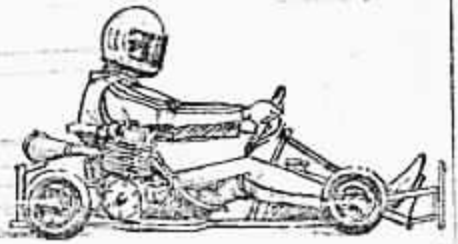


DECEMBER

1977

OTTAWA-HULL | KART RACING CLUB |

NEWSLETTER



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OHKRC NEWSLETTER
DECEMBER 1977

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Cover Photo:Paul Joinette in his British-built Zip under braking for the 180 hairpin. Pierre Champoux and Fred Zufelt follow in Margay Panthers. Photo--Derek Cadzow

I'd like to thank all those who contributed to this month's issue. Unfortunately, there wasn't any, So I'll save it till next month when I'll have to dig myself out from underneath all the contributions. Right?

OPINION

Time changes things. People change, places change, ideas change.

It's difficult for some people to accept change. Partly because of the fun they've had before changes happen, partly because it's difficult to see at the time if a change is for better or for worse.

Some people are violently opposed to it, others accept it blindly. Neither are really being responsible about change.

Change shouldn't just happen. People should get into it, understand it, have an educated opinion on it.

Then when it happens it can be channelled in a beneficial direction.

Change nullifies the efforts of many people. They can become bitter.

Change is also the product of other's work. They can become blind to the effects of change in human terms.

Things are happening. They are in motion. Know what you want when change rears its head.

For once it's done, it's done.

Forever.

*Derek
Cadzow.*

This Newsletter is published monthly. The mailing address is 61 Cleadon Drive, Ottawa Ontario, K2H 5P4. The opinions expressed do not necessarily reflect policies of the OHKRC.

SHORTS



****Six members of the OHKRC, including president Fred Russell, made the train journey to Toronto on Nov. 26 for the Annual meeting of the CKF.

Briefly, the meeting consisted of a guest speaker, John Powell, who gave a talk on karting and his experiences in racing and in his racing school.

This was followed by a rules session where rule change suggestions were discussed and decided upon. Next guidelines for a new class structure were formulated and these are printed in this edition of SHORTS.

Karters were well represented by the people that make things happen in Canada. John Long, Mario Petti(Jr. and Sr.), Scott Goodyear, John Magill and Colm O'Higgins were all present. CKC representatives were also there to feel out the CKF.

**** We'd like to correct an oversight in the last issue. Fred Russell was not the first president of the OHKRC. Fred was the first ELECTED president, being voted in at the first official meeting.

Before that, Al McRory headed the founding group that worked long and hard to get the club underway. Sincere apologies to all involved.

**** One recent rumour had the membership of karters in the CKF totalling more than the entire national CASC membership.

That would make a terrific story for the newsletter I thought as I dialed CASC national head office to confirm it.

According to the membership chair-lady there, the CASC boasts more than 7 thousand members across the country. Why, even in Ontario alone there are over 2 thousand members!

In the CKF you ask? Would you believe 95?

These figures are accurate as of mid-October, so it can be presumed that there are at least 15 more members now, since drivers in our "series" joined up.

**** Just in case you haven't heard already, the second, and so far annual, Fred and Sandy close-to-Christmas-party will be held on December the 10th.

They wish to extend a personal invitation to each and every clubbie to attend the wine and cheese affair. If you can bring your own wine Fred says he will supply the rest. It starts at 8:00 at Unit 12 of 49 Woodridge Crescent in Bayshore.

A few prizes will be given out on th basis of this year's almost-a-championship results.

****While plans are sketchy at this point in time, we have it on good authority, that the overall first prize in a CKF sanctioned series this year, will include air-fare to the 1978 World Championships. (presumably with the intention of the winner competing)

First prize in each class will be a new engine.

****The upcoming CKF Karting Convention in March is getting interesting and interesting, as Alice might say,

Plans include commercial displays from track owners, kart shops, and perhaps manufacturers who want to show off new equipment.

Also planned are workshops that will educate club delegates about the CKF, its insurance, and other general club organisation and direction.

Its not exactly a rival to the Jochen Rindt car show in Austria, but in terms of karting and karters it could be just as interesting.

****Here are the new CKF classes as decided at the CKF Annual Meeting...

1/80cc Rookie Jr. as in IKF, also restricted
Yamahas are allowed but only using gas and oil.

2/100cc Reed Sr. as in IKF also Yamahas are allowed but using gas and oil only.

3/100cc Junior National
includes:

-Controlled Box Stock @250 lbs.

using stock rotary valve

-Stock Appearing @270 lbs.

-125 cc McCulloch @ 270

4/100cc McCulloch Light as in IKF, also Yamahas are allowed using gas and oil only.

5/100cc McCulloch Heavy as in IKF except: Yamaha with gas and oil is eligible both at weight of 315 lbs.

-125cc @ 330 lbs.

6/100cc National (formerly "Box Stock") as in IKF except: gas and oil only weight = 300lbs, and stock rotary valve

7/100cc International gas and oil only, FIA rules @285 lbs.

also:-Stock Appearing @ 265 lbs.

-Open @ 305 lbs.

8/80cc Rookie Sr. as per IKF

9/Optional class--Open Duals, and Gearbox karts

These are only guidelines set out at the Toronto meeting. A final list will be issued shortly.

*****Dates to remember this month:

Dec. 10 party at Fred Russell's

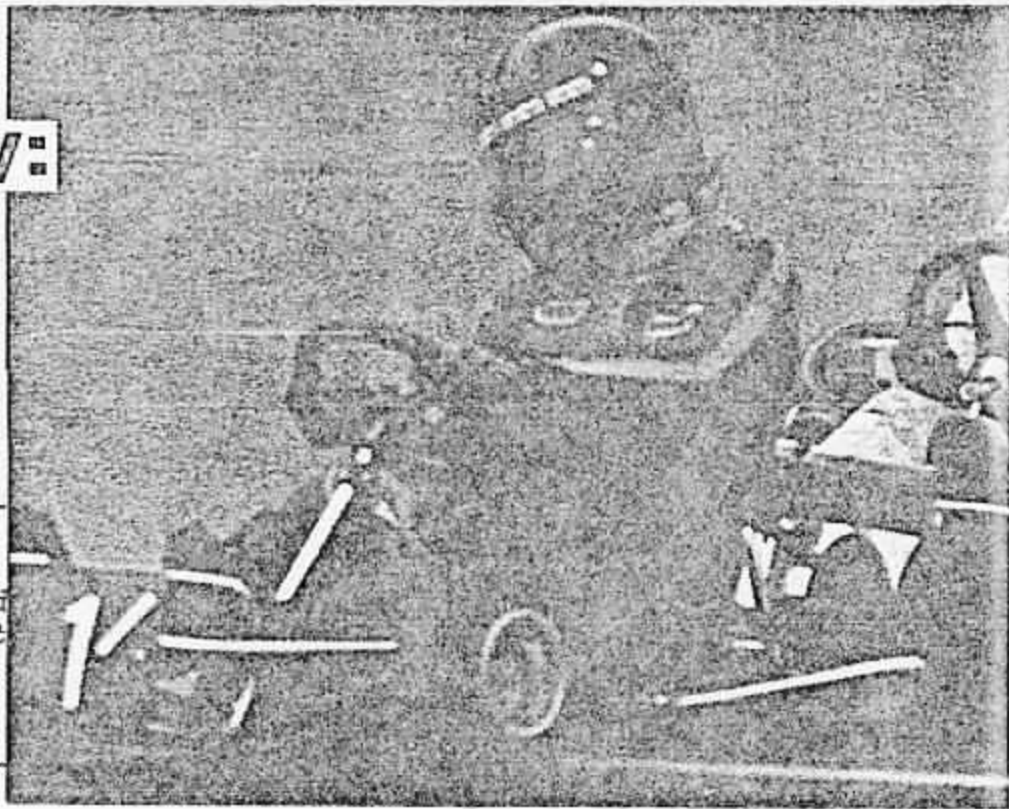
Dec. 14 Monthly meeting and Annual General Meeting @ Byron Campus of Algonquin College starts at 7:00 p.m. elections at this meeting.

Dec. 31 New Exec takes Office.



INTERVIEW: JON SNADDEN

Jon Snadden (alias Snabben, Snabden, Snapper) was born of Burmese parents en route to England. Consequently he was born in India. Jon wasn't interested in motor-sports until he saw the Grand Prix in 1973. Till his first race, in the kart club, Jon read everything he could on racing and consequently has won races left, right, and centre ever since. As someone recently said "Anyone who can beat Jon is a true champion".



Newsletter: You told me before the interview that some of your views would be considered controversial. Which views were you talking about?

Jon: First, is the fact that at one time a great quantity of people in the club felt that emphasis should be put on recreation. I, for one, didn't join the club for recreation, and I'm sure the majority of people that do come out to our meets didn't join it for recreation either. They joined it for racing and racing only. To me, recreation is racing, and that it is the racing that has kept the club together merits consideration too.

Newsletter: Do you think the club should go one way altogether, or should they still try and combine racing and recreation?

Jon: I think we should just go with the racing.

Newsletter: Why?

Jon: Again I have to get back to the fact that it's the racing that has kept the club together. If we could organise our races to the degree that they're super-organised then we have something that is the envy of all other clubs.

We'll be putting a foot forward for karting. To sit back and to bitch about the lack of time for recreation is hurting the club in the respect that the time we do have, to sort out our problems, is lost.

I can't see the club surviving on recreation. If the racers, for example, got out of the club right now, there would be no club.

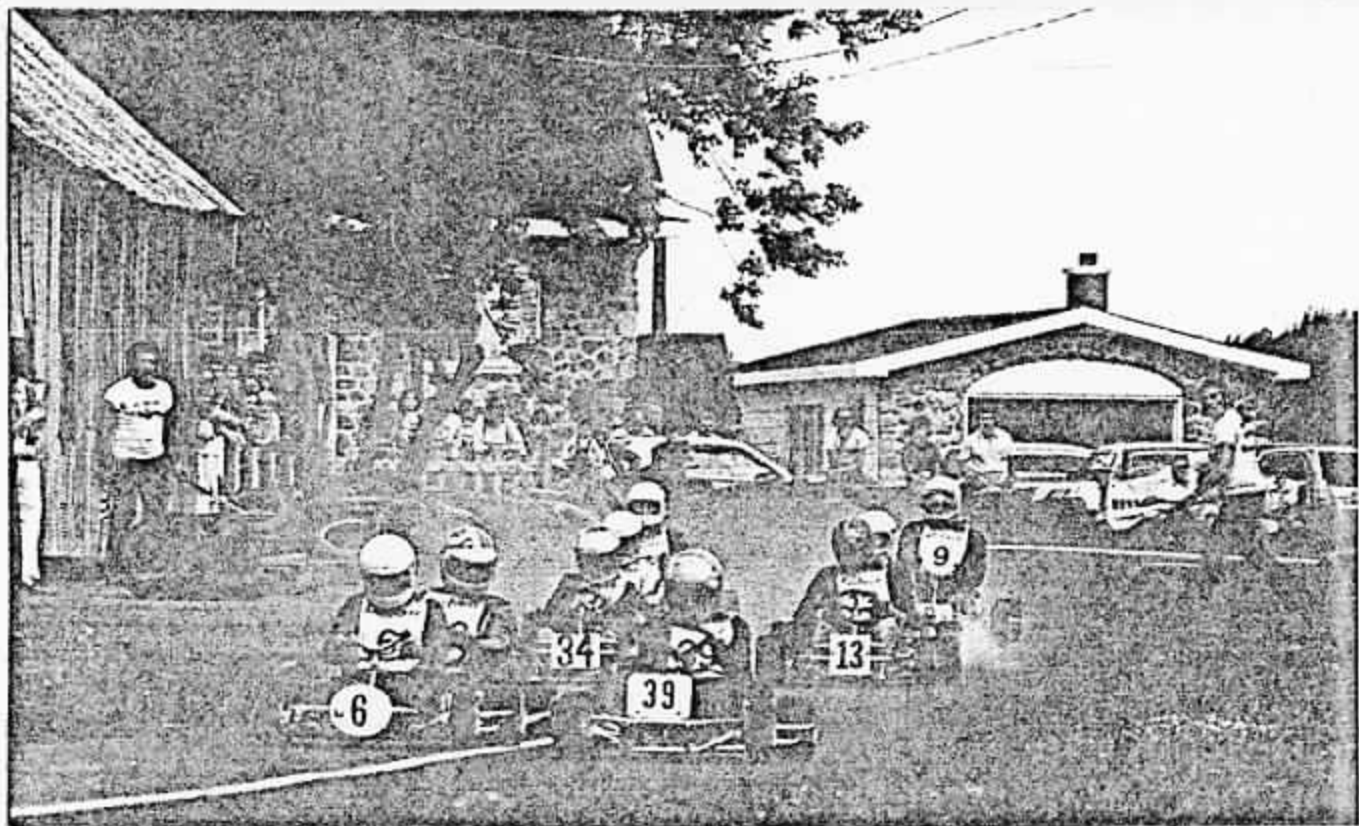
Newsletter: What other controversial views do you hold?

Jon: Probably my view about the sport in general. It's not a cheap sport, it shouldn't be sold that way to the public. We shouldn't try to kid ourselves. It is an expensive sport, BUT it is cheap racing.

I know for example when we tried to introduce silenced exhaust systems, there was a certain amount of bitching. People felt it was only driving the cost up. But at the same time, for the out and out enthusiast in the club, it was a necessary progression. After all, you can't go to any other organised event in Ontario and participate with a box muffler.

For these advocates of cheap sport I suggest they buy four-stroke karts, form a recreation club, and go to it.

(continued on last page)



TRACK REVIEW: ST. ROSALIE

This is the first in a series of articles designed to inform members on different Canadian tracks visited by club drivers in the past. Not all members have been to all tracks and not all tracks have been liked by all members.

Perhaps we can improve our own organisation by taking a look at others.

St. Rosalie is situated just two miles east of another Quebec track, Mt. St. Hilaire. Both these tracks are about 15 to 20 miles east of Montreal on the Trans-Canada highway.

On the occasion that I raced, the event was a round in the series of the Competition Kart Club (CKC) of Montreal. The event started on Sunday morning, but because of the distance we arrived late on the Saturday afternoon.

However, I was allowed to take a practice session in spite of the fact that concession karts had to be pulled off the track.

The track itself consists of a 500 ft.-plus start-finish straight that

joins a few short straights and one mickey-mouse section of banked curves. One short straight has a hump in it not unlike Ottawa's own "crankshaft hill".

It is extremely narrow when compared with the average kart-track, being only 12 feet on the straight sections (including the start-finish straight) however it does widen up a bit for corners. The track owner mentioned to me that it would be widened to 18 feet in the near future.

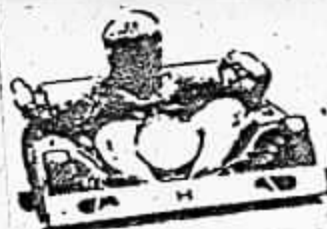
The pit area was merely the infield of the track and karts were put on the grass along with tools, girlfriends, and deckchairs, with no shade unless you brought your own.

No one at the track spoke English fluently, although they did make an effort I was still glad I had a french-speaking companion.

The long straight, and some close driving made the racing interesting, and the atmosphere and friendliness was a welcome change from some of the other nerve-racking races.

With the right support, this could become a major Quebec track, mainly because of the attitude and ambition of organisers.

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5292 Jean-Talon est, St-Léonard, (Québec) H1S 1L3.
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WHERE TO BUY

Recently the only Ottawa Kart concessionaire, MCETTE or The Go-Kart Shop, closed its doors for good. That, unfortunately, leaves Ottawans with no place to locally buy their karts and parts.

In this article we will talk about the best-known suppliers in the general area and how to order from them.

Toronto has two kart suppliers right in the Toronto area and another just outside the city boundaries.

The first, Winners Circle, has been in operation for quite a while. The owner, Don Goodyear, runs the Blue Streak Racing team out of the shop and so has an extensive amount of racing experience under their belt.

Winners Circle stocks all engines and engine parts, European as well as American. Karts however, are mainly Margay and Margay parts.

All a buyer has to do, is call 416-225-8835, and order. The package, if sent by C.O.D. and all you do is pay at the post office when they notify you that it is in.

Race Prep Engineering is the other in-Toronto location. Again, the shop will send your order by C.O.D. if you wish.

Calling 416-625-5886 will put you

in touch with the office of John Magill, so you must ask for him when the secretary answers. John is the owner of RacePrep, and he says he will take your order over the phone.

RacePrep deals mainly in engines having a complete stock of all engines and parts. Anything else you desire can be ordered by RacePrep.

Outside Toronto, near the small town of Goodwood Ontario, is Petti Racing Developments. It's run by the father and son team of Mario and Mario, who deal exclusively in European equipment.

That's not really surprising as they are the Canadian importer for Birel, BM, and Sirio karts, and Komet, BM, Sirio and Parilla engines. Mario's number is 416-640-1919 or you can write for his catalogue at P.O. Box 6 OSHAWA ONT.,

A little closer to Ottawa, near Belleville, is John Long of Picton kartways. John, or one of his confederates, can be reached at 613-476-7021.

John is the Canadian dealer for the British Zip kart and you can get all Zip karts and parts from him. He also stocks foreign engines and has complete shop facilities for them. He also carries some American parts and a few American engines.

On request, John can sometimes manage same-day delivery via Voyageur coach. This only requires you to check the Voyageur (over)

JON SNADDEN INTERVIEW (CONT'D)

Newsletter: Now, that (in theory) you've won the championship for two years running, will you step up a class to find competition elsewhere?

Jon: To me, our own club is a priority over another club, there's no sense in going elsewhere. If I had to travel 200 miles every weekend to race, because it wasn't possible to race here, I think I'd probably get out of the sport.

Newsletter: How much money have you spent on racing this year?

Jon: During the last season I've spent, I'd say 8 to 9 hundred dollars quite easily. I bought gas, tires, muffler paid entry fees. I fooled around with nitro which was a mistake, and stuck three engines. It doesn't take long to add up.

Newsletter: Do you think you spend more or less than the average Ottawa-club karter?

Jon: I think I'm above average. I'm not alone mind you.

Newsletter: Why do you think you spend so much?

Jon: I happened to play around with nitro and... uh, Actually its my fault, I'm just blaming it on the nitro.

I stuck three engines, and took in as many races as possible without interfering with our own activities which ran me up one hundred to one-fifty each time. I think you could save if you didn't burn exotic fuels or go outside Ottawa to race.

Newsletter: What is your ultimate ambition as a karter, to go to the World Championships?

cont'd from page 7
terminal.

The final store is in Montreal. Operated by Guy Lombardi of the CKC, it carries mainly European equipment and some American. Their phone number is 514-729-3245. They can send it COD also, or you can pick it up anytime if it is a larger item.

Jon: I guess that would be any karter's ultimate ambition. I would like to eventually get into automobile racing, but at the time the cost is too prohibitive. But then again I might win the lottery, eh?

Newsletter: What was your biggest headache as Rules Chairman?

Jon: There were a lot of complaints initially about silenced exhaust systems and the open clutch rule, but I think most people saw reason by the time we had our track, and they switched over. Even the people that complained loudest eventually had a pipe of some sort.

Newsletter: Do you think you lost friends over that rule?

Jon: Possibly. Its hard to say. But I didn't take the job to make friends. Its something that had to be done, I don't think we would have lasted a week at Quyon with box mufflers.

Cost is always something that's brought up in karting conversations. It's unfortunate it's as expensive as it is, but thats something you have to live with. One person at the last rules meeting summed it up by saying "If the kitchen's too hot, get out". Now THAT'S controversial.

Newsletter: Some people might interpret that as you being out for yourself.

Jon: Yes, I'm sure some people would. The changes that I advocate sometimes entail an increase in money. However, I also advocate a limitation on the types of tires that can be used. Whatever I propose is to improve the sport in some form or another. For example, the tuned pipe was a necessity, and the expense was irrelivent. The majority of racing members wanted the changes.

Newsletter: Otherwise it wouldn't have passed..

Jon: Exactly.

Jim Bolton offers for sale, his Birel Targa kart, with a Komet Box Stock engine. It comes with all gear, ready-to-run. Jim is open to offers, and can be reached at 225-2473.

the
end