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SCHOOLS ENDURO Continued

remarkably few mechanical failures other than by the normal racing shunts or tyre clips. The entry for this class was 21 with some non-starters.

The second event was for gearbox karts but for only half an hour duration. There were only two over 100ccs entries (a class peculiar to schools karting to encourage a low cost unit). A surprising result emerged with a Honda 50 beating the Villiers 150 by one lap into first place with 34 laps. Doubling this to 68 laps for one hour compares favourably with the best 100ccs lap score of 77 laps for a K77.

This type of event lends itself to schools karting as it allows three drivers to race per kart and encourages teamwork in the transfer of drivers, one of the educational spin-offs to this activity. It is also better spectator-wise as the style of driving is constantly altering with different drivers and the placings continually altering through pit stops so that the final result is always in doubt until the chequered flag and the comparison of lap charts. Having been a regular annual event in North of Tyne for some years and now with invited visitors from other countries, the success of Enduro is evident and we, in North of Tyne, hope that other school groups will visit the North East for our first Enduro of 1978 at Brunton on May 20th. I will be most pleased to hear from interested schools and to put them on our mailing list.

At the conclusion of the two Enduros, the rest of the meeting was taken up with five lap races and every competitor and marshal received a souvenir cloth karting overall badge depicting the circuit and small schoolmade shields were presented to the winners of the High Power 100ccs., the Low Power 100ccs., the 210ccs. gearbox class and the 50ccs. gearbox class.

J. McGregor.

BLACKBUSHE

A bright sunny day welcomed the 88 entries for the Camberley Kart Club's August restricted race meeting held at Blackbushe on the usual third Sunday of the month. The track was dry but very dusty as heavy rain during the previous week had washed a considerable quantity of sand onto the tarmac. Mechanical brushing the previous day cleared most of the problem but a fair amount of work on the day with the brooms was necessary before practice got under way. By halfway through practice the track was in fine fettle and the serious business of the day began. By far the best performance in the heats was put up by Bruce Bland who won all three combined 100 McCulloch/Britain heats with his Corsair powered 100 Britain outfit. A "B" final was held for 100 National to determine the three drivers to be given a second chance by taking up positions at the rear of the grid of the "A" final. A good drive by J. Percy saw him take first place in front of novices Mike Jordan and R. Richardson after confidently lapping several tailenders.

Junior National. Dave Mellish and poleman John Herbert led the field away on the first lap of the Junior final with L. Bradford, Ian Dredge, on his new Lynx/Upton outfit, and Philip Spellward close behind. Mellish opened up a slight lead in the early stages over John Herbert who in turn pulled away from L. Bradford. On lap four the only Britain class kart of K. Warner went out at the top Pit Bend with a seized engine and one lap later the mid-field positions were reshuffled as Ian Dredge made an unsuccessful bid for third place in the chicane. As the leading duo pulled away the next four drivers only managed to slow each other, resulting in Philip Spellward taking third place in front of L. Bradford as Ian Dredge dropped back through the field. Nick Spencer moved up to fourth on lap eight but was unable to close on the leaders. Dave Mellish drove on steadily to take the chequered flag well ahead of John Herbert with Philip Spellward and Nick Spencer taking third and fourth.

100 McCulloch and 100 Britain. Only six of the economy class karts survived to start the final and it was Bruce Bland who made the break at the start with his 100 Britain kart ahead of Eddie

Nicholson, N. Care with the only other Britain class entry, and Stephen Bierrum. Bland pulled away to dominate the race throughout and on lap three Care moved into second place and started to open up a lead over Nicholson. On lap six Bierrum demoted Nicholson down to third and chased after N. Care. Two laps later Nicholson was passed by Jim Pitt as Bierrum had closed right up on N. Care who responded to the challenge and they started to reduce the deficit behind Bland. Stephen Bierrum squeezed past Care on lap ten but from that point they maintained their positions resulting in Bruce Bland taking a clear cut 100 Britain victory in front of Stephen Bierrum who took the 100 McCulloch honours. Care finished third with Jim Pitt and E. Nicholson in fourth and fifth.

250 International. At the drop of the flag the grid stormed away from the line with Martin Wood leading away followed by Ernie Hatton, Rae Davis, Bob Gibbons, C. Brown and Maurice Stoner. On lap four Rae Davis, enjoying his first 250 International drive at Blackbushe, swept past Hatton and Wood and immediately began to pull away. The order remained the same for the next few laps with Hatton trying everthing he knew to pass Wood but to no avail until lap ten when he overdid things and spun at the Pit Bend dropping back to sixth. C. Brown moved up to third in front of Maurice Stoner and Bob Gibbons who had lost two places earlier in the race. Rae Davis continued to pull away from the rest of the field to take a well deserved victory after an exciting day's racing followed by Martin Wood and C. Brown in second and third places. The leading single cylinder National class kart was brought home in seventh place by Basil Pinn driving his Barlotti/Bultaco outfit.

210 National. Joe Sullivan took an immediate lead at the start of the 210 National final ahead of poleman Dennis Smith and Paul Tooms. At the end of the first lap these three had already opened up a gap over G. Christie, Margaret Dell and Charles Spencer. On lap three G. Christie lost several places at the Esses letting Margaret Dell and Charles Spencer into fourth and fifth places. The leading trio pulled away with Joe Sullivan ahead of Smith and Tooms, some twenty five yards between each of the three leaders. Margaret Dell and Charles Spencer circulated nose to tail throughout the race without making any impression on Paul Tooms in third place. The order remained unchanged for the remainder of the twelve lap race resulting in Joe Sullivan taking first place to extend his lead in the Club Championship by what must be an unassailable margin. Dennis Smith and Paul Tooms drove well to finish in second and third places but the dice of the race was between Dell and Spencer with Margaret Dell just holding onto fourth place by a kart's length at the line.

100 National. Dave Long and Ian Ross-Johnson set the pace at the start of the 100 International final quickly pulling away from Julian Burleton, J. Hopper and C. Leighton. On lap three Judy Sharroek passed Martin Holman but was well adrift of the leaders. The order remained the same lap after lap with Ian Ross-Johnson pressing Dave Long so that the gap between the leading pair and Julian Burleton in third place increased to over two hundred yards. The pressure proved too much for Ross-Johnson's engine and he began to slow but he was able to hold on to second place behind Dave Long who raced on to win as he pleased. Julian Burleton closed on Ian Ross-Johnson but had to be content with third followed by J. Hopper and C. Leighton.

100 National. Terry Lilley made the most of his pole position to take the lead by the first corner of the last race of the day. Michael Conway was close behind with Keith Glendenning, Chris Blockley, Paul Dredge and Guy Tipping line astern. At the end of lap one there followed a great mass of karts battling for the mid field positions led by Peter Funnell and T. Crosland. On lap two Tipping moved into fourth place while Lilley and Conway pulled away from Keith Glendenning. Two laps later and Tipping gained third and then closed on the leaders, taking second from Conway one lap later. By half distance Guy Tipping powered past Terry Lilley to take the lead to great applause from the spectators and he began to draw away, heading for a popular win. Conway and Glendenning had a great scrap for third place with Paul Dredge keeping station in fifth place ahead of Blockley, Funnell and Crosland. The flag dropped on Tipping at the end of the twelve lap race well in front of Terry Lilley and Michael Conway.

Alan and Margaret Dell.

RESULTS

Junior National

- 1 D. Mellish—Barlotti/K88
- 2 J. Herbert—Zip/K77
- 3 P. Spellward—Zip/K77

100 Britain

- 1 B. Bland—Zip/T70
- 2 N. Care—Zip/T70

100 McCulloch

- 1 S. Bierrum—Goff/McCulloch
- 2 J. Pitt—Birel/MC91
- 3 E. Nicholson—Zip/MC92

250 International

- 1 R. Davis—Zip/Yamaha
- 2 M. Wood—Zip/Yamaha
- 3 C. Brown—Barlotti/Yamaha
- 4 M. Stoner—Zip/Yamaha

210 National

- 1 J. Sullivan—Solar/Upton
- 2 D. Smith—Barlotti/Barton
- 3 P. Tooms—Barlotti/Upton
- 4 M. Dell—Zip/Upton

100 International

- 1 D. Long—Birel/Komet K88
- 2 I. Ross-Johnson—Zip/Parilla
- 3 J. Burleton—Zip/Hewland Arrow

100 National

- 1 G. Tipping—Eagle/Hewland Arrow
- 2 T. Lilley—Mamba/Parilla
- 3 M. Conway—Sprint/Parilla
- 4 K. Glendenning—Zip/Hewland Arrow
- 5 P. Dredge—Lynx/Hewland Arrow

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