

CAMBERLEY KART CLUB

NEWSLETTER

No.36

Editor:-

R. Bennett
21, Paschal Road,
Camberley, Surrey.

November, 1966

Hi there,

Success! Stupendous! Super! Words cannot describe this first race meeting on our New Track. After all the hectic preparations, the haggling, the working parties and even just before the day, they were painting the grid positions in the dark, at last the track was ready to receive competitors, and the B.B.C. Then came the congratulations from nearly everybody present, including members of the British Team. The Official Opening of the Circuit must have been seen by thousands of people on television the ceremonial cutting of the tape was by our Landlord Air Vice Marshal Bennett, who in his speech said that overcoming all the opposition we now have the finest circuit in the country. I am sorry we could not accept all the entries for this meeting (but we have 18 dates next year). Over 200 were received, so apologies to all those who were turned down, and to those whose notification came late in the week. (Its all 'go' at 21 Paschal Road). But what a boost for the sport of Karting!

12th November by Tina Steer

For many years Camberley Kart Club negotiated with Councils and Land Owners for a new track at Blackbushe Airport, so it was with a feeling of apprehension when only 4 weeks ago we received the news that all the papers had been finally signed. However, this soon disappeared and everyone enthusiastically put everything they had into making the first meeting on the new circuit a tremendous success.

This meeting was surely to be Camberley Kart Club's biggest event ever. The whole of the British Team were in evidence for Class 1's, and some of the best drivers in the Country appeared for the Class IV's. Classes 1 International, Four Standard, Four Special and Four Super were to be televised by the B.B.C. for a live broadcast during Grandstand, and the Press were present representing some of the London daily's as well as local papers.

Everyone was anxious to try out the track, and it was a fight for first place out for practice. Micky Allen and Bobby Day arrived only ½ an hour before the first race, and it was panic stations to get them fitted in for at least 3 laps of practice. Away they went, and all eyes were on the Champion to see how he took to the track. Practice over, and so to serious racing.

Class IV Standard line up on the grid, and Air Vice Marshal Bennett was invited to cut the ribbon to mark the opening of the

track. This ceremony was televised, and for the purpose of the B.B.C. the karts went around the track on a dummy run.

The first race of the day was the Juniors, and with an entry of 12, they took the flag first time each race. The heats brought a different winner each time, so it was anyone's race in the final, but it was Alan Turney who took first place with Mick Homewood second, and Arthur Holland a well deserved third.

The J.L.O.'s were one continual dice up between B. Onyett and Phil Cook, who was driving his father-in-law's kart. In the first heat Charlie Burdekin just pipped Phil for second place, but with a desperate effort Phil managed to beat him in the final. The result of which was B. Onyett first, Phil Cook second and Charlie Burdekin third.

Modified A: Pete Medhurst was back on the grid for this event after recovering from a karting accident earlier last month. During the heats he dived with Grahame Druce for first place, and throughout the final they had every eye on them as they tramped around the track side by side. On the twists on the back of the track Druce took a slight lead over Medhurst, but as they came along the Causeway and into Paddock they were neck and neck again. With only yards to the finishing line Druce managed to push his nose in front again and it was in that order that they went over the line.

G. Brockhurst was placed in each of his heats, so it was no surprise to see him take first place in the final of Class 1 Mod. B., with G. Baxter second and F. Turner third.

Class 1 International brought a spectacular entry onto the grid. All of the British Team were lined up with the exception of Jon Jon Ermelli who retired at the last moment with a really bad cold. The flag dropped as they came racing around on their rolling lap, and the spectators were treated to some of the best racing they have ever seen. Throughout the heats no-one was prepared to give an inch, and it was one continuous fight until the chequered flag fell. The final of this event was to be televised, and it turned out to be a nightmare for the lap scorers. No specific time was given for the race, and B.B.C. Officials just said keep going until we signal you to give the last lap flag. After 30 laps everyone was beginning to wane, but the leaders were in the same position as they had been in the beginning. The really fast boys had been placed on the back of the grid, but had worked their way through the field before two laps had passed. Dave Salamone took the lead, but Buzz Ware, Micky Allen and Roy Mortara were close on his heels. Dave Salamone kept his lead with Micky Allen and Roy Mortara a close second and third respectively.

Perhaps the most spectacular race of the day was the second heat of Class IV Special and Super. This was another of the races which was televised for Grandstand, and each competitor gave his best. As the flag dropped John Morrell leapt into the lead closely followed by Ken Norton, Les Sheppard and John Sheldon. Ken Norton took the lead from Morrell after the first lap, and with a pack of howling Bultaco's and Montesa's close on their heels they tore

around the track. By this time Chris Merlin had made his way through the field and was lying 6th when Morrell ploughed off at Bennetts Bend completely writing off his kart. This put 177, J. Sheldon in second place. Sheppard was also unfortunate enough to spin off at Bennett's whilst lying third. This gave Merlin the chance he needed, and when only three laps from home he took Sheldon on the Causeway. Sheldon moved out to avoid a tail-ender, and ploughed into the bank at the side of the straight. This left the order of finish as first Ken Norton, second Chris Merlin and third Ernie Stoddart.

Nerves are the curse of most drivers before a final but to see Jack Barlow come up to take pole position in the final of Class IV Standard one might have thought he was out for practice. He was completely relaxed and shot away at the start to take a lead which he never lost. Second place was a battle between Les Sheppard and Reg Gange, with Sheppard taking Gange in the closing laps.

It was getting dark as the trophies were presented and with the rain, which had held off all day, starting a fine drizzle the day came to a pleasant end.

RESULTS

JUNIORS

1 st	A. Turney	Voo Doo	Montesa M.100
2 nd	M. Homewood	Zip	" " "
3 rd	A. Holland	Techno	" " "

J.L.O.

1 st	B. Onyett	Fasta	J.L.O. L.101
2 nd	P. Cook	Crooksmere	J.L.O. L.101
3 rd	C. Burdekin	Zip	J.L.O. L.101

MODIFIED 'A'

1 st	G. Druce	Ital	Montessa M.100
2 nd	P. Medhurst	Techno	Montessa M.100
3 rd	M. Fullerton	Zip	Montessa M.100

MODIFIED 'B'

1 st	G. Brockhurst	Zip	Parilla S.13
2 nd	G. Baxter	Zip	Komet K12
3 rd	S. Harris	Voo Doo	Komet K33

CLASS 1 INTERNATIONAL

1 st	D. Salamone	Voo Doo	Parilla B.A.
2 nd	Micky Allen	Voo Doo	K.77
3 rd	R. Mortara	Barlotti	Parilla TG

CLASS IV STANDARD

1 st	J. Barlow	Barlotti G.P.	Villiers 9E4
2 nd	L. Sheppard	Barlotti G.P.	Villiers 9E4
3 rd	R. Gange	Shrike	Villiers 9E4

CLASS IV SPECIAL

1 st	Chris Merlin	Piranha	Merlin Rotary
2 nd	J. Brise	Blow	Montesa Impala
3 rd	J. Ellingworth	Shrike	Villiers Greeves

CLASS IV

1 st	K. Norton	Blow	Bultaco
2 nd	R. Simmons	Barlotti	Bultaco
3 rd	D. Beale	Shrike	Bultaco

I would like to thank all Marshals, Officials, helpers and competitors who helped to make this meeting the success it was.
(R.B.)

Notice to all Competitors

This is not a 'bitch' but a necessity, in future all entries must be on the appropriate entry form, also each entry form must have the entry fee, and a stamped addressed envelope enclosed. I am making it a rule that unless this is complied with, the entry will not be accepted. See G.C.R's rule 73 and 76. After this last episode, whereby I made a lot of notes on pieces of paper, and a lot of entries by word of mouth, these people were a little upset to find they were not on the list of competitors for the last meeting - hence this notice; I don't want a repeat of this situation.

Special General Meeting

This has been arranged for Wednesday, 30th November, at the White Hart Hotel, Blackwater, starting at 7.30 p.m. for 8.00 p.m. Come along and discuss our future racing policy, and what Blackbushe holds in store for you. This date is a must, and if you cannot make it personally, then send a representative to voice your opinion, and to take back our news to you. Don't miss this evening - once again, '30th NOVEMBER, WEDNESDAY, 7.30 p.m. BLACKWATER'.

Practice Session

I'll bet this won't be passed up! A practice day will be held on Sunday 27th November from 10.00 a.m. until 4.00 p.m. Tariff will be:- 15/- each machine for C.K.C. members, £1 for non-members. Please bring your membership cards with you. NO engine to be started before 10.00 a.m.

Fixtures

Race days at the 'Bushe, 11th December, the 3 way Relay race, and full supporting programme, 8th January, 1967; 12 February; 12 March.

Membership

Just to remind all Members that their Membership expires on the 31st December, this year. Don't delay in renewing this, as our books close at 250 and already the total is creeping up.

Working Parties

These are still going on each Sunday, providing there is no meeting arranged. There is plenty to do still, so come along as soon as you can.

Insurance

Personal insurance for Karters will be available, as soon as details are to hand, but as a guide, fees will be in the region of £2.2.0. per £1,000 policy.

Car Park

With the acceptance of entries for race meetings, a sticker will be issued. Please display this on your screen when you come to the circuit, or else you will have to pay the normal parking fees. Only one will be issued, so it's up to you to fill the car with mechanics, pushers etc.

Gag Time

Overheard at the Mothers Union Meeting - 'I suppose I ought to have a talk with our Patsy about sex, but I don't know how to begin'. 'Well, the first thing is to act as if you know just as much about it as she does'.

'Dad' said Jane, holding onto her long-haired boyfriend's arm, 'Arthur and I have decided to get married'. 'And who's Arthur?' said Dad. 'Why this is Arthur, silly, he's been my boyfriend for over six months'. 'Good Lord!' said Dad, 'I always thought he was your girl-friend'.

That's all for now, see you around.

Ciou,

ROY BENNETT