doing a lot of long circuit racing, it's not exclusively so, and this might lead to endless complications.

I consider Superkarts very much closer to car racing than the ACU and I'd be very

upset if it was suggested that that was the way to go.

K&S: The oil situation is probably causing the Motorsport Council some concern. What is the current state of play there?

R. L.: Our overall policy at the RAC is that it is crazy to over-react to the situation. But we are not burying our head, and are keeping in regular touch with the various Government departments concerned. Basil Tye has organised a small specialised committee to monitor developments and investigate alternative fuel forms.

We certainly don't want to panic, but we do want to be ready should any definite moves need to be made.

K&S: Finally the future. How would you like to see karting develop?

R. L.: Very early days for me to be specific, but in general terms one would obviously like to see the sport grow stronger and stronger. I would like to see it become more international - I mean here we have a motor sport that really is very international. Compared with cars, it is very easy to put a couple of karts on an aeroplane these days, so whilst looking after one's national interests, one should always keep the world scene in mind.

I would like to see the growth of respect and acceptance of karting as a really good spectator sport continue even more rapidly. The more "respectable" one can make it the better - it's one of the things that in recent years has helped car racing in that the Formula One scene has now become such an accepted, good, travelling show, with such a professional efficiency and style of presentation that it rivals top football teams, etc. in respect of people wanting to see it. That's the sort of acceptance I mean.

C. L.

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# A New Broom?

As reported in *Just Heard*, ex CSI man Robert Langford has taken over the administration of karting at the RAC. Kart and Superkart took an early opportunity to visit Mr Langford at his office in the Belgrave Square buildings to discover something about him and his opinions on karting and its administration.

Robert Langford has a wide base of experience in motor sport — as both a competitor and administrator. During the many years he spent in South Africa he was at one time 'second in command' at the South African Motor Racing Club, which promotes the South African Grand Prix and runs the Kyalami circuit.

On his return to England he immediately took over as Secretary in the Grand Prix Drivers Association, and during this time began doing circuit inspections on behalf of the drivers. He was then offered a full-time appointment by the CSI as both their circuit inspector and representative at all Grand Prix races — ensuring that the circuits were safe, and the races run according to regulations. This put him very much amongst the jet-set and although it meant being part of the colourful Grand Prix scene, the endless travel — or rather the waiting in airport lounges whilst air traffic controllers were on strike or working to rule — began to become an irritation.

Upon the ascendance of Basil Tye to the Managing Directorship of the RAC earlier this year, Robert was offered the position of 'Race Director', which he accepted — looking for a slightly quieter life than during his six years with the CSI. Part of his duties involved deputising for Les Needham as karting administrator, and now Needham has moved, he assumes full responsibility for karting affairs.

Although having seen various karting events, he has obviously had no real experience of the nitty gritty of karting politics — something which he admits to finding a little frightening: *"I'm slightly surprised, at a very first meeting with the sport, how much politics seem to be rearing their head. One had hoped that moving from Formula One, where we've still got a fairly bloody battle between FOC and FISA, one would be getting into a sport that was a little quieter! But there do seem to be quite a few internal battles going on at the moment in the sport, which I think is sad. I hope, and I'm not saying that I in particular can do much about it, that sanity and light will reign in the long run and that we can get on with running some good races."*

We asked his general opinion of karting in relation to other motorsports:

*"It's absolutely first class, in that it does combine so many things. It combines the fact that someone can get into motor sport at a reasonably low price and at a very early age, and that can't be bad. Although it is obviously getting more and more professional, it is still a sport where, at certain levels, the 'little man' has got a reasonable opportunity — this is getting more and more difficult as far as cars are concerned. Because of the nature of the ordinary kart circuit, I think it's a thundering good spectator sport. You can see what's happening all the time — possibly the reason behind the recent resurgence of Speedway."*



The discussion moved on to a general question/answer session mainly concerned with administration.

**K&S:** What does your position as RAC Karting Administrator involve, and what powers does that give you within the Kart Committee and in their communications with the RAC Motorsport Council?

**R. L.:** I'm not quite sure that I can fully answer that one yet — I haven't discovered it! But obviously, however enthusiastic any committee is — be it the Kart Committee, Race Committee, Rally Committee or whatever — it is by its very nature a slightly temporary constitution, because the membership is changing from time to time. The thing about having the administration here in Belgrave Square is that there is a continuity, so while all the committees have enormous value to whatever section of whichever sport they are concerned with, in terms of input, advice and guidance, in the long run, the real decision has to be made by the Motorsport Council.

**K&S:** Are you saying then that the Kart Committee is really an advisory body?

**R. L.:** Well, I think it is rather more. It's very early days for me to make that sort of judgement, but I'm certain that karting wouldn't be in as good and healthy state as it is in this country, without the enormous amount of work and input which the Committee gives. So please don't get the impression that I'm saying the sport could be run without the Kart Committee, but there must be somewhere for it all to emanate from — somewhere permanent. Whether Mr Burgess remains

as Chairman of the Committee until he dies, or someone else takes over next year or whatever, karting is going to go on, and it's got to belong somewhere.

Obviously my job is to see that the best decisions the Kart Committee can make are implemented. It's also my job to try and feed some ideas to the Kart Committee — because a lot of people, on whatever committee, haven't got 100% of their time to think about it — they've all got other jobs to do. I can possibly think up a few ideas and solutions because it is my job to be thinking up (hopefully) solutions to put to them and get their approval. It's a total two-way exchange, and it's important, especially so with the karts, that one has a strong and representative committee.

**"The thing is, as I've said, that one wants the thing to work."**

**K&S:** There has been a certain amount of doubt expressed in the way the Committee is elected and in its structure. At this early stage are there any changes you might like to see in either of these areas?

**R. L.:** It would be a very foolish man who made such a statement at this early stage. At the moment I'm just learning what it's all about, and wouldn't consider an opinion until I've gained a fair background on which to make an honest assessment.

The thing is, as I've said, that one wants the thing to work. If one finds ideas which

*continued...*

Champion then moves up into motor racing, leaving the door open for other youngsters to move into his slot. Not a bad idea really as it must prevent people new to karting in Italy thinking there is no way they are going to do well until so-and-so retires.

What of our other drivers? Terry and Mike (Wilson) are surely amongst the very best 100 cc drivers in the World and must be in with a really good chance. Terry (even at his tender young age!) is a wily old fox when it comes to international kart racing, and has already won the most prestigious 100 cc meeting so far this year, at Jesolo. He will be taking Estoril very, very seriously and with full DAP backing must be one of the favourites. Mike Wilson, although IAME supported, is definitely race rusty. Plenty of testing yes, but not very much racing. He did show at Felton though, after he had settled in, that he is still capable of great things as his drive from the very back to fifth place in the final showed. Martin Smart is a very, very cool customer. Almost unnaturally calm before major international events, he is capable of dicing with the best. I personally do not think he has too much chance of an outright victory, but if luck is on his side he should be well up in the top ten. At least he should have the benefit of any qualifying or demon Bridgestones that are produced for Estoril. Martin Homewood, now that he is picked, will go to Estoril as well prepared as it is humanly possible to be. Already I hear that Mark Barnard is pulling a few strings to try and obtain the best in tyre equipment, etc. Doug Spencer is also taking the whole venture very seriously and as I presume Mickey will give him the benefit of any "cast-off" special Dunlops, then given his ability, back-up and enthusiasm, I am sure Dougie will not disgrace himself.

The only snag is, of course, the other buggers! Lake Speed is threatening not to compete at all, although I cannot get any confirmation either way. But if he does race I frankly don't give much for his chances. In the top ten certainly, but the odds of repeating last year's victory must be very remote. Major challenges must come from Austria's Toni Zoserl. An excellent driver and shrewd man, you can guarantee that he will have access to the very best equipment on the day. Remember how dominant he was at Le Mans last year? But for that last lap puncture he would almost certainly be reigning World Champion. With virtually no testing at all he was right up with the best of them at Jesolo this year and he'll have had plenty of testing before Estoril.

Of the Italians, Modena represents probably the most serious challenge. Now IAME's No. 1 driver, Modena will have the best in equipment, but if he doesn't manage a quick timed practice, I can't see him shining, as he must come off the front of a grid to do well. He just can't get through from the back of a grid like the British drivers. Brazil's Senna da Silva was startlingly quick at Le Mans, and showed well in Jesolo. As he has been in Italy since May, testing for DAP, he will certainly have some fast equipment, perhaps even a watercooled DAP, providing politics don't intervene, but I do have some reservations about his race driving ability. Cathy Muller is, of course, the new wonder girl. The winner at the Biesheim European Champs, she showed that she has got what it takes to win (aided by 049 Dunlops which nobody else could get). I think, however, that the World Championship will prove a bit too daunting for her, but you never know!



Mike Wilson — at Felton he seemed a little race-rusty.

Leif Larsen and Lars Forsmann are the two Scandinavians who are liable to shine. The always rather tatty looking Larsen was going well in Jesolo until he broke some ribs. Remember, he was the World Champion in 1977 until deposed by the Italian/Rovelli protest, so he certainly can't be discounted. Forsmann went (or bent?) very well, too, in Jesolo, actually getting third overall, so he will be up there in Estoril. (I'm sorry to keep harping on about Jesolo but it is the only event this year where all the top protagonists have been racing against each other, so must be a good guide for the World Champs). Then there are the Dutch lot, including De Bruin, who came very close to taking the World Championship last year, and the Koene brothers, who if nothing else will have very good equipment through sheer persistence and nagging persuasion! Howard Heath from Australia impressed me at Jesolo. His undoubted wealth would enable him to buy the best equipment available, but he chose to bring his own to Jesolo. He has now had quite a lot of international race experience and could surprise a few people.

All I've done in this preview, is scratch the surface — I haven't mentioned the other French drivers or Busslinger from Switzerland, or Danny Demoulin from Belgium, or Jurg van Ommen from Germany, plus many, many more from all over the world. All I can say is that the World Championship can be guaranteed to be superb entertainment. If you haven't already booked to go, give Trans World Conference Organisers a ring today (Oxford 774051) and see if you can still get a reservation, to perhaps witness Mickey Allen become World Champion. See you there!

Once more we have had a British Championship marred for competitors and officials alike by a protest. As the matter is now "sub judice" I cannot comment on the incident which caused the protest, but the whole protest syndrome has got me thinking. The reason that protests are now so commonplace is because of the increase in professionalism in karting, and for that matter all types of sport. Professionalism can be used to advantage to promote the sport to better effect, but one must be very careful that the onset of professionalism and the seriousness with which one must then take the sport does not bring on a rash of protests that will frighten away any sponsors or interested parties attracted to the sport by the very element of professionalism. Bit of a vicious circle really! When I visit a big circuit gearbox

meeting, I generally find the guys competing a lot less professional than their 100 cc counterparts, but I also find them a lot happier and more friendly. Now that 250 Superkarts are getting so professional and promotable, and big money (by karting standards) is becoming more available, I am worried that the previously rarely protesting gearbox brigade are going to get a touch of "protestitis". All I can say is, be warned by the 100 cc brigade and don't fall into the trap. Protests very rarely achieve anything except discontent and further argument, and you can be sure will only serve to frighten away the sponsors who are now prime to be lured into the karting arena.

This "pondering" has been a little on the "heavy" side so I shall endeavour to bring in some light relief with an absolutely true story, which some of you may have already heard, and which happened to me on the way to Felton. As I had worked out that it would cost me as much in petrol to drive up to Felton as it would to fly, I decided to take a scheduled British Airways flight from Heathrow to Newcastle, thus also cutting down my travelling time and expense. Standing in the lounge waiting to board the plane, my attention was drawn to an extremely beautiful young lady of some obvious class, immaculately dressed and groomed and obviously on her own. As luck would have it, I found myself sitting next to her on the plane and as I was already seated when she arrived to take her seat, I immediately leapt to my feet and busied myself sorting out and stowing her mountains of heavy hand luggage etc. After poncing around for some minutes we eventually sat down and I came out with my highly original line of chat: "Do you come here often?", to which she replied "No... now p— off!!!"... Exit one very chastened Pudney!

My old buddy Mike Burris from California has just sent me some "Burris" tyres for evaluation purposes. As he has sent some 11 x 5.50 x 5 fronts and some 11 x 7.00 x 5 rears, it strikes me that they are probably most suitable for 250 use. Anyway, anybody in any class who wants to try them for experimentation or evaluation, please contact me and I shall be only too pleased to let you have them, as long as any information obtained is fed back to me.

Next month, look forward to a rather special announcement, plus a feature on "The Element of Nastiness"!!!





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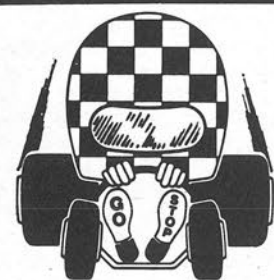
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*continued...*

Behind them, Ballantyne had started well, but was now fending off the challenges of Carr and Edwards. The eighth row was moving rapidly, Prior leading the way and bursting into 8th place on only lap 3.

At the front, Tredwell was being subjected to pressure of the hardest kind. Having opted for a tooth less on the back, he found Davis nosing alongside almost every lap as they exited the hairpin. The leader was driving a tight race — even though Davis occasionally got well and truly alongside, it was the outside — rubbery and slippery and not the place to be.

Lap five and Carr had been tapped off — restarting only to seize in a shower of dust and stones. Nigel Edwards had worked himself on to Ballantyne's bumper and was probing for the gap. Neil Hann was banging wheels with Mike McGing, losing a couple of spots, and Prior was reeling in the steady Barras.

Lap ten — Edwards was inside Ballantyne, but the northerner was not going to give, and the crunch came. Only Edwards restarted, well down. Prior had forced his way into third, some distance behind the leading pair, but certainly looking quick enough to close up.

The laps rolled by and time after time Davis nosed alongside the leader, quite prepared, it seemed, to bide his time and wait for the error. But Tredwell's tight line never wavered, and Prior was now closing rapidly. His team had made a tyre discovery — last year's tyres not going off as quickly as recent batches — and as the leading pair struggled with slightly fading rubber, Prior moved in even more swiftly.

Lap 22, three to go. Prior was with them, and Davis knew it, sensing the nose of Prior's machine pushing inside. Now was the time to move — pass or be passed. Down the straight, and suddenly a gasp from the crowd — Davis' Parilla had locked, the kart slewing sideways; Prior flew over the top, but landed okay.

*Bill Sisley (yes, the same one) was as quick as Rochford, but lacked recent competition and race fitness. As they began to lap tailenders he slowly fell back from the leader's bumper.*



Tredwell had a breather, but not for long. As Davis sadly pulled his machine from the circuit, Prior was zeroing in again, despite slightly deranged steering. Last lap and it was nose-to-tail, but Tredwell remained calm, drove tight, and it was all over. Victory by mere hundredths of a second.

Barras competently takes the third spot from the ever-so-steady Till, whilst Graham Howard emphasises his 'B' final show with a firm drive for fifth, pipping *Mistral Racing's* Neil Hann.

What a race...

1st	Mark Tredwell	Zip/Fullerton Parilla
2nd	Gary Prior	DK Zip/Parilla
3rd	Trevor Barras	DAP/DAP JM
4th	Gary Till	Zip/TKM
5th	Graham Howard	Sprint/TKM

A pleasing field of 100 Britain combatants, with pole annexed by Somerset's Peter Rochford in a very professionally turned out set-up. Outside pole, one Bill Sisley Esq., obviously fairly fast but seemingly a little out of race form. More Southerners on row 2, with Nigel Cleveley and Terry Williams about to dispute third spot.

Rochford makes a superb start and after some initial pressure from Sisley, drives away to a comfortable No. 1 number plate. Sisley, on Lee Crammer's gear, is as quick, but in traffic his lack of recent racing shows.

The tussle is for third, with Cleveley and Williams hassling each other continually until the latter seizes on lap 15. In the latter stages, Rochford goes well clear, winning by some clear five seconds, from a tiring Bill Sisley.

1st	Peter Rochford	Barlotti/Hewland
2nd	Bill Sisley	Kestrel/Hewland
3rd	Nigel Cleveley	MM-2/Hewland

#### Bits and Pieces

• Not one thing was found incorrect or illegal during any of the post race scrutineering.

• No tyre aggro. at all — thanks due possibly to the 'home-made' tyre markers seen in the pits...

• Goodyear agent Phil Hilton put up some sponsorship for the meeting.





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*With only a handful of laps to go, it was this close, with Prior (14) having just caught the leading pair. Half a lap later, the issue was decided when Davis' engine seized.*

# Didn't He Tread-Well!

**Tredwell takes the 100 National British Championship, but only after withstanding extreme pressure from Davis and Prior. Barras, Till and Howard show consistently to take the places. Rochford's hard earned 100 Britain title.** Report: Chris Lambden

**Report: Chris Lambden**

"What a race" were the only three words on everybody's lips on 12th August at Rye House, after one of the tightest Championship finals for years. The Hertfordshire circuit was playing host to the 1979 RAC 100 National/100 Britain British Championship meeting. An enormous entry — 142 National and 31 Britain competitors — made for a busy schedule of qualifying heats, but the best action was kept right to the end, with a scintillating, nose-to-tail three-way battle for the National class Championship of Britain. As the repechage finals ran through, dark clouds loomed overhead, but fortunately they dispersed to complete a dry weekend with warm, sunny finals.

As might be expected, the bulk of the contenders for the National title came from the leading group in the *Kart and Supercart* Championship, and after the Wombwell round the week before, most were kept busy re-preparing engines in the interim. There were few changes amongst the leading line-up:

Wombwell winner Steve Davis had the loan of Roy Mailer's Parillas in addition to his Zip 48 engines, and in the event chose to scrutineer one of each.

Since we last saw Wayne Homer at a major meeting – the May *K&S* round – things have changed. Shortly after that event, and coinciding with his dropping out of the series, Homer switched to Sprint karts. With technical backing from Deavinsons a concerted attempt was planned to try and take the British title. A great deal of testing was done, with reports filtering out of very fast times. Obviously a contender.



*A well driven 100 Britain win went to Peter Rochford, with his immaculately turned out Barlotti/Hewland.*



continued...

The action for most began with Saturday's heats. But for Homer, the last moments of practice got his weekend away to a traumatic start. A brake failure saw him slither across the infield on to the main straight, t-boning the unfortunate Nicky Fletcher. Both chassis were damaged beyond repair, but both drivers were able to appear with new ones before heat 1.

And so the programme of 18 National heats began. With such a large entry, one bad heat placing was almost enough to remove a competitor from the main final. Therefore, just the right mixture of aggression and caution was necessary — especially from the rearmost grids. Under these circumstances, to finish the heats with only one dropped placing (ie two firsts and a second) was a remarkable achievement, and even more remarkable was the fact that two drivers achieved such a result — Mark Tredwell and Steve Davis. Both Zip supported drivers were obviously in fine form and pit lane gossip was firmly divided as to which of the two was the likely winner. Obviously the pair would share the front row, and it was Tredwell who was allocated pole under the tie-breaker system.

The second row provided a couple of surprises, with a superbly consistent Gary Till taking the inside spot. Mike Ballantyne is a Cumbrian with a reputation as a rugged driver, but with a trouble-free brace of heats, he firmly planted his Sprint on the outside of row two. Row three showed two familiar names — Nigel Edwards and Paul Carr, the latter feeling somewhat lucky to be there after a number of blown engines during testing and practice. Having locked up his good DAP in final practice, Carr's works run Fullerton chassis was fitted with his faithful TKM for the final.

In Carr's grid position should have been long time National stalwart John Wellstead, but a lap-scoring error put him well down in one heat, with the resultant points total pushing him right down to the 'B' final. That a mistake had been made was unquestioned, but as the unfortunate Wellstead had not checked the heat result and 'protested' within the statutory half an hour, his protest was summarily thrown out. Totally dispirited at having all chance removed through no mistake of his own and the unhelpful attitude of the officials, Wellstead quietly put away his equipment and took no further part. The only blot on an otherwise excellent meeting.



Seen in the pits — a do-it-yourself tyre stamp...



The story of the early laps: Tredwell in front, but Davis pushing and probing, looking to force a mistake.

Further back, Northerner Mike Ballantyne (83) and Nigel Edwards (22) battled furiously, eventually colliding on the infield loop. Behind them, the rapid Prior can be seen closing in.



The other main challenge looked to come from the eighth row, where after a bad heat apiece, sat Gary Prior and defending Champion Neil Hann. The former, now with full backing from Dartford Karting, looked to be moving rapidly, and was to provide his share of the excitement.

Missing from the final line-up was Wayne Homer. His left ankle was badly bruised and swollen from the practice incident, making driving difficult. Two heat 'clashes' deposited him in the 'C' final, but with the ankle causing pain, he withdrew. Also missing was the normally ultra-consistent Terry Lilley — his chances going with a wayward high tension lead after a gritty 'B' final charge.

The 'B' final was in fact walked away with by local man Graham Howard with Brian Parias powering through to second, from a back row starting position. Parias had just celebrated his 21st birthday with the receipt of Dickson Karting sponsorship, so was in high spirits. The other 'B' final drive of mention came from Roger Moth, fourth, also after a back row, 'C' final, start.

The 27 starters lined up on the start line thus:

Davis	Tredwell
Ballantyne	Till
Carr	Edwards
Homewood	McGing
Long	Barras
Christo	Aitkenhead
Snelling	Poet
Hann	Prior
Bryant	Jarman
Ashwell	Rose
Parias	Howard
Moth	Knell
Walters	Wright
	Rennick

A clean start, and Tredwell held the initiative through Stadium bend, with Davis slotting in behind. Even after one lap, the pair were clear, beginning the exciting nose-to-tail, side-by-side duel that was to dominate the proceedings.



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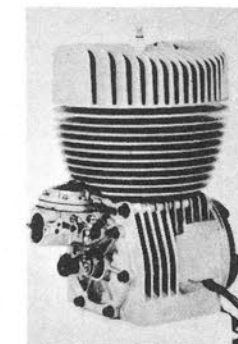
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