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65p
May 1981



K&S Series Opener

- Snetterton and Cadwell Superkarts
- Green Man 1
- PCR's 135

31 AUG 1981

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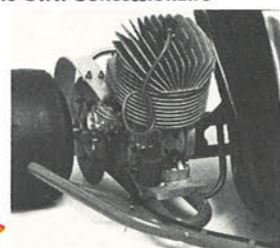


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DUNCAN PEARCEY'S UFO 125/250 National chassis for sale, six months old, immaculate condition, never bent. Will accept any 125/250 single, complete with side tank, nose cone etc., £425 o.n.o. Also available my SRA tuned KTM 250 National engine, two months old, Mikuni Powerjet, Motiv 3 exhaust, fully competitive as shown at Donington. Tel: Harrogate (0423) 60650.

WILSON PREMIER 100 NATIONAL rolling chassis, 7 meetings only, coded tyres, first class condition. Must sell. Skint. £250. Tel: Wakefield 262453.

Something To Sell?
Take a Mini-Ad!



The amalgamation of long circuit kart licensing under the umbrella of the general RAC car racing licence system, introduced last year, is generally accepted as a move in the right direction. However, the wholesale change has introduced one problem, which is causing concern amongst long circuit promoters and drivers.

Whereas the old licensing system required new competitors to complete four novice events on short circuits before even beginning the long circuit 'novice' procedure, the new car licence enables complete newcomers (who have never driven any form of kart) to compete at this level immediately. It is perfectly possible for anybody to obtain a licence, purchase the latest "powerhouse" Superkart, complete two novice meetings "touring" from the back of the field and then find themselves lined up for a heat flanked by Hines, Buttigieg, Stylin, Elmore, Smith and the rest of the highly experienced Superkart fraternity. . . A more explosive, dangerous predicament - both to the newcomer and the rest of the field - is hard to imagine, and a couple of near misses are causing experienced drivers and officials concern. A parallel, if one needs to be drawn, would be in allowing half a dozen members of the Jaguar Owner's Club to line up for the British F1 Grand Prix. The danger lies not in the speed of the novice, but in the great difference between his speed and that of the aces, and his reaction to the sudden presence of faster vehicles coming from behind. . .

A kart is a very unique vehicle to drive when compared with a car, and omitting a "pre-qualification" or acclimatisation period on short circuits places the novice driver in a highly dangerous situation. The RAC Motor Sports Association could do well to restructure its long circuit licensing procedure slightly to incorporate a compulsory short circuit qualification period for competitors who have not held any form of kart licence within, say, the last five years.

In the meantime, if you fall under this classification, do yourself a very big service and take in a few short circuit meetings first. You, and more importantly the people you race against, won't regret it.

CHRIS LAMBDEN

FRONT COVER:

No, it's not Fullerton, but 100 National protege, Graham Waldron, on his way to a clear win in the opening round of the 1981 Kart & Superkart Championship at Fulbeck. Our coverage of the event begins on page 13.

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KART AND SUPERKART

Monthly

No. 029

contents

2

Just Heard

Latest news and views from around the world of karting.

5

Follow The Leader. . .

Phillip Bingham reports on the Snetterton Superkart meeting.

9

Ponder with Pudney

On a new 250 "name", left hand press-ups, "choke-driving" and Mason. . .

13

New Boys Shine

Round 1 of the Kart & Superkart 100 National Championship.

17

Mainly Merlin

Chris Merlin, on the Yamaha "H", the scheming boss, TF, and more. . .

21

Gates' GM Opener

First round of the 1981 Green Man Championships - 3 Sisters.

26

Easter Cadwell

Holiday weekend action from round 4 of the Champion of Champions.

30

PCR's 135

A look at the first of the 135cc formula engines.

33

Hines Quarter

Martin Hines on the prospects with BRSCC races, and Rae Davis. . .

35

Club Scene

Latest events from around the Club racing circuits.

50

Kalendar

When and where to see karting in the near future.

NEXT MONTH:*

- Global Cup
- Snetterton Superkarts
- RAC National Championship

PUBLICATION DATE: 4th June

*These items were correct at time of going to press.



RAC News

We hear that Clay Pigeon have applied to take over the 4th round of the RAC 100 National Championship, recently vacated by the Bolton Club, on the same date - August 16th. No official confirmation of this has yet been received, although an announcement could well be made at the opening round, taking place at Dunkeswell as we go to press.

Dates for homologation applications have been advised by the CIK for the 1981/82 period.

Engines (100 and 135cc): Application to RAC by 1/9/82. Application to CIK (via RAC) by 15/9/82. Inspection from 25/11/82. Valid from 1/1/83. This would seem to imply that there is no engine homologation this year. . .

Chassis and Tyres: Application to RAC by 1/9/81. Application to CIK (via RAC) by 15/9/81. Inspection from 25/11/81. Valid from 1/1/82.

ZIP CHAMPION OF CHAMPIONS SERIES Points after four rounds:

	1	2	3	4	Total
N. Smith	37	37	35	35	144
M. Hines	19	40	40	40	139
D. Buttigieg	40	30	—	37	110
R. Range	—	35	37	29	101
J. Ball	35	27	—	33	95
S. Styryn	33	—	23	23	79
R. Dean	29	25	—	19	73
B. Heerey	31	—	33	—	64
P. Elmore	—	31	—	31	62
C. Childerhouse	23	—	17	15	55
O. Jones	27	23	—	—	50
C. Grant-Sale	13	15	19	—	47
R. Davis	—	29	—	17	46
M. Allen	25	21	—	—	46
M. Poole	—	17	27	—	44
C. Lambden	—	—	31	—	31
J. Dixon	—	—	29	—	29
R. Johnstone	21	7	—	—	28
C. Olden	17	11	—	—	28
P. Ansell	—	—	—	27	27
A. King	—	13	11	3	27
M. Turner	—	—	5	21	26
D. Liddle	—	—	13	13	26
R. Kerkhoven	—	—	25	—	25
S. Dalgarno	—	—	—	25	25
M. Merritt	—	—	21	—	21
T. Kleppe	—	19	—	—	19
K. Glendinning	15	—	—	—	15
M. Walker	—	—	15	—	15
J. Burleton	11	—	—	—	11
D. Rees	—	—	—	11	11
R. Ridley	9	—	—	1	10
S. Quance	—	—	9	—	9
T. Rodger	—	9	—	—	9
A. Barnes	—	—	—	9	9
P. Brown	—	1	—	7	8
D. Short	7	—	—	—	7
D. Collier	—	—	7	—	7
T. Lowther	—	—	3	4	7
J. Huxtable	—	5	—	—	5
B. Beattie	—	3	—	—	3
M. Coles	—	—	1	—	1

Air-cooled:					
J. Ball	35	27	—	—	62
O. Jones	27	23	—	—	50
M. Poole	—	17	27	—	44

TF to Zip

After much speculation and guesswork, the last major "who-drives-for-who" question of the year has been answered. Terry Fullerton and his 100 National protege Graham Waldron, will drive Zip chassis throughout 1981. The engine situation is less clear, as Fullerton's relations with DAP have seemingly dissolved completely, although he and Waldron will use their 1980 engines in the meantime.

"TF karts", Fullerton's own business, will continue as before, but of course will now handle Zip karts and accessories.

First outing for the new set-up was due to be the Fulbeck Team Selection meeting, taking place as we go to press, followed by the Global Cup.

Butty's BRSCC Show

A week before the Snetterton long-circuit meeting, the BRSCC included a Superkart race in their car race programme at the same venue.

In fairly glum, wet conditions, the 8 lapper produced a nevertheless pleasing spectacle - the Superkarts lapping some 7 seconds quicker in the wet than any of the cars present.

Dave Buttigieg put on another of his devastating wet weather performances to storm home well clear of a battling group headed by Nigel Smith, John Ball and Jon Dixon.

Reports from the BRSCC show the race was well received, and could be the all important precedent for further similar events, at other circuits.

KART & SUPERKART 100 NATIONAL CHAMPIONSHIP — ROUND 2 ENTRY INFORMATION

Venue: Little Rissington Air Force Base, near Stow-on-the-Wold.

Date: Sunday 24th May

Entries: £8.00 per entry,
To: Mrs Witts, Oakley, Holloway, Pershore, Worcs. Telephone Pershore 2512.
Entries close Monday 18th May. (Telephone entries accepted - but not after 9 p.m. please.)

Programme:

Signing on / Scrutineering - 8 a.m.
Practice - 9.30 a.m.
First race - 12 noon

Saturday practice is unfortunately not available.

Camping: Available at the circuit from 2 p.m. Saturday afternoon, free of charge.

In a Word . . .

● The main event at the Jesolo Champions Cup meeting at the end of this month, will be for 100cc machines.

● A 135cc event will also be run, but as a supporting race. However, it will be an interesting pointer to the future of 135 during the rest of this year. . .

● In his second change of allegiance in as many months, Derek Higgins has severed a brief tie with Zips and will now campaign a DAP/JM DAP set-up for this year, in 100 International events at home and abroad.

John Mills also advises that Biff Harris will continue on similar equipment through 1981.

● Dave Evans has left ART and will now operate his own engine tuning and preparation service. Evans Racing Engines can be contacted at Merstham 3012.

● We recently received the following press statement from Nick Brittan; organiser of the 1980 Mazda Race of Champions, televised live on ITV:

NO RACE OF CHAMPIONS AT RYE HOUSE THIS YEAR

We are already receiving both written and telephone requests for entries from would-be entrants for our Race of Champions event. It is with some regret that we have to announce that there will not be a Race of Champions this year.

We had nominated August 8th as the date for the event and booked the Rye House circuit. However, we have been advised by the Hoddesdon Kart Club that because they were already organising meetings on August 2nd and August 23rd that their officials could not cope with the additional workload.

We were therefore left with little alternative but to abandon the event for this year. We would like to thank the competitors for their support last year and their continued enthusiasm for the event this year.

It is our hope that we will be able to enlist the co-operation of enthusiastic officials with the time available and stage the event again in 1982. . .

What can you say! . . . We understand from Nick Brittan that terms - including very good financial ones for the Hoddesdon Club - had all been agreed. And so possibly the best publicity opportunity that the sport has had is now gone. Unbelievable. . .

Surbiton Face Closure

A recent Crown Court decision could well mean the end of Surbiton as a kart racing venue. After local residents lost an earlier County Court case, the higher Court has seen fit to uphold their claim of a noise nuisance.

The only avenue still open is that of Appeal, and the time limit allowed for that comes in a few days. An Appeal is an expensive exercise - £10,000 has been mentioned - and the Club are appealing to the RAC for both monetary and legal aid. The grounds on which the case was lost create a precedent which could not only affect all motor sports, but even large, loud spectator venues such as Wembley, Wimbledon etc. . . Whether the RAC are sympathetic remains to be seen.

Surbiton has a long and colourful history and its loss will be an especially sad blow in what has so far been a bad year for kart circuits. . .

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JOHN BALL's ZIP/YAMAHA - all usual extras. 1st watercooled at Cadwell and Donington this year, £1200 o.n.o. Tel: John, Letchworth (04626) 2080.

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2 Hewland Arrows fully tuned each £325
2 K88's both recently serviced £130/£150
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3 K77's various bores, c.e.v. ign. £65.85

KARTS

2 Zip GT's excellent condition £130/£195
1 Cobra 1980 model, superb cond. £195
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BM Europa, green £200.00

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9 SNETTERTON (nr. Norwich) Round 5, Zip Champion of Champions Superkart Series.

10 WOMBWELL (Dorothy Hyman Stadium, nr. Barnsley) RAC 100 National Championship, Round 3.

LYDDEN (off A2, nr. Dover) Long Circuit meeting.

CLAY PIGEON (midway Yeovil/Dorset on A37)

KIMBOLTON (10 miles s.w. of Huntingdon)

ROWRAH (nr. Frizington, Cumbria)

TILBURY (Dunlop Road)

CHASEWATER (Pleasure Park, Brownhills, off A5)

17 DUNKESWELL (5 miles from Honiton, Devon) Round 2, Green Man Championships.

SHENINGTON (8 miles from Banbury)

ELLOUGH (2 miles south of Beccles, Suffolk)

NUTHAMPSTEAD (1½ miles east of Barkway, off B1368)

24 LITTLE RISSINGTON (Air Force Base, nr. Stow-on-the-Wold) Round 2, Kart & Superkart and SAM 81 Championships.

FULBECK (8 miles from Newark)

CRAIL — Kingdom Kart Club

25 MORECAMBE — World Cup
31 LLANDOW (off A48, 4 miles s.w. of Cowbridge)

JUNE

7 CADWELL PARK (on A153, between Horncastle and Louth) Round 2, RAC Long Circuit Championships.

FELTON (8 miles north of Morpeth, on A1)

SNETTERTON (nr. Norwich) Short Circuit meeting.

HEMSWELL (6 miles east of Gainsborough)

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

14 DONINGTON (off junction 24, M1, Derby) Round 6, Zip Champion of Champions Superkart Series, and Round 3 RAC Long Circuit Championships.

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Mini Display Ads (boxed) are also available at £8 per column inch. Copy to same address.

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Letters

Dear Sir,
On behalf of the kart racing enthusiasts of Great Britain, I would like to suggest that the R.A.C. — as the governing body for motor sport in this country — approach the British Olympic Association with the suggestion that they use their influence with the International Olympic Committee to have kart racing accepted as a new Olympic sport.

Mechanical devices are already used in Olympic competitions, among them are cycling, shooting, archery, sailing and that newest sport — sailboarding. So the precedent is already set for another sport using mechanical devices, and should the word "athleticism" raise its head I can assure you that, as a one time archer, you need to be a lot fitter to race karts than to shoot in the bow!

One of the main criteria for a sport to qualify for the Olympiad is that it should be played by a given number of countries. Olympic Rule 32 states;

"Only sports widely practiced in at least 40 countries and 3 continents may be included in the programme of the Games of the Olympiad." Widely practiced in their terms is written as;

"National Championships or cups permanently organised by the respective National sports federation. International participation and the holding of Regional and/or World Championships."

I claim that kart racing fulfills all the above criteria and enclose a list of sixty-nine Nations that indulge in 'The Sport'.

Sports in the Olympiad are SUPPOSED to be amateur! Well, kart racing can be shown to be a lot more amateur than skiing or the equestrian events — particularly the show jumping section.

Can any British driver claim to make a living just by driving? Mickey Allen, a man with more National Championships to his credit than any other kart racer in our sports history, states that HE NEVER could! Britain's top 100 and 250 International men are in karting as chassis builders, engine tuners, developers or simply as suppliers of bits and pieces. Is there just ONE of them that can honestly say he makes a living out of just driving?

So there we have it; our sport qualifies for number of countries and continents, qualifies as regards National and World Championship status; and in my opinions, qualifies as amateur.

If a sport as new as sailboarding can get into the 1984 Olympics — why not kart racing?

J. A. Kitson
Plymouth

Dear Sir,
I have given a lot of thought to the twin engined 125 concept. From what I understand its advantage is its symmetry, and its disadvantages are weight, cost, complexity and amount of spares required. So why not now, as they allow water-cooling, put an in-line Rotax behind the driver as in the sixties, and the radiator somewhere in the airstream? . . .

Thanks for the choice in magazine — I prefer yours.

M. D. Woodrow
Herne Bay, Kent.

Team Selection

100cc Team Selector, Tony Temple, has nominated five observation meetings for the various 1981 teams. Three have taken place before publication of this issue, with the remaining two being Green Man events — Dunkeswell, May 17th; and Wombwell, June 21st.

Registrations for selection number 14 for the European Team Championship, 15 for the European Individual and the World Championships, and 16 for the Junior World event.

Government Help Aussies

Easter weekend recently saw the Australian National 100cc Championships held on a new circuit near Perth. The Cockburn International Raceway, was completely funded by the Government — to the tune of three quarters of a million dollars (approx. £300,000), as part of a relocation scheme!

To full international standards, the 1050 metre circuit is 8 metres in width all the way round. The Australian Karting Council are already making moves to have the circuit CIK inspected, with a view to running international events, and maybe a World Championship in the future. . .

STOP PRESS

Freak Winter Weather Ruins Opening Round of RAC 100 National Championship.

Dunkeswell hosted the opening round of the Championship. Entries were down on expectations, due it seems to the "count all rounds" format. . .

All but one of the heats were completed before the weather intervened. Six inches of snow the following morning caused the meeting to be abandoned.

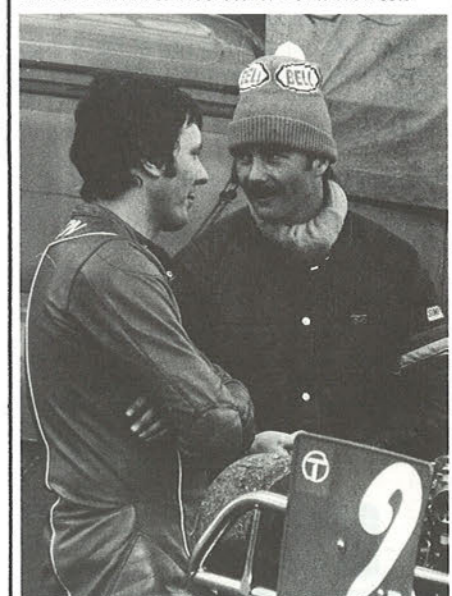
Similar wintry conditions caused the cancellation on the same day of the British Team Selection meeting at Fulbeck.

CADWELL COMMENTS

● Ex 210 front runner Phil Ansell has made the change to 250 International with ease. Eighth place in the Superkart final was the result of a very competent day's motor-ing.

● Lotus F1 driver Nigel Mansell was present at the meeting, having a day off and re-newing old acquaintances. Some humourist, referring to reports of an imminent withdrawal of Lotus from F1, speculated that Mansell was in fact there looking for a job!...

Mansell chats to 210 driver John Newton



● Clive Childerhouse and Mark Allen are two of the latest to join the Rotax brigade. Childerhouse of course, runs the Circuit Travel Barlotti, while former 125 and 210 Short Circuit Champion Allen pilots the Bassett Dino. Both had the usual teething troubles, with Allen emitting various amounts of steam. . .

● Sandy Dalgarno made the long journey down from Aberdeen to debut his water-cooled GBRD Yamaha powered Aero.

● Latest news on the two injured drivers is good.

Simon Quance was discharged after two days, while Tony Billingham, after a week at the Louth Infirmary was due to be transferred to a Manchester hospital.

Both were described as "recovering well." Good news.

BY BARRY FOLEY



HAVE YOU NOTICED

Just how many races are being won on Merlin tuned and prepared Rotaxes? Why not make the same development expertise available to yourself? — we have specialised in Rotax from the start! Buy your Rotax 125 or 250 from us and be part of our race winning team. These drivers have already switched:— 1981 G.P. Winner Nick Carter, Ian Shaw and Nigel Smith — on a 250 Rotax.

ROTAX 125

Latest 1981 engines in stock for immediate delivery £625
Comprehensive spares in stock.
Molloy exhaust to suit £60.00.
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Rotax 250 Twin per pair £120.00
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PAUL MOLLOY, powered by Merlin Rotax engines.

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THIS MONTH'S BARGAIN:
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SECONDHAND KARTS

Zip GP Rotax, long circuit trim P.O.A.
Zip Euro/Parilla, 100 Britain £350.00
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KARTS



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CLUB SCENE

continued . . .

210 National

Brian Finn made nice work of the heats winning all three, Ivan Williams coming home on second on two occasions. In the final Brian kept his clean sheet winning from flag to flag, in second came Dudley Martin closely followed by Ivan Wileman.

125 National

Two wins in the heats going to Dave Costello, the other going to Ian Shaw driving the new ART kart. On to the final Shaw continued winning taking the final from Kevin Routh, third to Maurice Dale. Double heat winner Dave Costello went missing mid-way through the race.

Thanks to all officials and marshals for their invaluable help in running this first class meeting after the early hiccup. Trophies were of the usual very high standard.

John Marshall



100 Britain action — Gill (10), Vaughan (22), Hogg (72) and the bunch slide onto the main straight. (Photo: J. Jolliffe)

Results:

Junior Britain

1st	Graham Kershaw	Peary Odin/Peary	TKM
2nd	Patrick Walsh	Wilson Premier/	Arrow
3rd	Darren Mairs	MM2/Arrow	

Junior National

1st	Kerry Thorpe	UFO/Arrow	
2nd	Alistair Massarella	Wilson Premier/	WRE Parilla
3rd	Simon Blessed	Wilson Premier/	TKM

100 International

1st	Roy Dickson	Zip/Dickson TKM
2nd	Mike Little	Lane/Parilla
3rd	Derek Buckton	Lane/Parilla

100 Britain

1st	Paul Browning	Gillard/Arrow
2nd	Andrew Wood	Lane/FRED Arrow
3rd	Adrian Mills	Jetta/JM DAP

100 National 'C' Final

1st	Tim Lumb	UFO/CSK Arrow
2nd	Dale Kerrvish	Wilson Premier/
		Manx
3rd	Steve Berrill	UFO/CSK Arrow

100 National 'B' Final

1st	Nicky Fletcher	FRED Bear/FRED
		Parilla
2nd	Brian Smith	UFO/CSK Arrow
3rd	Malcolm Clark	Wilson Premier/
		Komet

100 National 'A' Final

1st	Ashley Sparks	Zip 981/FRED
		Parilla
2nd	Nigel Edwards	Zip 981/JM DAP
3rd	Pete Elliott	FRED Bear/FRED
		Parilla

210 National

1st	Brian Finn	Barlotti/GBRD
2nd	Dudley Martin	Sprint/Villiers
3rd	Ivan Wileman	Zip/Villiers

125 National

1st	Ian Shaw	ART/Merlin Rotax
2nd	Kevin Routh	Sprint/Yamaha
3rd	Maurice Dale	Star/Yamaha

Rowrah

12th April

As Bill Dawson, our usual reporter was unable to cover this meeting (rumour has he was checking his Swiss bank account!) I have the job of trying to follow this meeting, and as I was racing myself, it was not an easy job! Anyway, here goes.

Junior Britain and Junior National

These two classes were combined with the Nationals on the front of the Britains. Local driver Neil Brayton, with two wins and a second in the wet heats, sat on the pole and although he took a deserved win, S. Howarth tried everything on every corner to get past. But as the old saying goes, "you can catch somebody up but to get past is another thing". In the Britains, Craig McWilliam once again dominated the heats and the final for another convincing win from J. McDonald and J. Lister.

100 International and 100 National

Only two Internationals in this race, and after a ding dong battle in the heats, Mark Windle spun on the opening lap which left Tim Stamper just having to stroke it home for a popular win. Meanwhile it was all cut and thrust in the Nationals, always a good race to watch at Rowrah, with the honours going to P. McCallum from Terry Stamper, T. Donoghue and W. Turner.

125 Nationals

A good turn out in this class — nice to see some new faces. Well, Craig (quack quack) Dixon on his Kawasaki took another win on this circuit from D. Bate and L. Marshall, I must apologise to the drivers in this class, as I did not see the final ...

210 Nationals

After three heat wins, Bill Cole seemed to have the final sewn up. But from the flag Ian Reading made the best start, but soon started to drop back with a sick motor whilst A. Bar and A. Martin dived for the lead. Cole was now up to third and with Martin slowing with a slack engine, Cole took second place and novice Frank Mamberson moved up into fourth. Meanwhile Cole had left it too late and Bar took a fine win from Cole, Martin and Mamberson.

250 Internationals and 250 Nationals

This race had to be seen to be believed! Only R. Alexander managed to finish his three heats. But the final saw Mike Davidson take the lead and he started to pull out a large gap, but as in the heats, Mike seized once more on the same part of the circuit as he had stopped in the heats! I'm sick of telling him to stop playing with it! With Alexander out of it and the two Nationals out, this left Rob Logan from novice driver Alan Tinnion to dice it out for the remaining laps, and what a battle it was. Tinnion tried everything to get past but Logan seemed to have won it. Going over the hill with a couple of laps to go, Tinnion powered past Logan, "ON THE INSIDE", which left us all breathless, to take a superb win in his first ever meeting (well done lad). The drama hadn't finished as Logan's chain snapped going over the line. Tinnion was so happy he decided to do a lap of honour much to the delight of the large crowd. This crowned off a great day's racing.

Ian Reading

Results:

Junior Britain

1st	Craig McWilliam	Sprint/Arrow
2nd	J. McDonald	Kestrel/Arrow

Junior National

1st	Neil Brayton	UFO/TKM
2nd	Steve Howarth	Wilson/Parilla

100 International

1st	Tim Stamper	Star/TKM
-----	-------------	----------

100 National

1st	P. McCallum	Mamba/Arrow
2nd	Terry Stamper	Barlotti/Arrow
3rd	T. Donoghue	Sprint/Sirio

125 National

1st	Craig Dixon	Barlotti/Kawasaki
2nd	D. Bate	Sprint/Yamaha

210 National

1st	Anthony Bar	Barlotti/Villiers
2nd	Bill Cole	Barlotti/Villiers
3rd	A. Martin	Blow/AMV

250 International

1st	Alan Tinnion	Zip/Yamaha
2nd	Rob Logan	Barlotti/Yamaha

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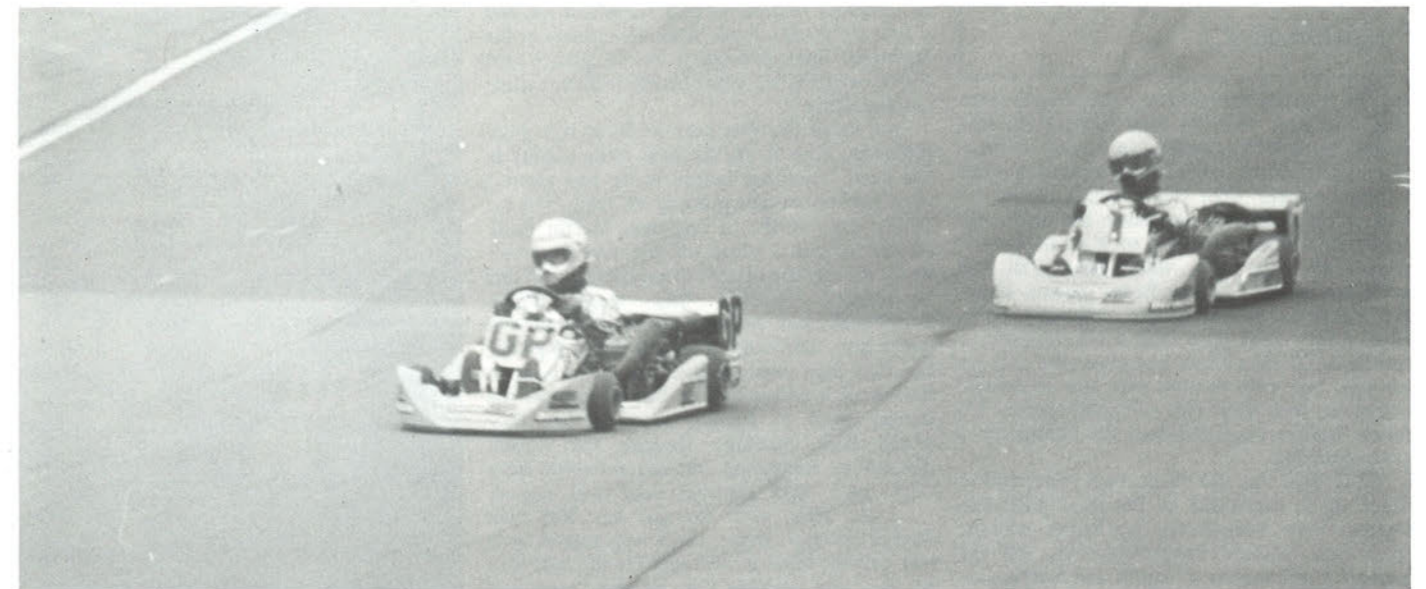
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A wide expanse of tarmac, and only the two runaway leaders to be seen. (Photo: J. Pudney)

Follow The Leader...

Lap records shattered as Hines leads what is (nearly) a
works Zip 1-2. Buttigieg drops out in the dying seconds with
a puncture, handing second to Gange, from Smith and
Heerey. Class wins to Wooldridge (125), Newton (210), and
Collard (250 Nat.).

Report: Phillip Bingham

To say that the works Hermetite Zip
team were dominant at Snetterton on
April 4th would be gross understatement.
After winning three out of the day's four
Superkart heats, Martin Hines and Dave
Buttigieg simply ran away with the ten
lap final. To be frank, they had no
competition other than themselves. Hines,
however, did what a team leader should,
and stayed out front. Butty, on the other
hand, did what *anyone* shouldn't, and
pitted with a puncture when he could
have limped on to the flag — and
probably still retained second place. Yes —
they were *that* far ahead.

the rear end venturi trays, they simply weren't
receiving adequate air stream. And so it was
that by Snetterton, the majority of rads had
found their way above the venturi trays, now
snuggling as close as possible to the underside
of the rear wing. In some cases — such as that
of the gleaming AK Racing Dinos — it was
preferred to actually settle the radiators in the
lateral (rather than tail end) airflow, just to the
aft of the side-pods. In the main, those
worrisome temperature gauges now seem to
have tamed their needle movement, and although
many drivers still seek *ideal* running tempera-
tures, at least the early-season clouds of steam
had at last evaporated!

'Calor Gas' driver Peter Miles made his first
appearance with water-cooled CTRP Yamaha
power. (Photo: R. Calvert)

The only exception to this general re-
location solution were Aero, whose two works
machines still tuck the cooling 'lump' neatly
away behind those attractive, ventilated bubbles
on the steering column.

Other secretive and revolutionary move-
ments in the paddock? That quiet, unassuming
and perennially serious chap (?) Rae Davis had
the answers. Flaunting a long, oxy-acetylene
like nozzle, he was to be seen not welding his
kart, but instead spraying it in murky water.
Eagerly explaining that "it's to stop the spread
of foot and mouth disease", he emphasised his
deep concern for the health of all and sundry
by then spraying his captive audience as well ...

The heats, however, were somewhat more
serious. Especially if your name was not Dave
Buttigieg or Martin Hines. The latter started the
day off with a victory march that not only
warned the opposition of his mood, but also
revealed the brute potential of water-cooling
once more — in no uncertain terms. On a track
that was still damp in patches and had people
wondering whether they should really go out
on slicks, Hines slashed the lap record! For
years, the Superkart brigade have talked wist-
fully about cracking the 100 mph average ▶

The Old 1-2

As the season truly gets on its way, so the
excitement of winter innovations fades away,
replaced by minor race-to-race trim improve-
ments, and indeed the hectic job of simply
readying machinery for the next outing. And so
it was at Snetterton: no radical changes in the
paddock, but a profusion of "tidying up"
alterations.

Not surprisingly, these were focussed on the
headaches of water-cooling. By the time that
the typically strong Superkart entry had
assembled for the third round of the Motoring
News supported, Zip Champion of Champions
series, doubling as the opening round of the
RAC Championship, much "learning the hard
way" had shown previous radiator locations to
be inadequate. Very neat though the cooling
system had looked when tucked away beneath



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continued...

around Snetterton, but for years they've been over one large mile an hour away from that dream. Until water-cooling came along, that is: Hines' first outing saw a fastest lap nearly a full 2 mph quicker than the previous record, at 100.45 mph. Just to emphasise the works Zip team's intentions, Buttigieg took a comfortable second in that race, while John Ball was enthusing about his new Rotax power, if not his machine's traction, and collected third. Nigel Smith must have been a bit surprised to find K & S Editor Chris Lambden not only on his tail, but even darting past him on several occasions, and these two scrapped merrily for fourth before Nigel clinched the verdict by a nose at the line.

Next time out, the form book continued to shape up in prediction of the final, with Reg Gange's neat Vingt-Trois Zip/Rotax winning from Jon Dixon's Lancer/Yamaha, and the Richard Grant Aeros of Stylin and Kerkhoven. And then it was time for that silver Zip display again. Hines took an unruffled second victory from Gange, Ball, Brian Heerey (WPT Zip/Yamaha) and Gange's teamster Martyn Merritt; then it was Butty who took the honours, from Paul Elmore's AK Racing Dino/Yamaha, and an on-form Raymond Lyons (Zip/Rotax). Nigel Smith finished fourth in the last heat, but very nearly didn't finish at all — a repeat of his earlier dice with the LBF Zip of Chris Lambden saw Nigel wallop the luckless New Zealander off the track. "It's just so incredibly unstable" he mused in self-admonishment later. "It just turned right going into the chicane, and then left, onto the grass, and up onto two wheels. I'm sure it would've rolled if I hadn't hit poor old Chris!"

And so the two works Zips lined up proudly alongside each other on the front row of the final grid. It was a demoralising sight, made all the worse for the Hoddesdon team's rivals by the latest statistic from the lap-timers — the lap record had taken yet another battering, and once more the assault had been made by Hines. How about 1 min. 8.4 secs., or an average of 100.89 mph? ...

The first corners of the final brought a predictable sight. As the jostling mob made its multi-colour bombburst onto the back straight, the two silver 'Hermetite' fairings were already poking boldly out front, with Hines' Rotax stretching its larynx to wonderous notes as it whailed towards the Esses. And, as if to say "I'm here boss, and here to stay!" there was Butty, jiggling meaningfully alongside him. The rest couldn't even imagine making such confident messages. Already, the remainder of the pack was slipping reluctantly, but inexorably, away, their tentative grip on the Zips' slipstreams being stretched.

For the first tour, 'Best of the Rest' was Champion of Champions points leader Smith, in turn harrassed by Stylin and Gange. Given another lap, however, and Reggie had blasted his way past them both. With Hines and Buttigieg tucked together in a nose-to-tail superiority demonstration, the order behind them became Gange, Smith, Stylin, Martin Poole (Aero/Yamaha) and Paul Elmore. The latter's team mate, car racer Calvin Fish, didn't even get as far as the rolling start thanks to an unco-operative gear linkage ... also missing from the potential front runners was John Ball, his electrics having expired and the scrutineers refusing to let him make the race on a borrowed machine.

Just like everyone else, however, the troubled runners paled into insignificance in the wake of the Hermetite steamroller. It would

be tempting to describe that 1-2 as tedious, and if you were one of the other 48 runners in the Superkart final, perhaps it was. A glance over the unchanging lap chart hardly makes exciting reading either ...

But from the spectator banks it was quite different. Sure it *did* become monotonous in the end — but not before Butty had spent a good half-dozen laps pressing his team boss for all he was worth. In response, Martin flatly refused to put a wheel off-line, and the result was a devastating display of on-the-limit driving in unison. Together they would twitch fractionally but perceptibly at the tail end under late, late braking for the Esses, together the two Zips would nudge the white lines of the circuit's extremities at Coram and on the bumpy inset of Riches; and together they would flick manfully through the Russell chicane at something not far removed from "the ton". And together they just stayed.

... At least, until the last lap. But then Butty's worthy performance was ruined as a rear canvass burst its seal and set the kart into an awry and unstable limp around Coram and down the hill towards Russell. Still, at least it was the last time through that bravery-test, and there were only another couple of hundred yards to the finish. Martin might be pulling away, but at least third placed Reg Gange was over a quarter of a minute away, and Dave could struggle on to second.

Or so we thought! Buttigieg, however, decided otherwise. Whether it was the fault of inadequate pit signals or his own inattention is not clear, but the number two Zip driver coasted into the pit lane in resignation instead of limping on to the finish. Puncture or no puncture, it was a foolish misunderstanding that cost him valuable series points.

Needless to say, that suited Reg Gange fine! Although hardly on the pace of the factory machines, his Zip/Rotax nevertheless set a swift pace and quite simply just kept going round and round until it had crossed the line second. That he was 24 secs in arrears of Hines (who averaged 99.93 mph over the ten laps) didn't really matter; the Champion of Champions points were his, and that was enough.

Likewise for Nigel Smith. The yellow Stocksigns machine was a further 5 secs behind, and once it had shaken off some persistent prodding from Stylin's Aero, it also had an undramatic race, bagging enough points en route to stay ahead in the Championship chase. Brian Heerey displayed his customary brio to pick off a few



rivals and sail home fourth (and the first Yamaha man) while the LBF liveried Zip of Chris Lambden showed that his highly competitive heats runs were no fluke with fifth — an indication that the former New Zealand Champion has now fallen back into the swing of things and must join the 'rated'.

Sixth was the property of Jon Dixon's promising Lancer, while seventh represented a highly competitive day's motoring from Martin Poole. Kerkhoven, Stylin, and Merritt completed the top ten, the unfortunate Aero team leader having looked good for fifth until a misfire intervened on the last lap ...

Oh yes, the fastest lap. That magic 100 mph is long gone — thanks to who else but the dominant Hines.

1st	Martin Hines	Hermetite Zip/Zip Rotax
2nd	Reg Gange Jnr.	Vingt Trois Zip/Zip Rotax
3rd	Nigel Smith	Stocksigns Zip/Merlin Rotax
4th	Brian Heerey	WPT Zip/Smith Yamaha
5th	Chris Lambden	LBF Zip/Zip Rotax
6th	Jon Dixon	Lancer/LDR Yamaha

Fastest lap — Hines: 1 min 7.8 secs/101.78mph

Rob Kerkhoven ran the second works Aero, finishing in the top ten. . . (Photo: R. Calvert)



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The 100 National field gets away cleanly – poleman Edwards (87), noses ahead of Elliot (45) and the rest. (Photo: P.R. Croft)

Wombwell

11th April

All set for a good day's racing with a warm dry day and an excellent entry of around 140, which gave one or two headaches for parking etc. Many Nationals having a run round before the 3rd round of the British Championship here on May 9th/10th, plus a grid of Internationals. Most drivers kept their heads on all day, but a couple or so seem to try too hard and bring drivers off. This may not sound bad but some did get hurt – sometimes it resembled Stock Car racing ...

Junior National

The first heat lasted only seconds with Darren Paul turning upside down, fortunately not too badly hurt. The race restarted with Jeremy Cotterill in the lead followed by Kerry Thorpe and Simon Blessed. On the last lap Thorpe took the lead from Cotterill, Blessed third. Heat two Cotterill had a flag to flag win from Thorpe, taking Blessed with two laps to go. Heat three saw a win again for Kerry Thorpe with Alistair Massarella making second spot, Blessed again third. The final – Thorpe on pole shot off in to the lead closely followed by Cotterill. After two laps Cotterill got the lead but three laps later disappeared leaving Thorpe first, followed by Blessed and Massarella. With two laps to go Massarella made his move for second place, but from the flag it was an easy win for Kerry Thorpe followed by Massarella and Blessed.

Junior Britain

Heat one – Graham Kershaw was back on form driving his Peary Kart to win, coming from the back of the grid, his engine being fitted with the new Peary ignition. In second spot came Jason Elliott who fought a race long battle with Patrick Walsh. Heat two – Kershaw was again on brilliant form with no other Britain driver to match him. Scott Banks came through the large field to make second spot with Patrick Walsh third. Other drivers doing well in this heat were Mathew Charlton, Darren Hairs and Jason Elliot. Heat three with Kershaw starting mid field, it was no surprise to see him leading after one lap followed by Scott Banks. A few laps later Patrick Walsh was up to third, these positions staying the same to the end of the race. The Final – Kershaw on pole was away and leaving the rest of the drivers to sort out the other positions. Those drivers being Scott Banks and

Patrick Walsh in second and third. Both these drivers were driving very well. Banks did not appear on the official results so one must assume he was underweight, giving Patrick Walsh second and Darren Hair third, fourth going to Premier driver Neil Richardson.

100 Senior Britain

Heat one saw a good race for Steve Gill. On the first corner we lost Victor Vaughan and Richard Mills, both crashing out. Steve however was into the lead by lap two followed by Chris Burns and Andrew Wood, these two having a good race, bumper to bumper stuff making it good for the spectators. These positions were held to the finish. In the race appeared Susan Luke, one of the three lady drivers racing. Susan, a novice showed a few lads how to race. Heat two – in this heat was British Champion Adrian Mills driving the new Jetta kart. Making the early running was Tim Wright, holding first position until two laps to go when Mills came through to win knocking Wright into second, Andrew Wood came steaming in to take third. Heat three was a flag to flag victory for Paul Browning, but the rest of the places were hard fought between Wright, Mills and Steve Gill. Wright came second, but with two laps to go had slipped back to fourth but he got the better of Mills and Gill, Gill getting third. Heat four – Ray Chatterton showed in this heat leading most of the way but Paul Browning was driving superbly and just sneaked the win, Tim Wright was again there taking third. The Final – Browning took the lead for one lap before Wood took over with Wright third. By lap seven Browning was back into the lead, second was Wood. Wright had slipped to fourth giving John Howlett third but on his way up was Adrian Mills who took Howlett on the last lap. Browning, a rare visitor to Wombwell, must have gone away well pleased with his win.

100 International

It was good to see this small grid here for the first time this year, maybe it was a bit close to the first round of the Green Man for local drivers such as Nigel Mitchell, Paul Jackson and Paul Fletcher etc. Heat one – Richard Garthwaite went into the lead followed by Mike Little and Roy Dickson, the latter bringing each other off. Derek Buckton moved into the lead leaving Garthwaite second and Joanne Fabby third. Roy Dickson who had restarted regained his third place before taking the chequered flag. Heat two – A flag to flag victory for Roy

Dickson, second Derek Buckton, third went to Mike Little. In the third heat Roy Dickson won from Mike Little, Derek Buckton third. The Final – flag to flag for Roy Dickson again, Mike Little came in second and Derek Buckton third.

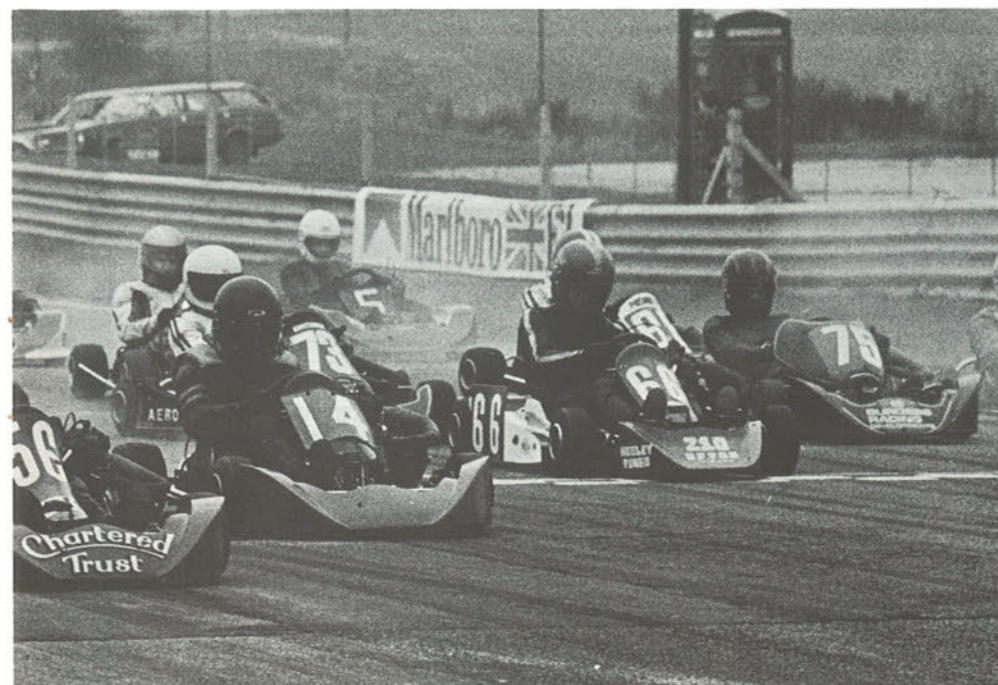
100 National

It took six heats and three finals to sort this lot out, and all proved very exciting. Heat one – Nigel Edwards shot off into the lead followed by that man Ashley Sparks. By lap five Ash had taken over from Edwards, these two had pulled well away from the Wilson Team of Marsden and Sykes. At the flag it was Sparks, Edwards and Marsden. Heat two – John Knell lead away with Richard Dean and Pete Elliott, by lap five the old campaigner Elliott had got the lead driving excellently, at the flag it was Elliott followed home by Knell and Dean. Heat three – Pete Elliott won again from early leader Brian Parias, third going to Steve Sykes. Pete was driving the new FRED Bear kart. Heat four – Nigel Edwards came from nowhere to win this one, Karl Murphy taking Dave Preston on the last lap to take second, Dave driving good after a few misses in recent weeks, some said he was too old but I think there's a year or so left! Heat five – Nigel Edwards dominated this heat, his Zip 981 kart looking good with the DAP motor, second fell to Mark Nuttall, third Malcolm Clark. Heat six – Neil Douthwaite got his Patron Parilla sorted for this one after having problems in earlier heats taking Tony Bell to win this one with Zip/FRED driver Ashley Sparks third.

'C' Final – Tim Lumb got this one from Dale Kerrish and Steve Berrill third. Having to run a 'C' Final shows how popular Wombwell is.

'B' Final – Nicky Fletcher took this one from Brian Smith but the drama was just behind them. One driver who will remain nameless came from the back row up to third or fourth just to be knocked off into the metal fence by one unporting driver. He restarted and got fourth but didn't realise and missed the 'A' Final! Third place went to Malcolm Clark.

'A' Final – The first two rows were occupied by Elliott, Sparks, Edwards and Murphy. In to the lead shot Edwards, hotly pursued by Sparks. Elliott had a bump which left him in about sixth place, while up to third was Richard Dean followed by Murphy. After three laps the first two had pulled about four seconds out on the rest of the field. Dean was driving good but seemed to be holding Murphy, Elliott and Lew Marsden up, letting the leaders pull two more seconds away. By lap six Sparks had moved into the lead leaving Edwards second. The rest were still five seconds adrift. Elliott had passed Dean and was now up to third place and closing the gap down. We also lost Wilson driver Lew Marsden on this lap at the bottom hairpin. At three quarters distance Pete Elliott was just three seconds behind the leading pair and closing fast. In fourth was Murphy, some five seconds behind, with Tony Bell fifth and Brian Parias sixth. Just two laps to go, Elliott had made the round up and was with the leaders. Murphy went missing allowing Bell into fourth. Coming to the last corner on the last lap Edwards was in a FRED sandwich, with Ashley Sparks leading and Pete Elliott hooked on his bumper, these three crossing the line in that order. In fourth came Tony Bell driving his new Gilliard kart, fifth was Brian Parias and Dave Preston sixth. A good drive also for Nicky Fletcher coming home ninth after qualifying from the 'B' Final.



Wooldridge's Way

Roy Wooldridge had his way in the 125s all day, and in the final not a soul could argue with him. The immaculate yellow Merlin machine turned on its wizardry as soon as the pack had left its grid, and its magic spell produced a runaway performance to the effect of sometimes up to 2 secs per lap.

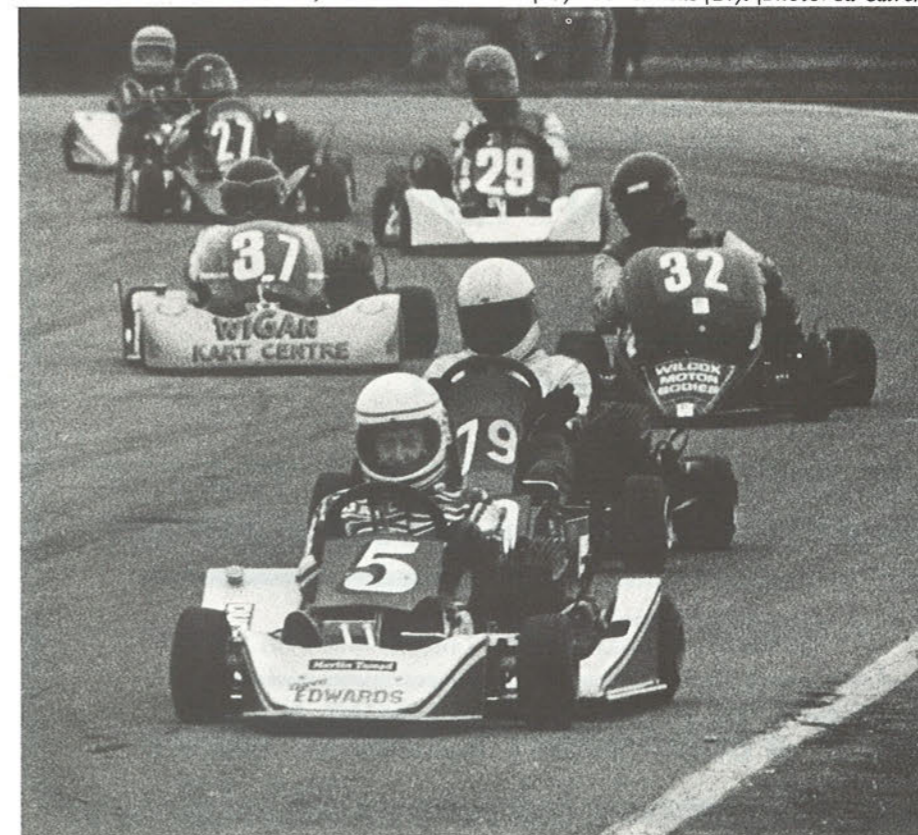
At first providing a sturdy battalion to protect his team mate's lead, Paul Molloy (Zip/Rotax) eventually slipped out of contention for victory, and then found his hands full with a charging Brian Hill (AK Dino/Rotax). The AK man applied the pressure, nipped by, was re-passed, once again dived by, and so it went on. Meanwhile, of course, Wooldridge was slipping ever further into the distance, and while the

The 210 field blasts off: Longden (56), Bett (14), Billington (66), Wellard (75) and Upton (50). (Photo: R. Calvert)

entertaining scrap for second raged, Roy submitted a fastest lap of 1 min 19.5 secs (86.81 mph) and hauled out nothing less than a 12 secs victory margin.

Hill eventually snatched the runner-up spot from Molloy when it mattered, while half a dozen lengths further back Derek Price (Zip/WKC Rotax) bagged fourth after what was possibly the drive of the race, having scrambled aggressively up the order after an early dice

Dave Edwards (5) led the 125 bunch – Barthorpe (79), Wilcox (32), Price (37), Cunningham (29) and Ziemelis (27). (Photo: R. Calvert)



with no less than seven other vehicles! Keeping a steady rhythm at the head of this furious dice, Dave Edwards (Zip/Merlin Rotax) made a cool trip to fifth, while another charger from way down the ranks, Dick Lockwood (Zip/Rotax), was an inspired sixth. Mike Doble's early pace in his Zip/Rotax faded to a disappointing seventh, from Chris Stoney (Barlotti/CSK Rotax), Nick Carter (Zip/Merlin Rotax) and, after rising methodically up the order, Peter Hall (Bassett Dino/BHR Rotax).

1st	Roy Wooldridge	Zip/Merlin	Rotax
2nd	Brian Hill	AK Dino/Andover	Rotax
3rd	Paul Molloy	Zip/Merlin	Rotax
4th	Derek Price	Zip/WKC Rotax	

Fastest lap – Wooldridge: 1 min 19.5 secs/86.81 mph

Newton's Law

Out of the fray of the 210cc final it was John Newton's Dunstonian Garage liveried machine that triumphed, with relative ease. A characteristic nose-to-tail gaggle fell into haphazard and oft-changing shape at the fore of the pack, but Gordon Douglas' Heywood prepared machine managed to take pride of place in this for second, and indeed himself break away from the gaggle. It was the old, old story though: while many of the pacesetters had been falling all over themselves in their eagerness to come second, the leaders had eased out of reach, and Douglas had to be content with finishing 7 seconds behind Newton. The former, graced with a clear track for the first seven tours, also pocketed fastest lap.

Likewise, Douglas managed to reel out some useful breathing space over third placed John Hughes' rare Dale, again a hefty distance ahead of the next man, George Bett. A little more closely bunched, Phil Hemes took fifth from John Onslow, Geoff Upton (Barlotti), Bob Pooley (Zip), Robbie Kellett (Zip), and Ross Wellard (Zip).

1st	John Newton	Zip/APV
2nd	Gordon Douglas	Zip/Haywood
3rd	John Hughes	Dale/CTB
4th	George Bett	Barlotti/Bets
5th	Phil Hemes	Barlotti/HTV
6th	John Onslow	Barlotti/Upton

Fastest lap – Newton: 1 min 21.2 secs/84.99 mph.

Collard's Deal

The gradually more-populous 250 National class produced a final that was a relatively undramatic affair. Alan Collard was shadowed rather than harried by British Champion Gary Deal, and finished half a second ahead after the two had made some tireless attempts to prompt each other into error. Gary had the compensation, though, of fastest lap. Less fascinating was Eddie Cortijo's third place, a further 5 secs back. Dave Cullimore (Barlotti/KTM), Bob Phair (Aero/Bultaco), Mark Newby (Zip/Yamaha), Mike Coombs (Lynx/P&S KTM) and Frank Kirkham (Star/Honda) were next in the procession.

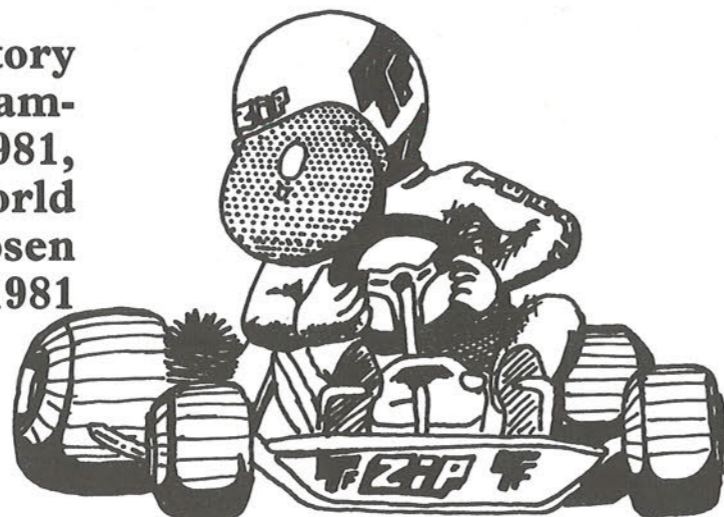
1st	Alan Collard	Barlotti/Yamaha
2nd	Gary Deal	Zip/TVM Yamaha
3rd	Eddie Cortijo	Lynx/P&S KTM

Fastest lap – Deal: 1 min 19.5 secs/86.81 mph.

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continued . . .

boxed set of six silver goblets plus a bottle of bubbly for the winner. Trevor Gowers set the pace with two heat wins but his pace slackened in the third heat when he had to settle for fourth. The final set off with a very determined bid for the lead between Trevor Gowers, Ken Austin, Chris Prue and Shoestring Racing's Jon Sapey. Gowers disappeared from the leaderboard on the second circuit, due I suspect to a spin in the abysmal conditions which we had suffered all day, leaving Ken Austin in the lead being pressed hard by Chris Prue and Jon Sapey. Chris found a gap somewhere and forced his way by Ken, quickly followed by Jon. These three remained locked nose to tail for the rest of the race but in spite of many attempts the order stayed the same with Chris Prue taking a popular win ahead of Jon Sapey and Ken Austin.

Roger Barrington

Results:

Juniors

1st	Colin Duncan	Dart/Hewland
2nd	Darren Gibbs	Zip/TKM

100 National

1st	Robert Smith	Zip/Parilla
2nd	Trevor Woodhouse	Mustang/TKM
3rd	Andrew Simpson	Dino/Parilla

125 National

1st	Boyd Barrington	Bullit SR82/Rotax
2nd	Paul Carter	Lancers/Aspes
3rd	Steve Hemming	Barlotti/Rotax

210 National

1st	Chris Prue	Barlotti/Upton
2nd	Jon Sapey	Zip/Shoestring
3rd	Ken Austin	Zip/Villiers

Hemswell

5th April

It was a cold, dull, morning that saw almost 70 Competitors sign on for the Borders Kart Clubs' first meeting of the year on Sunday 5th

Kirkistown

11th April

The Co. Down Kart Club meeting at Kirkistown Motor Racing Circuit on April 11 attracted an entry of 31 drivers from both Northern Ireland and Eire. Subsequent practice sessions produced minimum problems. Unfortunately, few spectators were present when racing began at 1.30 pm.

125 National

Ten entries competed for the honours in this class. Well known local karter Terry Wilkinson from Newtownards suffered clutch trouble with his Lynx/Rotax in the first heat, forcing him to retire from the meeting.

In the final Tom Rodgers from Lambeg (Aero/Rotax) impressed as he powered his way to victory. He was followed by Newtownards man Alan McAlonan (Barlotti/Honda) and Dave Vance (Barlotti/Rotax) from Antrim was third.

250 National

This race produced the closest contested heats

April. The racing got under way about 25 minutes late with the threat of rain present for most of the day.

100 Juniors

Only 4 Junior Nationals signed on but the quality of the racing didn't suffer as Simon Blessed took two firsts and a third in the heats, with Phillip Wooley taking a first and two seconds. In the Final it was Simon who led from the flag with Phillip in second place. On lap three, Alistair Massarella moved in to second spot with Darren Scott bringing up the rear in his first ever meeting. The order remained unchanged to the final flag and so it was Simon 1st, Alistair 2nd, Phillip in 3rd, with last but not least, Darren.

Nine competitors in the Junior Britain Class provided us with some superb racing. Scott Banks and Paul Dukes shared the honours in the heats, with Scott taking pole for the final. Scott led the final from flag to flag hotly pursued by Paul Dukes and Andrew Hepworth. The interesting thing here was that this class was lapping the circuit within 1 second of the Junior National times. At the chequered flag the order was 1st Scott Banks, 2nd Paul Dukes, 3rd Andrew Hepworth. The Novice award for this class went to Paul Corbett. Well done lads.

100 Britain

In the heats, Tim Wright took two firsts and a third while David Smith took one first, a second and a third. In the final it was Tim who took the lead with Dave trying just about everything to get past. John Howlett settled into third spot with Stephen Pearce in fourth. The order remained unchanged to the final flag, and it was Susan Luke who picked up the Novice Trophy.

100 National

Richard Dean, John Marshall and Andrew Cursley provided some very good racing here. At times the three could almost have been in the same kart as they were so close together. It was Richard who took two firsts with Andrew taking a first and a second. John had to be content with a second and a third place in the heats. In the final, Richard took up the running from the flag followed by Andrew and John. On lap 7 John Marshall managed to wrest second place from Andrew, and that was the

of the day. In both heats seven karts circulated together with the lead constantly changing. In the final the honours were taken by Brian Kennedy (Barlotti/Montesa) from Ballymoney followed by a determined drive from Joey Morton (Barlotti/Montesa) all the way from Enniskillen. Third place went to Bangor man Tony Anderson driving the Riverside Garage Barlotti/Honda.

250 International

The main event of the day produced the largest grid with 15 entries. Interesting machinery in the form of a water cooled Rotax, and a few water cooled Yamahas were to be seen in the paddock.

Heat one was won by Brian Beattie (Zip/Yamaha AC) from Maze. Victory in heat two went to Dubliner Denis Bruen (Aero/Yamaha WC). Raymond Lyons showed tremendous potential in the heats, but suffered cooling difficulties. Mervyn Campbell from Belfast (Dino/Yamaha WC) also went very quickly at times in the heats but lacked consistency.

In the final Raymond Lyons proved the potential of the Zip/Rotax WC. From the back of the grid Lyons devastated the opposition

CLUB SCENE

order to the flag, with local lad, Pete Thomas, coming in fourth. The Novice Trophy went to David Schofield. All in all a good display from these boys.

125 National

Bob Lambert had three superb wins in the heats and never looked like being caught. The second places in the heats were shared by Graham Marris, Mick Parker and Paul Horner.

In the final, Paul Horner took up the lead from Bob Lambert, Graham and Colin Kay. Things soon changed though as Bob dropped out of contention with a puncture and Paul spun, handing the lead to Colin Kay who was at that time in second place having passed Graham. Paul Horner rejoined the fray, but was by this time a lap behind. At the final flag then it was Colin Kay in first from Graham Marris in second. The Novice Trophy went to Chas Lambert (Bob's brother).

210 National

Last year's Club champion, Dud Martin, and Rick Butler shared the heat wins between them, with Phil Ellis, John Godfrey and Ivan Wileman all showing well. In the Final, Rick Butler was on pole with Dud Martin also on the front row. On the first lap, Rick set about building a comfortable lead followed by Ivan Wileman, Dud, Dave Green, and John Godfrey. By lap 4 Dave Green had worked up to second place before a nasty seizure removed the cylinder barrel from the crankcase! Dud passed Ivan to take second and local lad Phil Ellis moved into fourth place briefly before he too was sidelined. At the chequered flag the final order was Rick Butler 1st, Dud Martin 2nd, Ivan Wileman 3rd with John Godfrey 4th. The Novice Trophy went to Alwyn Brettell.

250 National

Only 4 competitors in this class, including one 250 International. Ray Metcalfe on his Yamaha outfit was the easy winner in the heats, but Tony Groves and E. Tinkler were the front runners with the 250 Nationals. The surprise of the day was Dud Martin running his spare 210 outfit in this class and was lapping at almost the same time as the larger engined Nationals.

In the final it was E. Tinkler who took home the single Trophy for this class.

J. Stocks

taking the lead by driving round the outside of the two heat winners at the hairpin and then going on to break the existing Formula Ford 2000 lap record. Brian Beattie tried very hard for second at the hairpin on the last lap producing a great cloud of blue smoke under heavy braking but Dennis Bruen kept him at bay to the chequered flag.

Frank Weir

Results:

125 National


1st	Tom Rodgers	Aero/Rotax
2nd	Alan McAlonan	Barlotti/Honda
3rd	Dave Vance	Barlotti/Rotax

250 National

1st	Brian Kennedy	Barlotti/Montesa
2nd	Joey Morton	Barlotti/Montesa
3rd	Tony Anderson	Barlotti/Honda

250 International

1st	Raymond Lyons	Zip/Rotax
2nd	Denis Bruen	Aero/Yamaha
3rd	Brian Beattie	Zip/Yamaha



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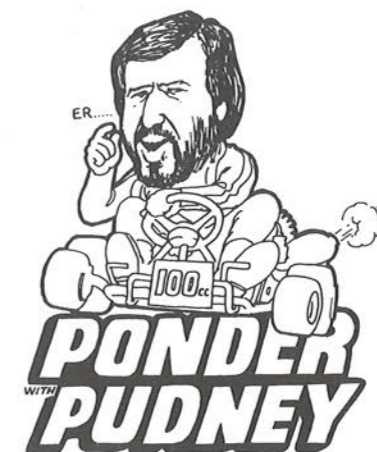
At last I've made it to a decent kart meeting! After all my abortive attempts, I actually made it up to Snetterton for the opening round of the British Long Circuit Championships on the 4th April. And very interesting it was too. After all the hoo-hah about the twin engines in 250, the Rotax has crept in behind the smokescreen, and will quite obviously establish itself as the engine to beat. As it already seems to be winning, without too much development, its potential for the future must be assured although a good water cooled Yam may give it a run on some circuits.

But what most impressed me at Snetterton was the performance of a youngish chap having his first proper go (after 2 "novice" meetings) in a 250 race in the U.K. I arrived at Snetterton a bit late and had to run to the nearest vantage point, the ultra-fast Russell chicane to catch the first lap of the first Superkart heat. I was standing alongside Phillip Bingham, the regular 250 scribe who now works for Motoring News, as the howling mob approached us. We both dived for our programmes to find out who the hell the guy was who came round in front, a little ahead of the likes of Hines, Butty and Ball etc., and couldn't believe it when we saw the name Chris Lambden. Yes, the Editor of this worthy magazine was in the lead of a Superkart race! Chris subsequently went on to finish a fine 5th in the main final, earning the respect of the big names, some of whom he had beaten, and might even have finished further up if he hadn't been forced to start from the 9th row of the final after a high speed accident prevented him finishing the 2nd heat. Funnily enough, the accident was inadvertently caused by Nigel Smith, one of the best drivers in Superkarts and a great friend of Chris's! (See P.R.B.'s coverage for graphic description!) So, will Nigel have to face up to a doubling in rates for Team Schemes' adverts in K & S, which is what happens if you knock the Editor off!

Of more pertinent interest to the readers of this column, I also met up with one of my favourite world class 100cc drivers at Snetterton, one who I have raved about before, as I reckon he is truly magical at the wheel of a kart. He is of course the Brazilian, Ayrton Senna da Silva, who was spectating at Snetterton as he is now living near Norwich, having decided to come to England to take in a season of Formula Ford with Van Dieman, as a stepping stone to greater things. I follow motor racing quite closely, both at club and international level, and had already noticed da Silva's name cropping up in race reports. As I write this, he has already made his mark in the top echelon of Formula Ford in only five races, having scored a win, 2 seconds, a third, and a fourth, is leading the Townsend Thorenson series, and has set the motor racing world buzzing as a potential new Piquet! So follow his progress with interest ...

Da Silva has always been an approachable sort of guy, but has been hard to communicate with in the past as his English has been about as good as my Portuguese!! However, a few months in England have worked wonders and I was able to have a fascinating chat with him. The last time I saw him, at Nivelles, was right after the second final when he had driven magnificently and was in with a real chance of the World title. There was the usual World Championship Italian pit pandemonium going on, with about 6 mechanics working on his kart, and the usual huge throng of onlookers that surround a successful pit, hampering their movements. I was trying to get some "Candid Camera" shots when he saw me, slipped out of the crowd, grabbed me by the arm, pulled me over to his kart, pointed to the tyres (he was on Dunlop at Nivelles) and said "Dunlop good, Bridgestone -----ing" (substitute well known Anglo Saxon verb), with great Latin vehemence. With that he shot back into the melee to carry on

supervising work on his kart! To this day I have never quite known what he was on about, but at Snetterton found out. It seems the point he was trying to make was that he was on relatively standard Dunlops, whilst the other top runners – Fullerton, De Bruyn, Gysin and Zoserl – were on rather tricky Bridgestones, which nobody (not even DAP for da Silva) could get hold of. Consequently, he abandoned Bridgestone in favour of Dunlop but was understandably none too happy with Bridgestone ...



on: A New 250 'Name' ...
Left Hand Press-Ups
"Choke Driving"
Goodbye Mason

Which led us neatly onto my next question (and an old chesnut of mine); who did da Silva think were the top drivers in the World today? Naturally he chose Fullerton as his top man without any hesitation, but interestingly named De Bruyn as the second best, saying that he didn't really reckon Toni Zoserl that much. Zoserl, he said, won lots of races but always had a slight advantage over the rest of the field, be it from demon tyres of "whatever". When Zoserl's advantage was negated he was an also-ran, as happened in Portugal. De Bruyn, he said, achieved results, albeit with the best tyres and equipment available, but with nothing *super* trick. When I asked him about the "availability" of special fuels (which were much rumoured at Nivelles) he was quick to say that he knew of no special additives available to the DAP team, but was very suspicious again of Zoserl ...

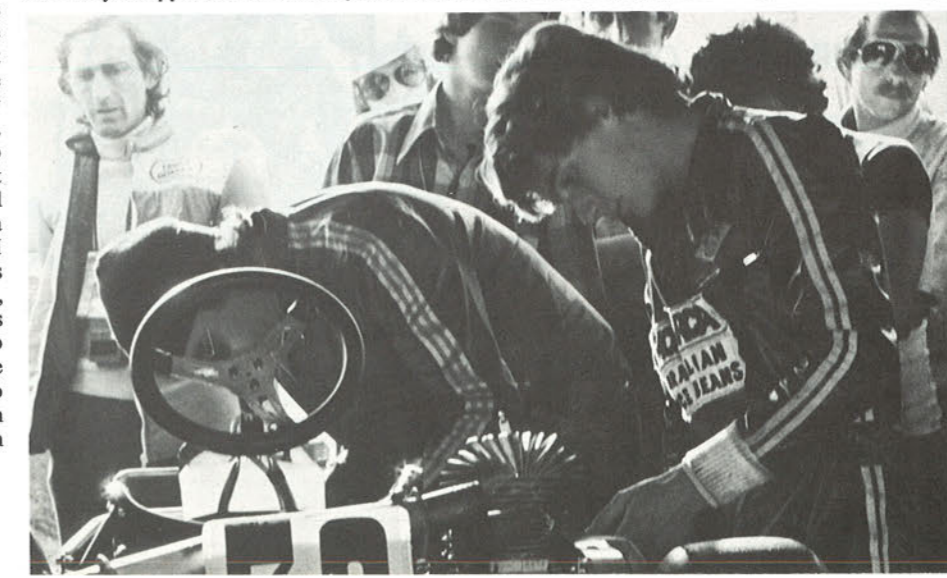
It was interesting to hear that he thought Fullerton was much too hard on his equipment, and indeed he reckoned that it was this very fault which deprived him (da Silva!) of the World Championship in 1979. You may remember that Terry and da Silva engaged in

a glorious dice in one of the heats, but after 6 nose-to-tail laps, Terry's motor locked solid and he went off at very high speed, taking the unfortunate da Silva with him. Subsequently, da Silva did enough to win the World Championship proper in the finals, but was pushed back into 2nd place by Koene due to a technicality in the regulations which gave the title, in the event of a draw, not to the man who scored best in all 3 finals, but to the guy who had the best grid position for the first final. But for his accident with Terry, da Silva would have been Champion ...

I mentioned in one of my previous columns, just after the Nivelles championships, how unique da Silva's style was on the track – not just from his "past the apex" cornering style, but more particularly because of his constant motor "choking" and not just because of how often he did it, but the strange places he chose to do so! If you've ever watched him race, you will have noticed that da Silva virtually drives one handed, the right hand hanging almost permanently over the carb. You will also have noticed that he chokes in the most odd places – going round corners, at the beginning of straights, not at the end – indeed totally contrary to most people's notions of choking! I raised this point with him and Ayrton (his real Christian name) came out with an explanation which may well start a new revolution in 100cc kart driving styles, and may also mean that if he wants to win at top level, any aspiring 100cc driver will have to start doing left arm press ups!!! Rather than being just the style he had picked up, Ayrton admitted that he had practised the art of "choke driving", as I shall call it, to develop it into a fine art. As he is naturally left handed and very biased towards left hand usage, he found it quite easy to drive with one hand, choking with the other. Then, after hours of practice, he realised that he could run the motor lean enough to give him an extra bit of power, but could hang it together by constant choking. Without getting technical ('cos I can't!) he realised that on certain straights, he could actually choke as he came out of the preceding bend and this action would actually give him sufficient extra power to get him if not past, then at least alongside, the guy in front. He said he spent hours practising the art and is quite surprised more people don't drive the same way.

Although he is now virtually a professional racing driver, it is interesting to know that da Silva fully intends to compete at both Jesolo, and the World Championships at Parma, racing for Brazil of course. As his relations with DAP are apparently a bit strained at the moment, he is going to use the next few weeks, in which he has no motor racing commitments, to sort out some equipment. He is obviously very keen to finish the 1981 World Champs one place better than 1980 and 1979. In both those years he

Da Silva first appeared on the European scene in 1978, at Le Mans, aged 17. . . (Photo: J. Pudney)



continued...

finished 2nd!! It's also interesting to know that he had never ever seen, let alone driven round, Estoril or Nivelles circuits before those events, but he has done virtually all his testing at Parma, so knows the circuit like the back of his hand. So look out for this likeable young Brazilian on the motor racing circuits in 1981, and at the major kart championships, and watch his style. I wonder though how he chokes a Formula Ford?? Must need long arms!



It's happened so quietly, you may not even have noticed, but the 100cc British Team have lost their Team Manager. Yes, the much maligned Mason Minns has decided to hand over the reins to someone else after a 2½ year period at the helm. I've known Mason for many years now, and have always got on well with him — indeed it's hard not to, because he's a very easy going and pretty non-political chap. It's unfortunate that because of the R.A.C. connections, Mason was automatically aligned with our rival magazine, because if this had not been the case, I am sure we would have got on better.

If you take on the prestigious mantle of British Team Manager, you must be prepared to accept criticism as well as praise when it's due, and Mason was no exception. I have had a go at the team selection system and the Team Manager in the past and expect to do so in the future when it's deserved, but let us not forget several important factors about the role of Team Manager. It is generally a very unenviable job, having to deal with recalcitrant teams and mentors, heavy-handed officialdom

at the highest level, and prima-donna undisciplined drivers. You slog your guts out for no pay, have to sort out complicated regulations and protests, and having done your best nobody ever thanks you! Well I'm going to Mason. Thanks for all your efforts over the past few years, a few years which have seen British drivers come within an ace of winning the World Crown, years which have seen the British Team win the European Championship, and years which have seen British drivers rise to command the respect of the whole karting world. Thank you Mason — enjoy the rest, and welcome Tony Temple, the brave man who's putting his head on the block as manager of not only the Senior British Team but also the Junior Team. Good luck Tony — you'll need all the luck you can get. I don't envy your task one bit...

At last 1981 has brought a proper series of well-publicised 100cc team selection meetings. Or has it? We have already got some cock-ups, and I can see more problems ahead. The team selection meetings were listed as Shenington on April 19th, a compulsory one at Fulbeck on April 26th, the Global Cup at Rye on the weekend of 2nd/3rd May, Dunkeswell Green Man round on 17th May, and the 21st June Wombwell Green Man. Oh dear, oh dear. Whoever chose Shenington on April 19th forgot that the first round of the Green Man Championship was at Three Sisters on the same day! So one presumes that poor Tony Temple would have been left watching 3 or 4 club drivers flog round Shenington whilst the rest of the circus competed at Three Sisters, because nobody I spoke to at all was going to Shenington! In the event, luckily for the R.A.C., Shenington has been cancelled (for internal club reasons) so the first selection meeting is Three Sisters. But what of Fulbeck and the Global Cup? Both clash with the British 100 National Championship rounds, so what are teams going to do who support drivers in both National and International class? How do they spread their allegiance? Do they pursue the more financially viable, bigger potential market 100 National Champs, or the more prestigious chance of a place in the British Team? And what of the drivers eligible for the Junior World Champs who are old enough and want to race in the 100 National Championships? All in all, it's a bit of a mess as Dunkeswell and now Three Sisters are the only team selection meetings in which some of the major drivers can compete. A compromise will have to be reached, and I hope some other meetings will be taken into account, though with the Biesheim Team Championship on the 19th June, time isn't on our side!...

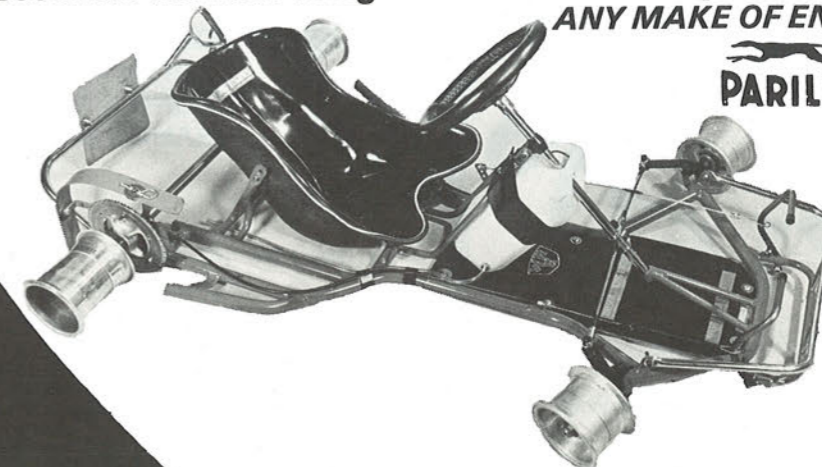
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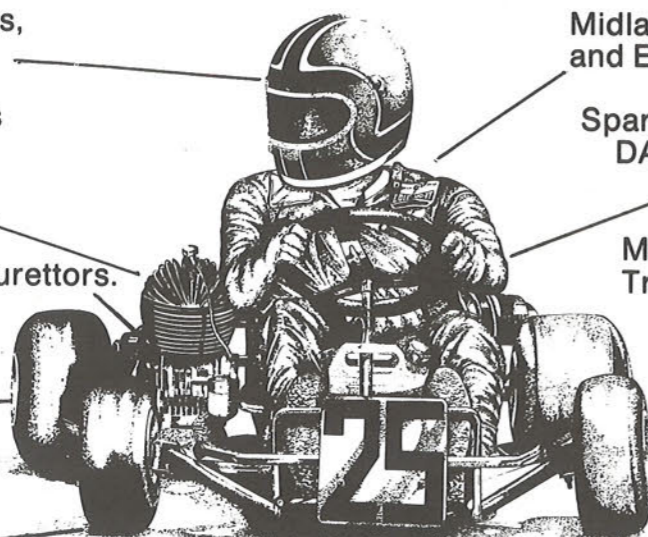
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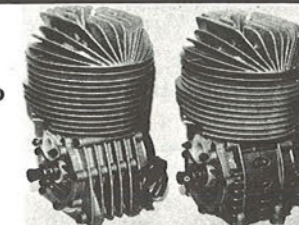
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CLUB SCENE

continued...

two heats and Steve Carvill and Gary Mathews won one each. Derek made a good start which he quickly extended as the rest of the field, led by Bob Owen, Nigel Keats, Gary Mathews and Martin Quick were nose to tail. Mathews passed Owen to take second, while Steve Carvill moved well through the pack and had passed nine karts to gain twelfth by the end of lap one. Stephen Wright put in another good performance which took him to fourth. Kim Blaynee's movement forwards was slowed by Stephen Sykes. However he did finally manage to pass him and gained seventh. Dominic McGee and Ray Lewis were neck and neck for a while, though eventually Dominic got the upper hand. He then closed up on Martin Quick. Alan Quirke, Tom Commander and Stephan Byfield were enjoying some very good tight competition. Robin Shuter, Leon Britain and Martin Palmer were all going well towards the back of the field.

125 National
Keith Bisp was the winner of all the heats to put him on pole. However when the starter lifted his flag it was Alan Sorrenson who shot into the lead, but not for long and Keith was soon past. Once he had established a lead he looked invincible. Jack O'Connor worked his way to second but could not get on to terms with Bisp. The two leaders were well in front of the rest of the bunch, while Ray Robinson, John Cooke and Duncan Bisp were making a race of it. Alan Sorrenson was catching Duncan Bisp, and finally he managed to find a way through. These four crossed the finish line in two pairs and it was a very close thing. The official result gave the order as follows, Keith Bisp 1st, Jack O'Connor 2nd, Ray Robinson 3rd, John Cooke 4th, Alan Sorrenson 5th and Duncan Bisp 6th.

210 National
Mark Allen won two heats and Ed Duckett and Martin Wall one apiece. The lineup for the final was Wall, Thornhill, Brooke and Poole. Mark Allen, starting from down the field, was soon in the lead. He was followed by Steve Thornhill and Martin Wall. These two were really having a hard and exciting drive. Bill Brookes was close behind in fourth place. Colin Hoare dropped his fifth place to Clive Bisp who then had his sights set on Bill Brookes. Wall and Thornhill were still fighting it out as Martin got past on lap four. John Browning, Colin Poole, Brent Gilkes and Glen Clarke were very well matched and provided great enjoyment for the spectators. Mark Allen was never really challenged for the lead and came home a very creditable winner.

250 National
Dave Bates, Chris Barker and Eddie Cortijo won the heats. Pole was held by Dave Cullimore who proved how effective it is to be consistent. Dave made sure of the lead but when Novice driver, Chris Barker went into the lead it was rather confusing. This event ran along with the 250 International and just momentarily it looked as though Chris was an International Novice. Chris hung onto the lead for three laps. Behind Dave Cullimore was Keith Lancely, then a slight gap to Stewart Eason, Terry Clewes and Dave Bates. Bates eventually passed both Clewes and Mike Coombes. Cullimore won the final followed by Lancely and Eason.

250 International
Errol Johnson won one heat and Tony Lowther

took the other two. Tony was number one for the final, but Errol made quite sure of the lead on an aircooled Yamaha. Stan Harvey quickly challenged the leadership and came round the first bend in the lead. The two up front were really forcing the pace and soon had left the rest of the competitors well behind. Robert Walsh was holding down third. Pete Hammond was behind Tony Lowther but he was determined to change that and got through on lap three. Once past he started to haul in Walsh. Another three laps and he was ahead. Stan Harvey was first home on a watercooled motor and second was Errol Johnson.

It was pleasant to finish the day in the light and we had all enjoyed some very exciting driving. Many thanks to all our hard working Club Officials, the RAC Steward, the Marshalls and the St. John's Ambulance.

Results:
Junior Britain
1st Darrell Beasley
2nd Miles Hall
3rd David Pope

Junior National
1st Jeremy Cotterill
2nd Gary Moynihan
3rd Nicholas Crabtree

100 Senior Britain
1st John O'Sullivan
2nd Kevin Osborne
3rd Adrian Cotterill

Ellough

March 29th

The Beccles and District Kart Club's opening meeting and with an increased entry on last season's March meeting things could be looking good. Hopefully the first stages of our new track surfacing programme will be completed for our Good Friday April meeting. Add to that our extra special class trophies and you cannot afford to miss these meetings.

Juniors
Colin Duncan and Darren Gibbs had the first two places sewn up this afternoon with Colin taking two heat wins to Darren's one. Colin made the final his third win of the day, gradually pulling out a good lead from Darren. Two Britain Novices Steven Webb and Colin Pogson, managed the wet track well, while our Junior Club Champion, Andrew Pogson, racing National, was experiencing greater handling problems than the Britains. Although managing three heat placings Andrew didn't manage to turn out for the final.

100 National
A clear winner in this popular class was Robert Smith, collecting all three heat wins and the final, never taking more than three laps to hit front spot. Robert had to fight off some very determined opposition in the final, taking all of six laps before he could shake off the attentions of Trevor Woodhouse, Andrew Simpson, Bob Kett and Miles Townsend. The eighth lap and Miles had taken over Bob Kett's fourth place. Gordon Chenery, in his now familiar wet weather drifts, was closing up on Bob, right on Gordon's bumper. Having a very good drive was Gary Beaumont, in his first season of senior

100 International
1st Paul South
2nd John Alcorn

100 National
1st Derek Higgins
2nd Gary Mathews
3rd Robert Owen

100 National B
1st Steve Carvill

125 National
1st Keith Bisp
2nd Jack O'Connor
3rd Ray Robinson

210 National
1st Mark Allen
2nd Martin Wall
3rd Steve Thornhill

250 National
1st Dave Cullimore
2nd Keith Lancely
3rd Stewart Eason

250 International
Water-cooled
1st Stan Harvey
2nd Pete Hammond

Air-cooled
1st Errol Johnson
2nd Steve Reynolds

Art/Arrow
Zip/Sirio
Dino/DAP
Zip/TKM
Sprint/TKM
Art/Arrow
Bartotti/Rotax
Bartotti/Rotax
Bartotti/Yamaha
Bartotti/KTM
Bartotti/KTM
Zip/Yamaha
Dino/Berry Yamaha
Zip/Yamaha
Dino/Yamaha
Dino/Yamaha

racing. Last lap and Robert Smith had gained a few yards breathing space to win from Trevor Woodhouse, Andrew Simpson, Miles Townsend and Bob Kett.

125 National
The heats were dominated by Boyd Barrington, driving a prototype Bullit chassis for Shoestring Racing for the first time. Boyd was chased home every time by Paul Carter with good showings also coming from Paul Melhuish, Roger Barrington and John Buckenham. The start of the final was somewhat confused when the rain-sodden Union Jack went down — straight off the end of its handle in front of an amazed pole position driver! It was decided that the ensuing chaos could be deemed a false start and the grid lined up again. This time it was Roger Barrington from the outside of the front row that made a tremendous start as Paul Carter fluffed his start, being left almost last away. However, as Roger pulled away his motor hesitated and it was son Boyd that made the hairpin first ahead of Dad then Paul Melhuish, Steve Hemming and the rest of the pack. Roger Barrington began to slip back with engine problems as Carter began a great charge back through the field. Boyd was pulling out quite a lead now from Steve Hemming who had managed to power his way past Melhuish for second spot, and Melhuish was now being pushed hard by Carter. On lap five Carter passed Melhuish and began to look for a way past Hemming which he found two laps later to establish the final order as a flag to flag win for Boyd Barrington, second Paul Carter, third Steve Hemming and fourth Paul Melhuish.

210 National
This class had the added bonus of racing for special prizes for the first three home, of a

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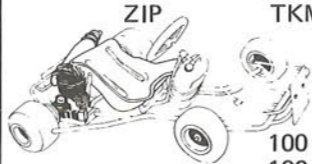
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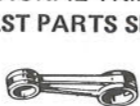
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CLUB SCENE

leaving the rest of the field for dead. Behind him a host of others dodged and weaved for second place but eventually it was P. Wilkes who got it ahead of S. Carvill, J. Crookes and R. Christo.

125 National and International

R. Wintle, a late entry for the meeting, gave a superb performance by winning one of his heats and coming second behind D. Bisp in his other heat. The third heat win went to D. Currie. The final was lead all the way by Wintle with D. Currie, D. Jameson and J. Cooke fighting for 2nd, 3rd and 4th. Unfortunately for Jameson he had to drop out leaving Currie to come in second and Cooke third.

210 National

The heats were totally dominated by skillful driving from M. Allen who won all of his three heats. Other heat winners were Colin Ling and P. Robinson. Jim Paffett put in some good

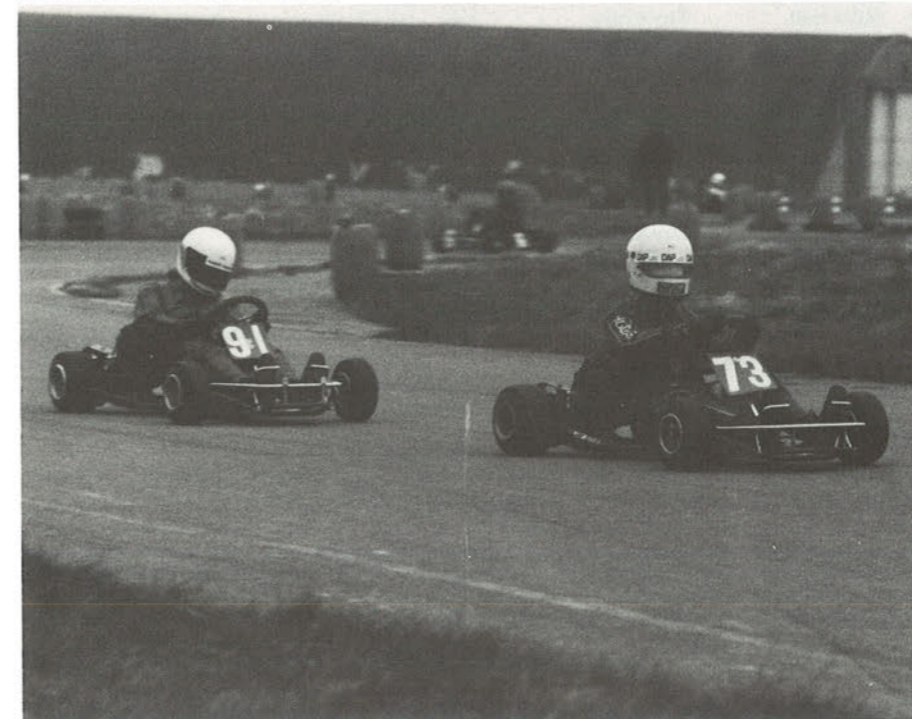
consistent heats coming third in each of his three races. In the final Allen roared away from the rest of the field and by the end of the first lap had built up a substantial lead. Behind him Paffett, Ling and M. Wall were desperately trying to close the gap, but to no avail. A deserved win for the man who dominated the class all day with Wall, Paffett and Ling coming in behind him.

250 National and International

One heat win and a second place to Eddie Cortijo and two heat wins and a second place going to D. Cullimore virtually sums the heats up. Novice K. Landley had a good second place and a fourth while J. Ayriss drummed up two thirds and a fourth. In the final Cullimore was hard pressed for most of the race by Landley, Clewes and Ayriss but he managed to hold them off to the chequered flag. Landley came in second and Ayriss grabbed third place from Clewes.

In the international class Bob Kennings gained pole position through two heat wins and a second. Mark Hey won the other heat.

Derek Higgins leads Norman Box during a 100 National heat. (Photo: N. Burton)



In the final Bob Kennings took the lead while behind him P. Tompkins was holding off Mark Hey for second. The battle for second place allowed Kennings to increase his lead so much that by the time Hey managed to get second place it was too late for Kennings to be caught.

Results:

N. Burton

Junior Britain

1st	G. Chapman	Reema/Arrow
2nd	J. Cavanagh	Mamba/Ferrari
3rd	D. Pope	Dart/Arrow

Best Novice

J. White	Reema/Arrow
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Junior National

1st	J. Millward	DAP/Sirio
2nd	Nick Crabtree	Art/H. Arrow
3rd	Nick Harvey	TKM/TKM

Special Trophy for courage

M. Bannister	Zip Mirage/K88
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Senior Britain

1st	Andrew Stapley	Kestrel/PPH Arrow
2nd	J. Lay	Barlotti/Arrow
3rd	P. Sheldrake	Kestrel/Hewland

Best Novice

D. Boucher	D Sprint/H. Arrow
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100 National

1st	Derek Higgins	DAP/DAP JM
2nd	P. Wilkes	Sirio/DAP
3rd	S. Carvill	Art/H. Arrow

Best Novice

N. Letheren	Lane/K77
-------------	----------

125

1st	R. Wintle	
2nd	D. Currie	Barlotti/Rotax
3rd	J. Cooke	Barlotti/Maico

210

1st	M. Allen	Dino/MA Villiers
2nd	M. Wall	Zip/Villiers
3rd	Jim Paffett	Barlotti/Upton

250 National

1st	D. Cullimore	Barlotti/KTM
2nd	K. Landley	Barlotti/KTM
3rd	J. Ayriss	Dino/Bultaco

250 International

1st	Bob Kennings	Sprint/Yamaha
2nd	Mark Hey	Zip GR/Yamaha

Shenington

March 29th

One hundred and seventy drivers turned out to Shenington's second meeting of the year. The weather was very grey and overcast but fortunately it managed to keep fine for most of the day. The recent track resurfacing work caused some problems but the Club hope to have these solved by the next race meeting.

Junior Britain

Three heat winners for this event were Miles Hall and Jamie and Darrell Beasley. Darrell was first into pits bend when the final commenced, with Miles in second. Gary Chapman made a determined effort to pass Miles and while he was concentrating on the driver ahead, David Pope took advantage and passed him. The four lads at the front were quite a way ahead of the back field. Beasley won the final, having led from flag to flag.

Junior National

All three heats were won by Jeremy Cotterill who looked certain to win the final too. Gary Moynihan beat Jeremy into the first corner but his early move was soon reversed. Moynihan, Paul Andrews, Nick Harvey and Nicholas Crabtree were bumper to bumper in the early part of the final, but then Crabtree slipped past Harvey and Andrews closed on Moynihan and looked as if he would take second. Paul un-luckily came off into the top hairpin on the last lap, but he still managed to finish fifth. Jeremy Cotterill had a very convincing win.

100 Britain

Eric Butler, Mark Powell and Paul Rickson each won a heat. The final had to be restarted because Butler got tangled with a 100 International kart (the 100 International race was run at the same time as the Britain). He was unable to take his pole position for the restart, so John O'Sullivan went into the lead, followed by Rickson, Kevin Osborne and Powell. Mark was soon through the field and visibly closing the gap on O'Sulli-

van. Unfortunately he came off at the bottom hairpin which allowed O'Sullivan to take the chequered flag without any further problem.

100 International

Paul South won one of the heats and Derek Higgins won the other two. South, behind Higgins in the final, was giving him a real run for his money and it looked anybody's race. Both Paul and Derek broke the lap record which stood to Kim Blaynee. John Alcorn was always there, but out of the dice at the front. Derek rolled his kart at the input to the chicane when he got involved with a Novice 100 Britain driver, D. Boucher, which allowed Paul to reach the finish line victorious.

100 National

Forty seven drivers took part in this event. Derek Higgins earned pole for the final with two heat wins and a second. Paul Wilkes won

continued . . .

Nigel Cleveley was on pole with Ross Mason-Smith alongside. From the off it was Nigel who took the lead followed by Mason-Smith, Julian Ray, Garry Thomas and Phil Sheldrake. SAM 80 Champion Terry Williams had trouble on lap one and retired to the pits. One man who went well was ex British Champ Peter Rochford who fought from halfway back to fifth place at the end. The fog was so bad by now that you could see nothing of the race. So apologies for merely giving the finishing order which was as follows, 1st Nigel Cleveley, 2nd Ross Mason-Smith, 3rd Phil Sheldrake, 4th Julian Ray and 5th Peter Rochford.

Sat in the commentary hut for the Britain final. It was certainly an experience. You couldn't even see the starter! You felt as if the whole of Clay Pigeon had gone home. All you could hear was the hum of kart engines as they

passed the commentary hut. Very eerie! Especially with the Green Slime monsters breathing down your neck. Not recommended!

Thanks to all those who helped to make the meeting run so smoothly and hope to see you all at the April meeting.

PIGEON NEWS:

New Kart Committee Chairman Michael Southcombe, arrived halfway through the afternoon and seemed to enjoy himself.

It has been confirmed that Lane Racing have now purchased the Clay Pigeon circuit. In fact Reg Lane was at the meeting. He announced to the gate personnel that he was the new owner of the circuit. They said that they didn't know him and made him pay the £1.50 entrance fee. No doubt they will soon be taken away and lined up against a wall! The trouble we have getting staff! . . .

I'm sure we all wait with interest to see what changes occur at Clay Pigeon now that the track has finally been bought.

A.J. Bryant

Rissington

5th April

Over 250 competitors turned up on what started out as a promising fine day. In fact one of the officials was so sure that it wouldn't rain he was giving his personal assurance of fine weather in the hope of raising voluntary flag marshals. Unfortunately his prediction was not to be, as a downpour saw drivers running for their wet tyres. However, by the time the finals were started the track had dried out sufficiently to provide some excellent racing.

Junior Britain

The racing was evenly balanced in all the heats with heat wins going to D. Pope, M. Jennings and M. Beddall. In the final G. Chapman, who had a 2nd and a 4th in the heats, found himself leading at the first corner, a position he held to the winning flag. Behind him was a rare old battle for the other places between S. Collins, J. Cavanagh and D. Pope. Cavanagh managing 2nd place ahead of Pope and Collins.

Junior National

Some fine driving from J. Millward in the heats gave him a 1st and two 2nd places along with pole position for the final. Crossroads Racing driver Nick Harvey also had good heats, coming 3rd in his first heat, winning his second heat and 4th in his third heat. In the final Millward and Harvey found a determined Nick Crabtree up with them in the race for the first three places. The lead changed hands quite a few times but it was John Millward who eventually came home ahead of Nick Crabtree and Nick Harvey. One Junior worthy of a mention is M. Bannister, who, although handicapped, still enjoys racing in the Junior National class. Good luck to this courageous youngster for the future.

Senior Britain

A very good three heats from Andrew Stapley, with two wins and a third to his credit, gave him pole position for the final. Heat wins also went to Nigel Cleveley, D. Cooke and J. Donovan, while behind them J. Lay, R. Mason-Smith, P. Rochford and J. Glanvill gave some fine displays of driving. So to the final and right from the start Stapley and Lay went tearing off ahead of everyone else to fight it out for first and second places. Behind them came a group of three, consisting of Mason-Smith, Cleveley and P. Sheldrake, all trying as hard as each other to gain third place which eventually went to Sheldrake, with Stapley winning and Lay in second place.

100 National

Nine heats in all for the 90 or so competitors gave wins to Derek Higgins (2), G. Mathews, N. Box (2), S. Stapley, P. Wilkes, Kevin Warner and A. Browning. All three finals provided us with some excellent and determined racing, in some cases a little too determined with A. Wood managing to spin in the 'C' Final and P. Cottrell and C. Callingham spinning in the 'B' Final. Callingham was actually in second place when he rotated himself. In the 'A' Final Derek Higgins got off to a flier from pole position

Top: Crabtree (81) and Millward (17) fought out the Junior National race. Left: Senior Britain action - Jones (41), Dunne (27) and Cowee (21). (Photos: N. Burton)

Despite an enforced last-minute date change and a morning of freezing rain and sleet, the Kart & Superkart Championship luck held, and the 1981 series got off to a fine start at Fulbeck on March 22nd.

After a few damp heats, the circuit dried, the sun came out, and an eventful series opener unfolded, highlighted by the eclipsing of some established names by up-and-coming ex-Junior talent and a new name in the winner's circle.

The Britain class goes from strength to strength, but from a good sized SAM entry, it was the establishment that showed the newcomers the way.

Practice & Heats

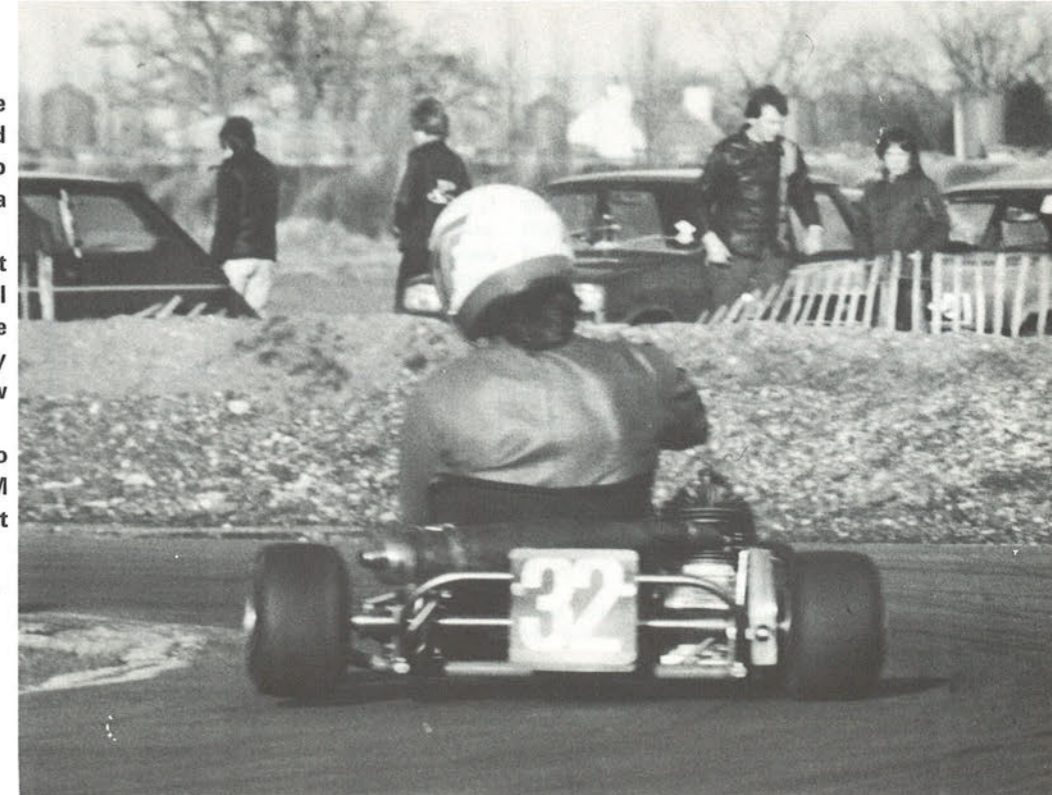
As the 100 plus National entry assembled, word came that the atrocious wind and sleet had led Northerners Price and Parias to turn back home. The outlook at the circuit itself looked little better, but a break in the wind and rain saved the meeting from possible postponement - and what a fortunate decision it was. Within a couple of hours, the fickle Lincolnshire weather had changed completely. . .

As expected, there were many new faces around the pits, mainly ex Juniors - Warner, Foster-Jones, Higgins, and Dean - all having made the transition to National with success, some in startling fashion.

The heats illustrated this. Kevin Warner (Reema/Hewland) earned himself pole position with three gritty drives only dropping 3 points, whilst Gary Foster-Jones (Lane/Parilla) slotted into the fourth row, dropping only seven. Joining Warner on the front row was local not-so-long-ago-Junior Mark Wilson (Birel/Parilla) having an 'on' day.

Despite finishing his last heat with a shattered brake disc, Graham Waldron (Fullerton/DAP) did enough to earn a second row start, alongside regular campaigner Norman Box, (Birel/Parilla) enjoying an exceptionally good start to the series. Nigel Edwards (Zip/DAP) and Disc Jockey Mark Rose (Dino/Hewland) occupied the third row, with Gary Till (Zip/Zip) joining Foster-Jones on the fourth, ahead of Ashley Sparks (Zip/Parilla) and Steve Tillett (Zip/TKM).

But where were the expected pace setters? Paul Carr (TKM/TKM) had finished a heat with one rear tyre "uncoded", and the subsequent disqualification relegated him to the "B" final, from which he comfortably qualified for the rear of the main event. Mark Tredwell (Dart/TKM) was not his usual dominant self -



After a handful of laps, this is all that was seen of Waldron. . .

New Boys Shine

Waldron walks away with K&S opener after pole man Warner goes out. Foster-Jones comes through for second, with Wilson third. Top "seeds" fall by the wayside. Mills starts SAM series strongly, walking away from Williams and Stapley.

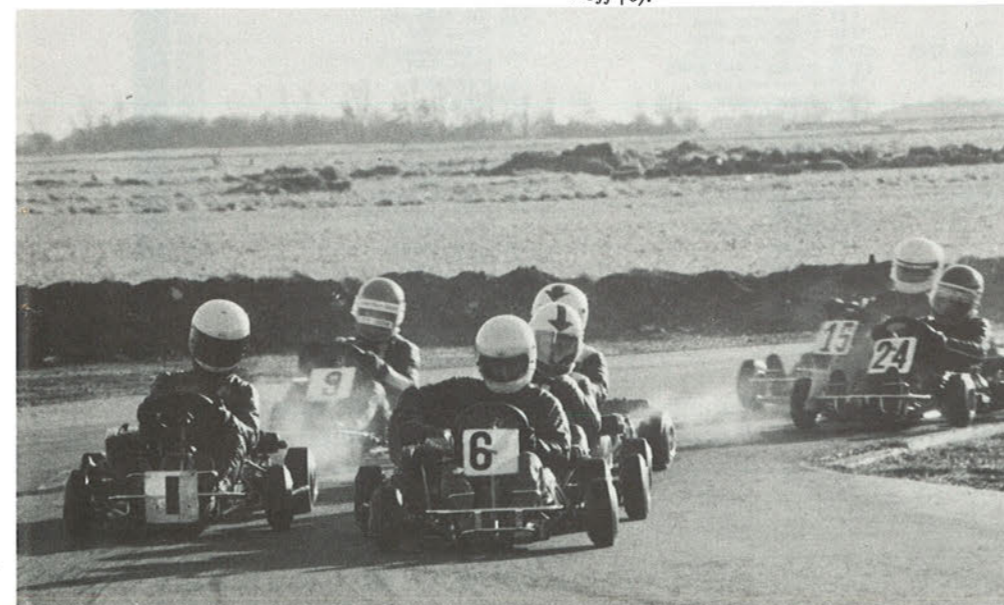
a lack of grip in his wet heat, and an 'off' in another saw the British Champion line up on the eighth row, alongside Gary Prior (Cobra/Hewland), whose unhappy day thus far had included an altercation with the officials over

The "Britain" field pours into the first corner with winner Mills (1) going round poleman Goff (6).

Status Quo

As usual, the K & S final was preceded by the 25 lap SAM final. A healthy entry of over 50 Britain class contenders had produced no major surprises, although Nigel Goff (Goff/Hewland), experimenting with 4 wheel brakes, and ex Junior Andy Stapley (Kestrel/Hewland) looked to be among the likely front runners.

However, it was British Champion Adrian Mills (Zip/DAP), debuting the DAP T80 in major Britain class competition, who plunged into an immediate and ultimately unassailable lead. Goff led the pack behind, shadowed by defending Champion Terry Williams (MM3/Arrow), Peter Rochford (MM3/Hewland), Barrie Peary (Odin/TKM), Gerard Cox (Kestrel/Komet K88), Stapley, and Pete Studer (Reema/Arrow).



continued . . .

New Faces 81 . . .

Mills looked devastatingly quick, pulling out over a second a lap on the rest as he built up an early cushion. The experienced pair of Williams and Rochford pushed past Goff and began a hammer and tongs duel for second that lasted well into the second half of the race. Positions remained more or less static behind them, although the familiar crouching shape of Nigel Cleveley (Barlotti/Hewland), could be seen picking his way up through the order after starting well down the grid.

Half distance, and with Mills already conserving his engine some 6-7 seconds clear, Rochford having temporarily relieved Williams of second before going out spectacularly with a reported broken con-rod, Cleveley was up to sixth and closing on Goff and Stapley.

Out went Rochford, almost at the same moment as Stapley slipped by Goff, for the final, decisive time.

Five to go, and with Cleveley already past, Goff now led Studer, Cox, and Paul Browning (Gillard/Hewland).

Up front, things were settled and the race ran its course without further incident among the leaders, although poor Pete Studer's race ended on the last lap, and with it went sixth place points.

Mills cruised in to the easiest of wins, outlining the fact that his team have certainly got the newly homologated T80 percolating well. . .

It seemed very like a talent quest with so many new names heading the grid as it formed up under sunny skies, and rolled out onto a dry circuit for the 25 lap battle.

THE GRID

*Warner	Wilson
Waldron	Box
Edwards	Rose
Foster-Jones	Till
Sparks	Tillett
S. Wright	Churchill
Moth	Hooley
Prior	Tredwell
Cotterill	Dean
Matthews	Smith
Sutton	Elliot
Lucas	K. Murphy
Marsden	Sykes
Carr	Clark
R. Wright	Christo

1st	Adrian Mills	Zip/DAP T80
2nd	Terry Williams	MM3/Hewland
3rd	Andy Stapley	Kestrel/Hewland
4th	Nigel Cleveley	Barlotti/Hewland
5th	Nigel Goff	Goff/Hewland

Warner nosed into the first left-hander half a length clear, while Waldron scythed inside Wilson at the next right hander to lead the attack. Further back, there was pandemonium as Roy Cotterill's machine climbed skyward

over Richard Dean, before pirouetting through the air and depositing its unlucky pilot in the middle of the circuit.

It looked nasty, and as the field howled round, the RAC Steward fiddled nervously with the red flag. Fortunately, Cotterill seemed okay and the race went on. . .

As they filed through for the second time, Warner had twenty yards over Waldron, who himself was breaking clear of the bunch — Wilson, Box, Rose, Foster-Jones, Till, Tredwell, Edwards, and Sparks, with Churchill heading the next group consisting of Tillett, Prior and Hooley. Poor Roger Moth was already at the tail after an 'incident', destined not to repeat his previous year's opening form. . .

Meanwhile, at the front, Waldron was now closing back up on Warner. The pair began their sixth lap nose-to-tail, but only Waldron reappeared — Warner had suffered a piston failure.

As the new leader settled to the task and built up an unassailable lead, things were changing in the pack. Both Carr and Tredwell were out with engine failures, Rose had spun, and now Foster-Jones and Sparks moved in to challenge Box for third. Both slipped by on the same lap, leaving Box to fend off the rapidly advancing Churchill.

After the frantic start, the race now settled somewhat. Leader Waldron reeled off smooth, fast laps, keeping well clear of the kerbs which had almost undone him earlier. The Foster-Jones/Sparks duel intensified, and as it did so, closed on Wilson, both slipping by as one on lap 18.

Churchill's run had just ended, with Box and Edwards (struggling with a bent brake pedal) now 5th and 6th. But as the race entered its last laps a new challenge emerged — Simon Sutton, steadily carving through from a rear grid, passing both Edwards and Box before the latter slowed dramatically with two to go.

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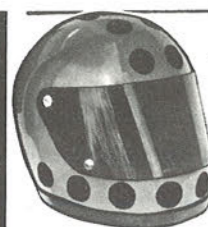
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CLUB SCENE

continued . . .

RESULTS:

100 Junior Britain
1st Nigel Williamson Zip/Sisley Arrow
2nd Craig McWilliam Sprint/Arrow
3rd Stephen Mitchell Zip/Hewland Arrow

125 National
1st Granville Grubb Zip GP/Rotax
2nd Ian Pratt Sprint RS/TVM
Yamaha
2nd= Jim Murray Zip GP/TVM
Yamaha

Junior National
1st Brian Ewing DAP/DAP JM
2nd Kevin Doherty Zip/Arrow

250 International
1st Roy Gallant Zip/GBRD Yamaha
2nd Rod Hill Dino/Smith Yamaha

100 National Light
1st Niall Smith Zip/TKM

100 National
1st Andrew Buchan Zip/Hewland
2nd Andrew Graham Le Spectre/R'FRD
Arrow
3rd Sam Brown Cobra/TKM

210 National
1st Sandy Pratt Sprint 8L/PH Upton
2nd Les Campbell Barlotti/Villiers

Dunkeswell

March 29th

A typical start to the new season at the Devon Club, wet and windy, did not deter 106 entries for this first meeting of 1981. With the first round of the 100cc National Championships less than a month away it was not surprising to find some of the top names in this class getting in some early practice.

210 National

A sad start to the season. What has happened to 210 racing? Only 9 entries, and even Club Champions Alan Jarrett and Steve Plain were missing. How long before Dunkeswell turns into a 100cc Club? Still, those that turned up provided some interesting though processional racing. Man of the day was Malcolm Williams (Barlotti/Villiers), scoring two wins and a second to put himself on pole for the final, and he stayed there to win.

125/250 National and International

Another diminishing class, four 125's, three 250 Nationals and five Internationals made up this grid. Glyn Collins, (Barlotti/PDS Yamaha), dominated this class with his neatly turned out 'International' outfit.

Credit must be given to Paul Rockall and Nick Bailey, who being Novices could have chosen a better day to start their International careers.

On the 250 National front the fastest man last season, Pete Dedman (CCM Zip/CCM Yamaha) arrived with his kart dressed in long circuit clothes. But while straight line speed did not seem to be affected (in an 8-10mph headwind), the kart lost time on the slower twisting

back stretch, still it's early days and no doubt he'll get it right.

100 National

This was the class during the dry practice session. National Champion Mark Tredwell, Gary Prior, Neil Hann, Peter Giddings, Roger Moth, Andrew Clark and Kevin Warner, with local men Arthur Wood and Russell Maple, soon gave us a preview of what next month's Championship could be like. The spectators were treated to views of these drivers diving into pit bend with Gary Prior showing everyone else the real meaning of late breaking. . . But then the rain started and all the hard work was lost. But some excellent wet weather driving produced four different winners, Clark, Tredwell, Giddings, and young 'rising star' Kevin Warner who was the only driver to finish in the top four places in each race. This must surely boost his confidence for the Championships.

Junior Britain

A healthy grid of eager Juniors and Dads with large cheque books braved the weather to show off new equipment. Dry Practice, and out they came, flashy leathers and Simpson helmets shining, then it rained and out came last year's helmets and the dull waterproofs. Anyway the day was dominated by Kevin Keith with three heat wins and the final, plus fastest time of the day. Also showing well, great drives by James Bedford, Darren Maple, and Richard Marsh who should have given some inspiration to the senior drivers. There is a moral to this story. Kevin Keith hasn't got flashy leathers or a Simpson helmet, what he has got is a good motor.

100 Britain

39 entries in this class meant two grids, six heats and two finals. All the usual names appeared, SAM 80 Champion Terry Williams, Nigel Clevely, Andrew Bundy, Ron Shone and Gary Thomas in his first season of senior racing. Unfortunately the extra large entry plus the shortage of officials and a new points system meant that it was after 6.30 p.m. before the finals started, after many of the spectators, including myself had gone home. I'm sorry therefore but no finals results! . . .

So make a date in your diaries and come to Dunkeswell on the 17th May for round two of the Green Man Championships.

M. P. Vicary

Clay Pigeon

March 8th

Sunday March 8th saw the first meeting of the 1981 season at Clay Pigeon. A healthy entry of 116 drivers attended. After the rains had drowned most people during practice, it was good to see the sun come out and the track dry for the start of racing. New track Manager Dave Phillips had the circuit in tip top condition. Apart from the Devil's Cesspit! (Commentator's hut) the track was looking good. If you want to be alone, then the Commentator's hut is the place to be. Nobody ever comes near it for fear of being attacked by the Green Slime monsters that run up and down the walls. Still, I have heard that the local Council wish to pull it down so that they can put up a slum!

125 NAT./210 NAT./250 NAT./250 INT.

These four classes were run together due to lack of entries. Allan Miles (Zip/9E Villiers) continued his run of victories at Clay Pigeon in

the 210 National class. 125 National was won by Terry Cunningham (Zip/TVM Yamaha), Dave Hockey took the 250 International honours and the 250 National was won by Stuart Smith (Zip/Bultaco).

100 BRITAIN & 100 NATIONAL NOVICES

By the time the Novices final came to the line the fog had descended on Clay Pigeon and visibility was worsening rapidly. Stephen Bailey (BM/K88 - Nat.) won all the heats and the final by a mile and looked a class above the rest of the Novices. He was followed home by Adrian Helps (Sprint/Manx). In third overall and winning the Britain race was Frank Smith (Sprint/Parilla) who had been first across the line in all his races. Second Britain home was Robin Gilbey (Goff/DAP). Good to see 16 Novices evenly split between National and Britain having their own races. Look forward to seeing them back again in April.

JUNIOR BRITAIN

Andrew Colson (Barlotti/Arrow) won the first heat followed home by Dene Roberts (Eagle/DAP) and Darrell Beasley (Barlotti/Arrow). But Darrell then won heats two and three with Andrew following him on both occasions. In the final it was Darrell the clear favourite with Andrew the only one who looked likely to chase him close. And that's how it turned out for Darrell took the lead from the flag, followed by Andrew. These two kept up the pace with Mark Jennings coming rapidly into the picture, though Andrew lost it a couple of laps from the finish when he dropped four places. Mark also had a hiccup and dropped back to 6th. This left Richard Marsh to follow Darrell home, so it was Darrell Beasley 1st and Richard Marsh (Kestrel/T80 2nd. After his slip Mark did well to claw his way back up into third by the end, with Andrew Colson 4th, Dene Roberts 5th and Clive Taylor (Barlotti/Arrow) 6th.

100 NATIONAL

Kevin Warner (Reema/Arrow) certainly enjoyed his first ever meeting as a senior at Clay Pigeon. He walked away with the first heat from Stephen Stapley (Cobra/Arrow) and Neil Hann (BM/Arrow). He also won heats 2 and 3 followed home on both occasions by Neil Hann and Roger Hallett (BM/Parilla). In one heat he trailed Hann and team-mate Andrew Clarke into Billys Blind on the last lap but with a great bit of driving (and a seize for Clarke) still came out on top. In the final he led from start to finish and although Neil Hann was never far behind, it was obviously only a mechanical fault or brain fade that would let Hann by. So the victory was Warners with Hann second, Stephen Stapley third and John Spencer (Delta 81/Arrow) 4th.

100 BRITAIN

45 drivers made this the biggest class once again, with all the top men in action. Certainly the place to see 100 Britain at its best. Six heats and a B final were needed to sort out the 24 karters who would contest the A final. All six heats produced different winners as follows. Heat 1 Andrew Stapley (Kestrel/Arrow), heat 2 Phil Sheldrake (Kestrel/Arrow) and heat 3 Ross Mason-Smith (MM3/Arrow MM), heat 4 Mike Devine (Reema/Arrow), heat 5 Nigel Clevely (Barlotti/Arrow) and Terry Williams (MM3/Arrow MM). The B final was won by Fairmile Racing's Tim Doswell (Barlotti/Arrow), with ex Junior Britain Pete Studer (Reema/Arrow), John Donovan (MM3/Arrow MM) and Steve Davey (MM3/ASP Arrow) joining him on the back of the A grid. ►



Above: Second corner - Cotterill is on his way skyward and the midfield heads for chaos. (Photo: A.P. Holtham) Below: Cleveley (61) came through the Britain final to tussle with Stapley (17). Bottom: The struggle for second in the K & S final - Wilson is shadowed by Foster-Jones, Sparks, and Churchill.

At the same time, Sparks made his move and sliced inside young Foster-Jones, despite a carburettor which had been giving problems for several laps. This would provide his undoing though, for as he struggled to clear the engine it locked solid. . .

Foster-Jones was now able to ease up, and follow Waldron home, albeit some distance behind, and a similar distance clear of steady third place man Wilson. Sutton's fourth was just reward for a fine charging run, followed in by the almost brakeless Edwards, Matthews, Dean, Till, Wright, an annoyed Box, Clark, Elliot, and the never-say-die Christo.

1st	Graham Waldron	Fullerton/DAP
2nd	Gary Foster-Jones	Lane/Parilla
3rd	Mark Wilson	Birel/Parilla
4th	Simon Sutton	Gillard/
5th	Nigel Edwards	Zip/DAP

POINTS AFTER ROUND ONE

1	Graham Waldron	134
2=	Mark Wilson	130
2=	Gary Foster-Jones	130
4	Nigel Edwards	126
5	Norman Box	122
6	Gary Till	121
7	Simon Sutton	116
8=	Gary Matthews	115
8=	Richard Dean	115
10	Steve Tillet	113
11	Kevin Warner	112
12=	Mark Rose	108
12=	Pete Elliot	108
12=	Gary Prior	108
15	Andrew Clark	105
16	Ashley Sparks	104
17	Stephen Wright	103
18	Ken Churchill	102
19=	Ray Wright	101
19=	Brian Hooley	101
19=	Roger Moth	101
22=	Roy Cotterill	99
22=	Mark Tredwell	99
24	Nick Smith	98
25=	Alan Lucas	95
25=	Karl Murphy	95
27=	Steve Sykes	93
27=	Lew Marsden	93
29	Mark Lovell	92
30	Paul Carr	81



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McWilliam held on however to take victory, inches ahead of Brayton (first Jun. Nat.) with P. Steele third (second in class) ahead of fourth place man P. Margerison (second Jun. Nat.).

The 100 NATIONAL class was going to be a Mike Ballantyne benefit as he swept into a confident lead at the chicane on lap one with Terry Stamper, following closely but not really looking like getting past. Lap three and W. Grieve was up to a strong third place and closing in on the leaders, the last five laps were going to be electric, but then coming up to Paddock Bend on lap six, Ballantyne's hand went down to the carb, the kart slowed up and both Grieve and Stamper were through, Grieve hitting the front and staying there to take a well deserved chequered flag. Stamper followed him home into second place whilst a moral victor in the shape of Ballantyne salvaged a disappointing fourth place.

A diluted field of 210 NATIONALS provided one of the closest races of the day. Once again a flag to flag victory, this time by K. Ferguson, belies the closeness of the racing as Ian Reading and A. Barr piled on the pressure every inch of the way, all to no avail so far as hard and fast results were concerned, but to the great entertainment of the spectators watching. At the flag it was Ferguson ahead of Reading ahead of

Barr with local driver D. Bird bringing up a lonely fourth place.

Combining the 125's and 250's failed to produce much of a field so far as quantity was concerned and it came as no surprise to see the nicely turned out machine of M. Davidson take an undisputed victory in the 250 class ahead of his only class opponent Rob Logan. Following these two home at a discreet but challenging distance was 125 driver Craig Dixon. An uninspiring but nice sounding note on which to end the day's proceedings.

W.J.D.

Results:

Junior National/Junior Britain

1st	C. McWilliam	Sprint/Arrow
2nd	N. Brayton(J.N.)	UFO/TKM
3rd	P. Steele	Lane/Arrow
4th	P. Margerison(J.N.)	BM/Komet

100 National

1st	W. Grieve	Premier/SS20
2nd	T. Stamper	Barlotti/Arrow

210 National

1st	K. Ferguson	Star/Villiers
2nd	I. Reading	Barlotti/Villiers
3rd	A. Barr	Barlotti/Villiers

125/250

1st	M. Davidson	Barlotti/Yamaha
2nd	R. Logan	Barlotti/Yamaha
3rd	C. Dixon (1st 125)	Barlotti/Kawasaki

Boyndie

March 1981

The first meeting of the season took place at Boyndie during sunny intervals, wind sleet and snow! There was a smaller entry than there normally is when the season is in full swing. However what they lacked in numbers was made up for by close exciting racing.

100 JUNIOR BRITAIN

Nigel Williamson and Jonathon MacDonald won a heat each with Craig McWilliam taking a second and fourth, Stephen Mitchell a second and Ross McMorrine and Clair McArthur a third and fourth.

In the final they left the grid and dived for the hairpin. Williamson appeared in the lead with McWilliam, MacDonald and Mitchell in hot pursuit. First lap over and sparks were seen flying behind MacDonald's kart and he was unfortunately forced to retire due to a loose bumper. Meanwhile Williamson was pulling out a good lead. Mitchell moved up into second place followed by McWilliam, McMorrine, McArthur and Brian Tewnion. The battle for fourth, fifth and sixth continued lap after lap as McArthur tried to take McMorrine each time they came up the straight, but she had Tewnion right behind ready to take her place at the slightest opportunity! With two laps to go McMorrine made a hasty 'exit' at the left hander. He restarted but was unluckily too far down the field. The first three held their places to the flag.

125 NATIONAL

With a good entry in this class for the first meeting it promises to be an ever increasing choice of class for many drivers. Granville Grubb in his second season in 125 took a clean sweep of the heats and landed pole position for the final. Paul Williamson who had just moved

up into this class, put up an excellent performance and has certainly thrown down the challenge for the rest of the season, with a second and fourth! Ian Pratt and Jim Murray were also 'going well' as was Donald Sutherland (Golspie).

The flag dropped in the final and Williamson made a flyer towards the hairpin and took the lead. Pratt came third followed by Murray, Sutherland, Pettigrew and Morrison. A determined Williamson stuck behind Grubb but Grubb began to increase his lead on lap 4 and we also lost Morrison and Sutherland on this lap. Williamson had Pratt hard on his heels and as they sped into Caravan Corner, Pratt pulled out but had to tuck back in. This shook Williamson up and he put his foot down to pull away from Pratt. With five laps to go, Alex Pettigrew (a Novice) had come creeping through the pack to claim fourth place while the battle for second and third ensued ahead of him. Grubb took the chequered flag and as Williamson and Pratt took Caravan Corner for the last time, in the heat of the moment the battling duo 'came together' unfortunately losing Williamson. Pratt recovered to finish in second place. A superb third place for Novice Alex Pettigrew and fourth was Jim Murray.

100 JUNIOR NATIONAL

Brian Ewing started the season in great form winning all heats. Michael Barron had consistent thirds while Kevin Doherty and Alan McLeod had seconds and fourths each. Novice in this class was Robert Main.

Brian Ewing, on pole position, took an immediate lead off the grid in the final. Doherty followed in second, McLeod third and Barron fourth. Half the laps gone and Ewing had pulled out a convincing lead. Doherty was well up in second with Alan McLeod third. An unlucky Barron had spun off and lost his fourth place to Robert Main. Ewing with a substantial lead by now, took the chequered flag, Doherty second, McLeod third and Main finished fourth.

250 INTERNATIONAL

After a long winter, emerging out of the dust covers came the 250's. Some reversed, others not, but no sign of any watercooled engines yet! A small entry for the class with none of the 'Northern boys' venturing down and Scottish Champion, Sandy Taylor, conspicuous by his absence. However the grid provided some very fast and furious laps. Roy Gallant and Paul Cook each won a heat with Carl Lockyer and Rod Hill sharing the other top places.

As they sped off the grid in the final, Hill did his notorious charge up the straight followed by Cook, Gallant and Lockyer. As they braked for the hairpin, Hill came round safely but Cook and Gallant became tangled. Lockyer slipped through safely to slot into second place. Gallant quickly restarted and came charging through to third place. A disappointed Cook had to retire despite some valiant pushing to restart. The final three maintained their positions almost to the end, but with two laps to go Lockyer took Hill going up the straight and drove to victory despite desperate attempts by Hill to retake his position. Gallant held on to third to the flag.

100 NATIONAL

As always, a large grid of Nationals provided the spectators with some close exciting racing. Andrew Buchan claimed two wins in the heats, Andrew Graham had two seconds, Colin Robson, Sam Brown and Alan Bertram shared other top places.

Buchan had pole position in the final and took full advantage as he shot into the lead. Completing the first lap it was Buchan, Robson, Graham, Douglas, Mason and Mowat. The first four laps saw Buchan with Robson stuck to his tail. Robson made several attempts to take Buchan on the outside as they negotiated the hairpin but always had to tuck back in. Then by lap 5 Robson dropped right back and was forced to retire with mechanical failure. Meanwhile a fierce battle was ensuing for remaining top places. Graham had moved into second spot and was being hassled by Mason. Mowat, Brown and Douglas had been nose to tail but as they began to weave their way through the back markers they were split up. With 5 laps to go, Mowat slipped past on the inside of Caravan Corner forcing Mason to move back into third place with Brown behind. A lap further on and Mowat made an uncharacteristic error as he came out of the left hander and made a spectacular exit as he sailed over the high banking and somersaulted behind it, luckily he was unhurt! Meanwhile Buchan had opened up a huge lead with Graham still in second spot. Brown had moved into third, Bertram fourth as Mason and Douglas had each lost a lap somewhere. So it was to the flag, Buchan, Graham, Brown and Bertram.

210 NATIONAL

A sadly depleted class of 210's appeared for the final and unfortunately became so spread out that it was rather a procession round (no disrespect for drivers). An immaculately turned out Sandy Pratt won all heats, Les Campbell took a second and third and newcomer Ian Barclay did well to take a second and third.

In the final, Sandy Pratt took an immediate lead off the grid followed by Campbell, Baillie and Barclay. Baillie dropped out with engine failure and Barclay moved into third spot. They maintained these positions for the duration of the race. Let us hope the 210 support increases over the season!!

Jenny Taylor

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Lennart Bohlin, the highly respected, all-conquering and most of all, popular gentleman from Sweden, has never been the centre of any great controversy, but he is likely now to have disturbed a rather large hornets nest. As I mentioned last month, he was due to visit the Star Kart works in early April to build up his new chassis for this year's World Cup (he sold last year's outfit in South Africa). Whilst he was here, he tested the new kart with a TD bottom half and 'G' type top half. Other than a light 'cold' seizure all was to his satisfaction.

I learned from him however that he has been loaned, or given, a new 1981 'H' type Yamaha, the power valve exhaust type. He is fully aware of the paragraph specifically excluding variable exhaust engines in the new C.I.K. regulations, but maintains that provided the power valve is not working, but fixed to a pre-determined position, it is then legal.

Not having seen the final wording of the regulations for the Intercontinental 'E' Class ("Superkarting" to you and me), it is not easy to form an opinion on their interpretation. Just as the 'skirt ban' in Grand Prix racing has been immediately rendered ineffectual in its intentions, so the text of the CIK regulations could turn out to be. The people who draft regulations these days need to be part clairvoyant and part an imaginative, far-sighted engineer. In the Press Release published in the February issue of K & S, the words used mentioned "restrictions regarding the prohibition of both fuel injection and adjustable porting." On the surface quite sufficient clarity, but when is an adjustable port not an adjustable port?

I will now suggest how it should be dealt with: — "No port timing shall vary according to, or with, the speed of the engine revolutions." Why like that? Because it could be justifiably argued that a disc valve engine — the Rotax — has adjustable porting in that different valves can be fitted, or that the timing can be adjusted by the disc being advanced or retarded on the spline of the drive collar. And there is no difference in my mind between unlocking and adjusting an exhaust power valve, and re-positioning a valve disc on the inlet port.

If you are of the opinion that the Yamaha doesn't pose a threat any more after the demonstration of Rotax superiority at Snetterton by Messrs Hines and Buttigieg, then it should be pointed out that at the meeting that opens the International Motorcycle racing season, the Daytona 200, the fastest times were recorded by 'H' type Yamahas. Though they didn't finish, they were significantly faster than the disc valve Kawasaki and Rotax powered machines.

Bohlin — will he have his barrels the right way round this year? . . .

Regarding the engine's eligibility on the grounds of the price of the Yamaha power unit, in the country of origin, set at 5,000 Swiss Francs (under £1,200), I have never really set much credence by this portion of any regulations. Japan is a long way from Britain and letters of eligibility tend to be somewhat 'tailor made' for the occasion! . . .



It is to be hoped that these rather tricky details of the regulations are ironed out, and that any possibility of protests at a meeting are avoided by a clear definition of what is acceptable. If the power valve 'H' Yamaha is ruled out, with or without working 'power valve' even if it is on the grounds of cost, then what else must also be clearly stipulated is the eligibility of the 'bottom half', as this portion of the engine probably represents a greater advantage to karting requirements than the power valve aspects. The drive comes from the centre of the two separate cranks, resulting in less drag than the six piece composite crank we have at present. It also rotates in the opposite direction, the reason for this I assume to be the reversing of the detrimental thrust of the piston skirt into the wide inlet port, and the rings into the exhaust port. This aspect of the 'G' barrels is presenting a problem, to the extent that many people are getting less than a meeting from pistons before skirt failure. Haven't I been telling you to turn your barrels round ages ago?! On an 'H' Yamaha you don't need to — it's done for you inside! Anyway, please may it

be sorted out immediately, so that another political situation (Rotax versus 'H' Yamaha in this case) is avoided.

A further little snippet of information regarding the current European Champion. As has been rumoured on and off, whilst he considers the Star chassis to be the best choice to enhance his defence of the World Cup title, if he comes to Silverstone he will be driving an Aero kart. A final inducement is also required however. As he will have used up all his holiday period as a result of the South African trip, building up his kart in April, and the World Cup week, if he does come to Silverstone, he will be on unpaid leave. He therefore requires start money or expenses — plus. Apparently, when he came to the 1978 Silverstone Kart GP, he was allowed £500. Where this actually came from I didn't find out, but to make the meeting this year truly international and represented by all the top names, it is to be hoped that his attendance is made possible.

The World Cup is only a month away, and regardless of the possibility of many top names supposed not to be entering on the grounds that they are now estranged from short circuit racing, Bohlin must start firm favourite, with a chance of bettering his score of four wins, equalling the total of victories he shares with the all time great, Graham Liddle.

Roy Wooldridge — Mr. Rotax — has established an incredible run of form with four wins on the trot in 125, just when people were beginning to catch the Molloy/Wooldridge duo last year. Roy at least seems to have spent the winter gainfully. Paul Molloy on the other hand seems to be experiencing mixed fortunes. My theory is that now he works in collaboration with Wooldridge, Roy is keeping him up to his eyes in exhaust production, preventing him from too much fiddling with his own kart! Leaving the boss a clear run!

At the start of the season, Merlin Developments took delivery of a special works Rotax engine. After back to back tests with their own set ups, it failed to live up to expectations though. The only visual difference apparently comprised of a radically different combustion chamber shape.

Brian Hill was hoping for the special engine that came through Andover Norton, but it went to Merlin's instead. After deciding to change to a Dino from his Aero, after many delays, Brian has altered his choice now to a Zip GP, with which he hopes to trounce all before him. He was last year the only 125 man to show, on occasions, a distinct power advantage over Molloy and Wooldridge, so this change to the same make of chassis as these two could be interesting. . .



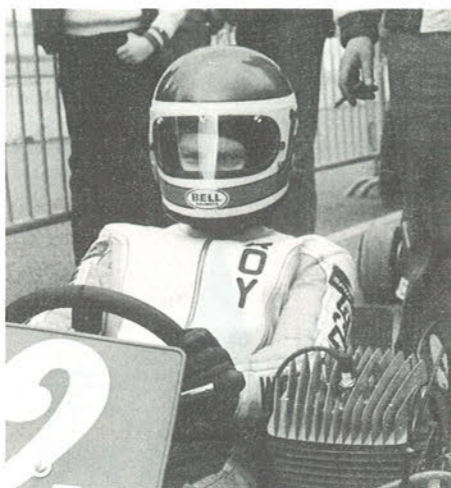
continued . . .

In this column some months ago, I made some irreverent mention, in conjunction with speed attempts and record breaking, of the special lie down (head first) kart built with a Parilla engine that was run at the Monza Autodrome in the early 60's. The K & S office subsequently received a very interesting and factual letter from Bruno Ferrari, whom I mentioned bought the actual engine from the factory to race at the International meeting on the full Castle Coombe motor racing circuit. The driver for the attempt was Livio Bolis, a top Italian driver at the time. A Parilla GP 15 L model engine, with very radical rotary valve timing as one would expect, was used. I mentioned that the engine wouldn't start even after a 60 mph tow. This wasn't strictly correct — it did fire up and clear at 35 mph behind a mini van. The gearing used was the smallest rear sprocket available at the time. The engine needed a lot of revs to clear, and as the kart was fitted with Barwell remould slicks (remember them?) on an absolutely saturated track, as soon as the first corner came up the engine bogged down. Bruno gallantly completed one lap of the track and pulled off. He goes on to mention that the actual engine still exists, and that he has the original rotary valves for the motor. Thanks for the letter and interesting details, Bruno.

I can vividly remember, and agree with, the track conditions. For the first time ever, I had built up a Villiers for top end power, experienced really petrifying aquaplaning, and pulled off myself to fight again another day. Reg. Gange Snr. came up to me as I got out of my kart, and when I told him why I had pulled off he said that if I had pulled off for that reason (I was scared) he didn't feel too bad, having done the same himself. (I had the "totally undeserved" reputation of being a bit of a 'mad hat' at the time.)

The main event, 200 Super, was won by a 'mile' by the late, great, Chris Lambert. The then World Champion, diminutive Guido Sala came to the meeting, and even on the short kart circuit at "The Coombe", on a wet track he couldn't keep the kart in a straight line, but very sportingly (and to great appreciation of the crowd) continued to race — no 'prima donna' he! This was before the days of minimum weight limits, and a 6 stone (if that) Italian sure did have an advantage on a dry track — but was in serious trouble when the heavens opened!

The unsinkable Tony Smith made a lightning trip to the States in early April on a very special mission. Joe Grubbs, the Yank from Florida who came to both the World Cup and the Silverstone G.P. last year and who is one of the leading 250 men in America, had the chance of impressing a potential sponsor at a big kart



Woodridge — the scheming boss!

meeting held on the North Carolina track of Rockhampton. Mr. Grubbs won two of the three races, lowered the track record by a couple of seconds, impressed the sponsor, made Tony Smith's trip worthwhile, and now looks all set to have a good season. He is entered for the "Glorious Twelfth" at Morecambe and hopes to come to Silverstone again.

Derek Rodgers, who has been knocking on the door of a World Cup win for many years now, may by a somewhat unfortunate quirk of ill fortune have a better chance this year than any other. Potteries Diesel Service, who since his return from motor racing have sponsored Derek's karting activities, have had to withdraw their support because of things being a 'bit slow' on the main side of the business, the diesel service side of the operation, rather than the karting section which is still doing very nicely thank you. As a result, Jim Luby of LD Racing hopes to get together a Rotax powered Lancer for Derek to take on the 'Super Swede' at Heysham. This could be a very formidable combination, as I don't suppose anyone, with the possible exception of Kelvin Hesketh, has done more laps of the Morecambe track than Derek.

Whilst in South Africa, Lennart Bohlin told Rodgers that at the 1980 World Cup the person he worried about most in the final was Derek. Unfortunately he said it within earshot of a certain Dave Buttigieg, which didn't go down too well! So despite talk to the contrary, I think twice winner Buttigieg may go to Morecambe after all, to set the record straight!

Three of Merlin's "young chargers to watch in 1981" L to r: Mark Allen, Graham "Rocket" Roscoe, and Jon Dixon.



Having mentioned the forthcoming World Cup more than a little in this column considering how much flack surrounds this meeting, it is nevertheless an unavoidable truth that a great number of people have a burning desire to emerge victorious from the meeting. As long as that situation persists, there will continue to be this controversial contest.

Zips must surely have pulled off an all time karting coup in signing up "The Fullerton". Prior to the one-off outing on a Zip at Rye House for the Mazda Television meeting, a certain No. 1 member of the "Zip Fan Club" spent many minutes (almost an hour) on the telephone endeavouring to persuade Terry to drive his own TF chassis at the meeting, and not the Zip. As far as I remember, he didn't do too badly on the chassis he did use! (The kart he did drive was a fairly rapidly prepared chassis, both welded and assembled by a certain Richard Tapper, then working at Zips — the same Kiwi who now works for and prepares Nigel Smith's mount. Nigel's new found form may not be just the pint of blood as prescribed, but may have something to do with this gentleman's Antipodean skills.) One wonders what strokes will be pulled to try and talk Terry out of this deal, and what make of kart he will be credited with in race reports! . . .

Apart from the prestige of having Terry driving for Zips, according to well informed sources, Mr. Fullerton's knowledge and expertise in chassis setting up and the intelligent use of tyres is unequalled in the world of karting, which must rub off on future products to emerge from that part of Hoddesdon.

One little comment that has come my way in connection with the very well received and successful Champion of Champions series, is "please can we have a full list of any points scorers and their placings published." We have all heard of the Nigel Smiths, John Balls and Richard Deans, but the 15 or 20 points scored by 'Joe Egg' is just as precious to him if not more so than the superstars score, and without the middle of the field runners, the series would have no meaning anyway. With the fairly hefty entry fees now charged for fast circuit meetings, a results sheet with accumulated points total wouldn't come amiss, posted to all competitors after each round.

Never one to be short of a fairly astute if sometimes cynical observation, Roy Fish (father of Calvin) made a comment I cared for the other day. Reggie Gange, you will be aware, now drives a Martin Merritt — Vingt Trois sponsored Zip Rotax, to works Zip specification. Roy Fish, correctly assessing the new found close relationship between Gange and Martin Hines, was heard to mockingly address Gange thus "You must be so far up Martin's - - - you'll end up with a turd on your head!" And he should know, from last year! . . .



Golspie

5th April

All systems go once more for the kart racing season. It's nice to be back at the trackside, greeting friends, old and new, both in the pits and also among the spectators.

The weather for the first meeting at the Littleferry Circuit was very kind, in as much as it didn't rain, though the day was just a little on the cool side. Eight classes and fifty-four entries and a full day's racing, so here we go.

100 Junior National

These lads had the privilege of opening this year's meetings and made the most of the club's new ruling that all classes should use the long circuit. Anyone who had any doubts needn't have worried, the young drivers took to it like so many ducks to water. They gave us three excellent heats and a final to match, the highlight of which was the struggle between Colin Bird of Golspie and Kevin Doherty of Buckie for second place. They swapped places continually and it was Colin who followed winner Brian Ewing over the line with Kevin only inches behind.

125 & 210

Missing from the grid this year are the brothers Gavin and Ian Nicholson, but nice to see you at the trackside! Three heats of the gearbox machines and a sparkling final gave us a fine display of the skill of these drivers. They all have a determination to win that puts a very fine edge on their driving skills. It would be no disgrace to come in behind Ian Grant or Sandy Pratt or any other driver in these two classes who were at Littleferry today. Very nice going Alex Pettigrew, not quite there yet, but a force to be reckoned with in the future.

100 National Light

A new class for the drivers a little too light to enter for the 100 national class without carrying 'ballast'.

With only four entries in this new class, the competition was very keen. Niall Smith of Cruden Bay took heat one and Golspie's Billy Melville only just managed to keep in front of him to take first place in the next two heats. But surprise, surprise, both Niall and Billy left the circuit in the final and were unable to re-start and Alan Slater of Thurso led Adrian Mason of New Deer home.

Junior Britain

Today was Brian Ross's day. Winning all three heats and the final will have made up for some of last season's disappointments. There was no holding Brian, he led from the start and steadily pulled away from the opposition, leaving the others to fight it out for the other places. And fight it out they did, Claire MacArthur, Nigel Williamson and Brian Tewnion giving us our money's worth. Unfortunately Claire came off at the hairpin in the closing stages of the final and this allowed Nigel Williamson and Brian Tewnion to take second and third behind master driver Brian Ross.

200 International

Rod Hill, left on the line at the start of the first lap, fought back and put up a strong challenge to the rest of the field, but it was Sandy Taylor first over the line in all three heats and the final. He was challenged all the way and there were times when he was looking up someone else's exhaust. Bevan Fraser and Rod Hill being

CLUB SCENE



Johnny Lowe (77) leads around pit bend, with just over a lap to 100 National victory. (Photo: C. Baird)

the main challengers and at one point Bevan looked like doing it till he locked up coming into the hairpin and almost made a new short-cut. Alistair Fraser of Lairg started well but trouble with a gear shaft put paid to his chances for the day, perhaps a poor start to the season will give way to a good ending. As always, it's not who gets into a corner first that counts, it's who comes out first. Once asked about where he braked going into a certain corner, Sandy is reputed to have replied, "Watch my exhaust, when you see a puff, I'm putting the brakes on, ... or maybe accelerating!"

100 National

A large grid as always and exciting racing, as always. Welcome back Robin MacDonald, hope we see a lot of you this season. George Douglas and Johnny Lowe, who started karting at the same time a couple of seasons ago gave a good account of themselves and Brian Searles, Tim Mason, Ian Mowat and the others can be excused if they finished behind Johnny Lowe today. After seizing his engine during practice, Johnny did a very quick job of stripping his motor and after giving the assembled parts a talking to, went out and led the field home in heat one, second in heat two, seventh in heat three and then after a slight blunder at the hairpin in the final, where he dropped back to fifth, he fought his way back to the front and led the pack over the line by about nine seconds. He denies the rumour that he is going to try anthracite at the next meeting to see if he can make his motor smoke.

Well done lads, a fine start to the season.

C. Baird

Results:

100 Junior National	
1st Brian Ewing	DAP/DAP JM
2nd Colin Bird	Lynx/TKM
3rd Kevin Doherty	Zip/Arrow

125 National	
1st Ian Grant	Zip/Yamaha
2nd Ian Pratt	Sprint RS/Yamaha
3rd Donald Sutherland	Zip/Yamaha

210 National	
Winner Sandy Pratt	Sprint 81/PH Upton

100 National Light	
Winner Alan Slater	Taifun/K80

100 Junior Britain	
1st Brian Ross	Barlotti/PP DAP
2nd Nigel Williamson	Zip/Sisley Arrow

250 International	
1st Sandy Taylor	Zip/Yamaha
2nd Bevan Fraser	Zip Shadow/ Yamaha

100 National	
1st Johnny Lowe	Zip/Baird BM
2nd Tim Mason	Zip/Arrow R'ford
3rd Ian Mowat	Zip 981/H'land Arrow

Rowrah

March 8th

At lunch time the meeting was far from a realistic proposition with rain sleeting down and sinister grey clouds sweeping across the track, reducing visibility to a few feet, the bad weather of the preceding few days being reflected in the rather small entry.

JUNIOR NATIONAL & JUNIOR BRITAIN started the ball rolling with N. Brayton taking an immediate lead from the flag and driving off into the distance, whilst P. Margerison and N. Lander, first Junior Britain, gave vain chase. It looked like a runaway victory for Brayton but on lap six the race was suddenly stopped while St. Johns Ambulance men removed the unfortunate I. McLeish into the ambulance after an incident coming out of the chicane. Rather surprisingly it was decided to run the entire race again, starting in the original grid positions. Once again Brayton went to the front, but this time P. Steele (Junior Britain) and C. McWilliam (J.B.) went with him and a determined battle ensued. On lap four McWilliam was up into second and one lap later he took the lead. Brayton slotted himself into second place, safely in the Junior National lead, but trying every trick he knew for the overall lead.

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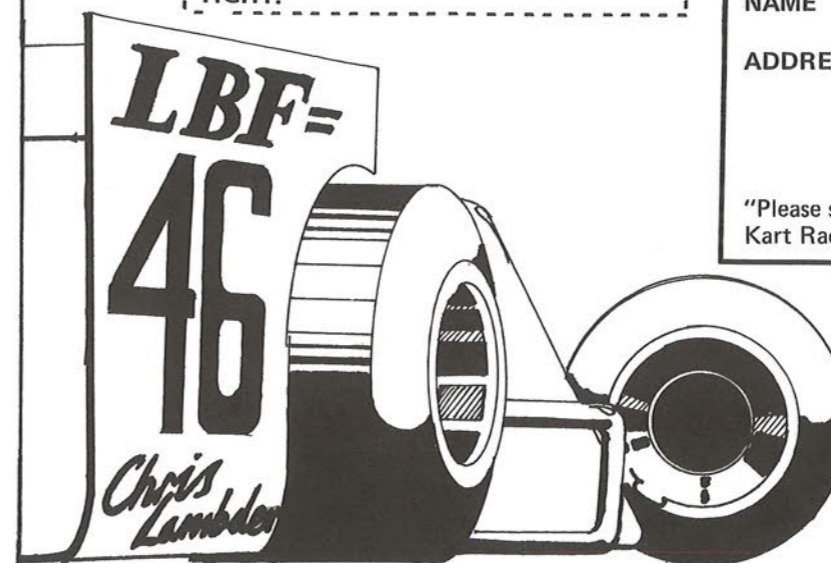
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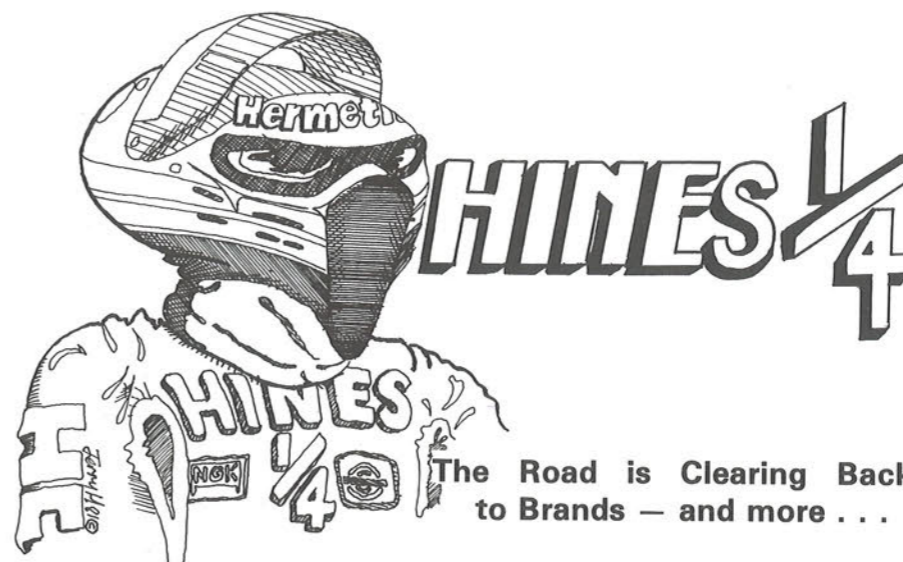
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The Road is Clearing Back to Brands — and more...

Thanks to the 20 or so drivers who braved a bitterly cold, blustery, wet day (that the good old east coast circuit of Snetterton can seem to lay on too easily), Superkarting may now be on its way back to Brands Hatch! Even Mallory seems on the cards, a circuit that has nearly always evaded us, despite being one of the most centrally situated circuits and with a layout that could provide excellent Superkart action.

Years ago, there used to be regular races at Brands Hatch, hosted by the Rochester Motor Club. Even in those days, when we were powered by Monteras and Bultacos with only the merest sprinkling of fibreglass, the karts put up excellent times against the various forms of Saloon and Formula Ford cars — much to the annoyance of some of the car fraternity. When there were a couple of nasty accidents — due in part to the fact that there was no protection from the armco barriers, which were about head high! — it was no surprise when the kart races were stopped. Certainly, the class was in its infancy, the 250 International had not yet become the Superkarts of today, nor had the drivers turned into the colourful racing drivers they are today, and the spectator appeal just wasn't there.

Ever since, I and others have tried unsuccessfully to get meetings at Brands and Mallory, but to cut a long story short, the 8 lap race during the BRSCC meeting at Snetterton late in March was a success, and looks like setting an important precedent. Certainly Peter Browning (Executive Director) and Mike Wilds (Director) of the BRSCC seemed happy with the show and have now got clearance from John Webb at MCD to run Superkarts during their meetings at Brands Hatch, Mallory, Snetterton, Oulton, and Castle Combe.

It's now up to us to team up and put on a really good display of Superkarting at its best. If we can show the people at Brands just how well Superkarting has matured into a full international form of motor sport, it could pave the way for the return of long-circuit karting to two main circuits that have been taboo for too long.

The public is now very much more aware of our sport — thanks considerably to such publications as "Motoring News" and "Kart & Super-

kart" (he says modestly) — so this time I reckon everyone is ready to show them ...

The BRSCC have given me several dates, the main problem of course being to avoid clashes with full long circuit meetings, in what is already a fairly hectic season. So what I have proposed to them is a mini-series at the tail end of the season — say four races with points from three to count etc. The dates I have proposed to them are:

20th September	Snetterton
10th October	Oulton Park
8th November	Mallory Park
22nd November	Brands Hatch

Each event will most likely be restricted to around 40 entries, with an entry fee somewhere around £10.00. I know that seems a lot for one race, but that is the way the car racing people operate — we've been a bit spoiled with our 2 heats, 1 qualifier, and final system!

Anyway, further details as soon as things are finalised ...

Have you noticed Superkart no. 46 of late — the LBF Zip GP/Zip Rotax of Chris Lambden, Editor of what is unquestionably the greatest magazine on Karting in the World? Seriously though, Chris does an excellent job on the magazine — I just don't know how he gets the time to race (or the money! — ED), but of late has put in some very good performances for one with so little experience of Superkart

A funny thing happened to Rae Davis at the Hayes & Harlington club dinner!
(Photo: Dave Brown)



racing, although he has done many years of 100cc racing and got some excellent results, mainly back in New Zealand.

He has however been promised a special award for his first Superkart win — a one way ticket back to NZ! By the way he's going, I may have to pay up ...

Who was at Cadwell and saw the first lap of the final? Well, what about Rae Davis! I must admit that for the first half lap, I sat there in fourth or fifth, not quite able to believe my eyes as those in front put on a display of death defying antics ...

I'm sure that when they get the quantity right for Ray's injections, he's going to be unbeatable! ... Even when Ray spun at the hair-pin (causing me an excursion up the bank!) I couldn't get mad about it as I was still recovering from his explosive first half lap!

I understand he repeated his pirouette on the next lap. Perhaps they are turning the needle when they inject him! — point to check, Julius. (That is Julius Thurgood, Rae's "Team Manager" come bow tie salesman ...).

With 4 rounds of the Zip Champion of Champions Series gone, 1 round of the R.A.C. Championship, and 2 rounds of the Cadwell Superkart Championship, old Nigel is still flying the Stocksigns flag high — in the top 3 in all and leading the £5,000 C of C series. Still, there is a way to go yet — it will be interesting when worst results are dropped at the end of the season ...

Best wishes to Simon Quance for a speedy recovery from his nasty accident at Cadwell. I hope it's not too long before we see him back at the circuits. Simon has just converted his Yamaha to water cooled 'G' specification and should soon be right back amongst it.

A word of apology to all those campers at Snetterton and Cadwell for the noise caused by our generator. It has since been replaced by a "silent" unit ... When you're not used to camping at circuits and are sitting some 30 feet away with a TV going, you don't realise the noise it's making.

Mr. Parrott at least had the thought to point it out to us the morning after at Cadwell, for which I thank him. However, I can't say the same for the person who found it far more rewarding to pull all the wires out, rendering it useless, and scampering away into the undergrowth, from whence he had come ... Anyway, it won't happen again. If something does annoy you, come and tell us about it — don't just moan about it. The only annoying factor that we can't remedy so willingly, is the little run of success we're having at present ...

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See you at Snetterton, May 9th.

Martin



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Once Gates got clear, he set about reeling off quick, neat laps. (Photo: J. Pudney)

Gravett, establishing a second great, this time 5-way dice, to keep onlookers amused.

Up front, Gates, whose chassis looked to be handling impeccably, was stretching his lead, helped still more when poor Grice retired from 2nd spot with the unusual misfortune of a sticking throttle - caused by the pedal bolt doing itself up!!

As Allen closed on the 2nd and 3rd men - Lane and Harris - so Richard Weatherley got up with the other dicing pack and slotted himself into 7th place, looking a threat. Alas this good drive was headed nowhere, as Richard threw a chain, plunging him into immediate retirement to join Paul Jackson, Roy Dickson and Jackie Brown all of whom had experienced engine blow ups. Roy Austin nearly claimed the "honour" of knocking this correspondent flat, as he was taken off at high speed by a seizing Roy Dickson, and only missed by a foot as he careered helplessly along the infield!

So, Gates was away in an easy lead while Lane had now established himself with a bit of a gap over Harris who had fallen into Mickey's hands. Biff wasn't giving up easily, and the two of them fought furiously, Mickey with a bit more speed onto the straight, Biff with a bit more top end. Apparently, Biff was trying to signal to Mickey for them to tow themselves up to Alan Lane, but Mickey, only wanting to win the duel, wouldn't have it. As the two hammered round the flat out bend onto the straight, wheels interlocked and Mickey came off worse - plunging off the track and up the grassy bank at very high speed, almost hitting the lap scoring vehicle. Luckily his leg injuries, which looked nasty, were not serious, but his race was definitely run, leaving Biff Harris in a safe and secure third place.

With all this excitement going on, poor Gary Ward's tyre smoking retirement, with a comprehensively destroyed engine, was almost overlooked, but he has the consolation of knowing that he has retrieved some of his reputation with a fine performance.

As Nivelles hero, Irishman Richard Smyth, also joined the "ten little nigger boys" sitting on the bank, Gates took the flag, comfortably ahead of Lane and Harris. Paul Fletcher won the battle of wits to lead the pack across the line for 4th, inches ahead of Gravett, Needham and Homewood. A good kart race, and plenty of excitement!

1st	Alan Gates	TKM/TKM
2nd	Alan Lane	Lane/Parilla
3rd	Biff Harris	DAP/DAP
4th	Paul Fletcher	Sprint/Parilla
5th	John Gravett	Zip/TKM
6th	Chris Needham	Zip/Parilla

Green Man 100 International Driver of the Day

1st	Mickey Allen	4 points
2nd	Paul Fletcher	2 points
3rd	Biff Harris	1 point

In The Pits

The frighteningly professional TKM team looked very strong all weekend (though after the heats nobody tipped Alan Gates to win the final, the pundits thinking it would go to Grice or Harris.) Gates must be pleased with his polished performance, in front of Team Manager and Selector Tony Temple, especially after last year's hassles. When I mentioned to Alan how well his chassis looked to be handling, he said that it was the one he had bent in practice, so shouldn't have been any good!!

GATES' GM OPENER

First Green Man blood to Gates after a calculating drive. Lane best of the rest, from a rapid Harris and pole man Grice. Allen out after last lap collision with Harris. Brogan and Prior take the Junior classes.

Report: John Pudney & Peter Wardle

In their usual manner, the Buxton Kart Club, led so ably by Jim Fabby, proved that it is quite possible to run a top meeting in a well disciplined and very efficient way, whilst still being friendly and approachable. (Certain other Clubs might well take a leaf out of Buxton's book!) And the sun shone on the righteous, for whilst not repeating the glorious sunshine of the Saturday practice day, at least it stayed dry for the racing, if cold!!

Since the Green Man circus last visited the track, it has been improved by the deletion of that part of the pits which used to block off the view to part of the track. Although the pits are smaller, there is still stacks of room, even for the impressive transporters now so much a feature of major kart races. When the pits are properly surfaced, Three Sisters with its perfect spectator viewing banks will indeed be one of, if not the best kart track in the country.

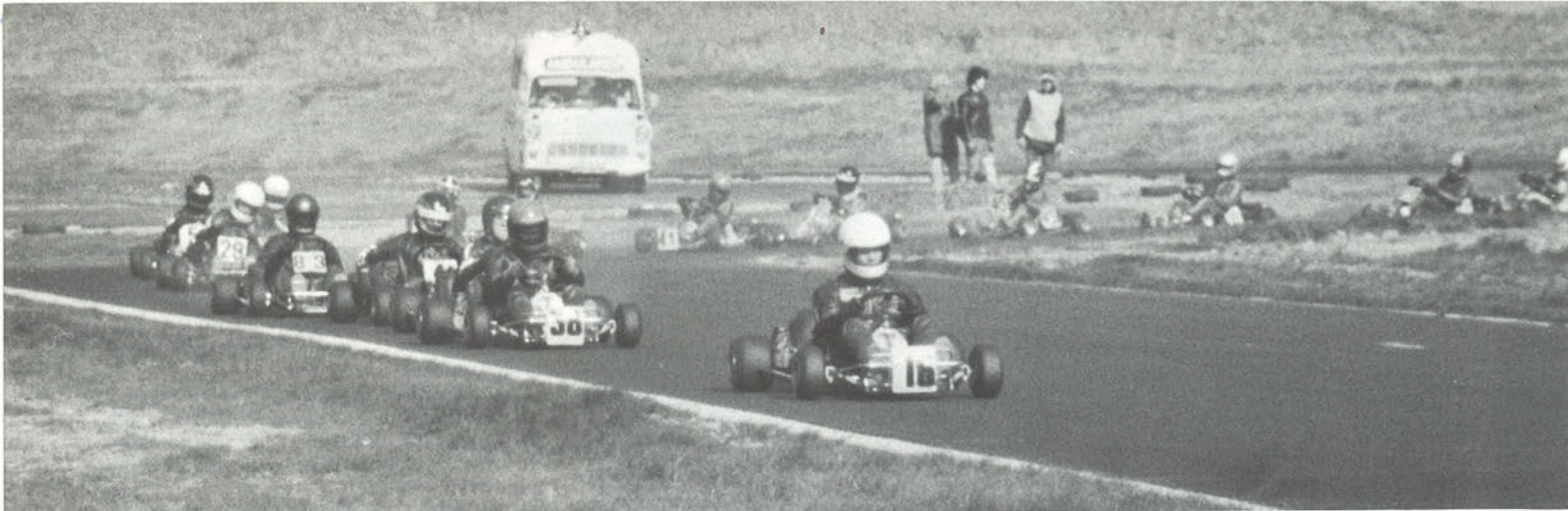
With its long slipstreaming straight, Three Sisters always breeds exciting racing and Easter Sunday was no exception. After some hum-dinger heats, the final grid was made up as follows:

Alan Gates	Ricky Grice*
Nigel Mitchell	Alan Lane
Biff Harris	Jackie Brown
John Gravett	Dave Mellish
Mickey Allen	Chris Needham
John Herbert	Gary Ward
Richard Weatherley	Paul Fletcher
Simon Wright	Martin Homewood
Richard Smyth	Andy Buchan
Paul South	Roy Dickson
Paul Jackson	Mike Little
Roy Austin	John Alcorn

(Simon Wright non started, letting in Marc Donaldson.)

After a couple of laps sort out, which saw the demise of Dave Mellish after a tangle with Mickey Allen, and young Nigel Mitchell with the first of the finals many seizures, Ricky Grice established himself in the lead, shadowed by team leader Alan Lane with Biff Harris and Alan Gates in close attendance. These four leaders pulled out a small gap over Jackie Brown and Chris Needham who were being caught by young Gary Ward, whilst Mickey Allen set about working his way through the field.

The dice for the lead was truly great stuff, the actual lead changing as quickly as I could make notes! However, slowly but surely, Gates was establishing himself as the race leader. Meanwhile, in a great drive, Gary Ward had got up to 5th place, actually holding off "the Maestro" himself, Mickey Allen. Brown and Needham had fallen back into the clutches of Paul Fletcher, Martin Homewood and John



continued . . .

It was good to see Mickey Allen obviously settling down well with TKM, taking a heat win and showing so well in the final, especially after so many people had written him off.

The third member of the team, Nigel Mitchell, having his first Green Man senior race, showed great promise, qualifying on the 2nd row for the final. It was unfortunate that he seized so early on.

Paul South, John Herbert, Derek Higgins and Robbie Childs were also doing their first senior Green Man, South not endearing himself to some drivers for his driving, but nevertheless showing well. Herbert also looked impressive, qualifying well for the final but retiring early on. Although entered on a Yamaha engine, he was running Hewlands, as the Yam apparently needs more sorting yet. Higgins, back on all DAP equipment, did not show well despite his

Moments after the start, and Grice leads Lane and Brown, with the field streaming out behind. . .

very promising start to the season, going home early — again. Childs has taken over from Higgins as driver of the AK Dino kart, and was also trying the “lay down” Dino engine, but experienced a few problems, finally blowing his chances of the ‘A’ final by being underweight after qualifying from the ‘B’.

Richard Weatherley has amicably severed his ties with Bill Sisley and was using (unusually) a Sirio chassis with rather a rapid TKM.

Rickey Grice and Alan Lane oozed self confidence, both looking potential winners. The new Lane chassis certainly seemed to lay the power down well, and Alan was using a new “anti ping” head on his Parilla. But in the main, they were just a well prepared and sorted team.

Last year’s winner, Simon Wright, was using his own chassis, a 104cm wheelbase model called (would you believe it), a “Wright” and looking very DAP like. . . After a series of disasters with engines in the heats, Simon did not take his grid position for the final. The very

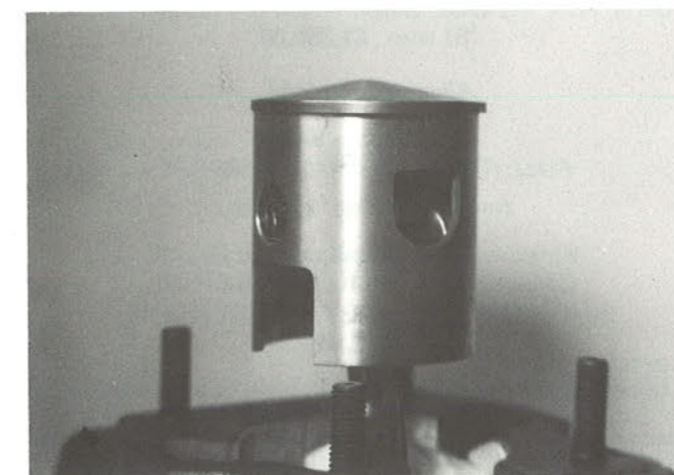
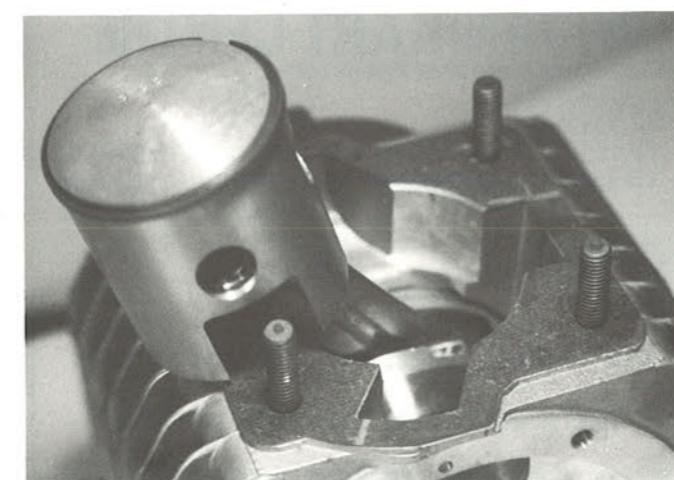
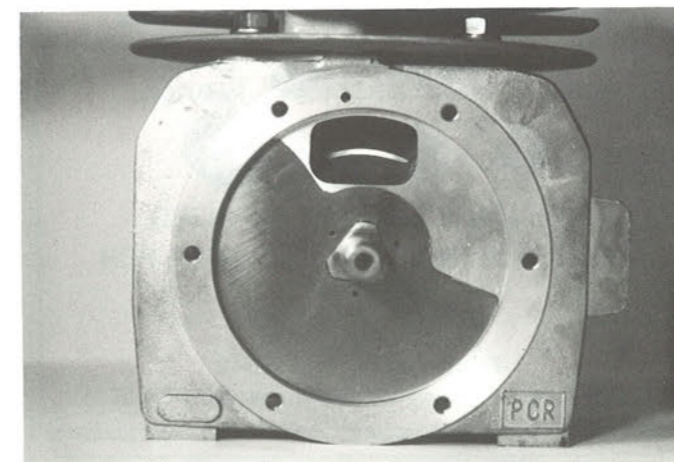
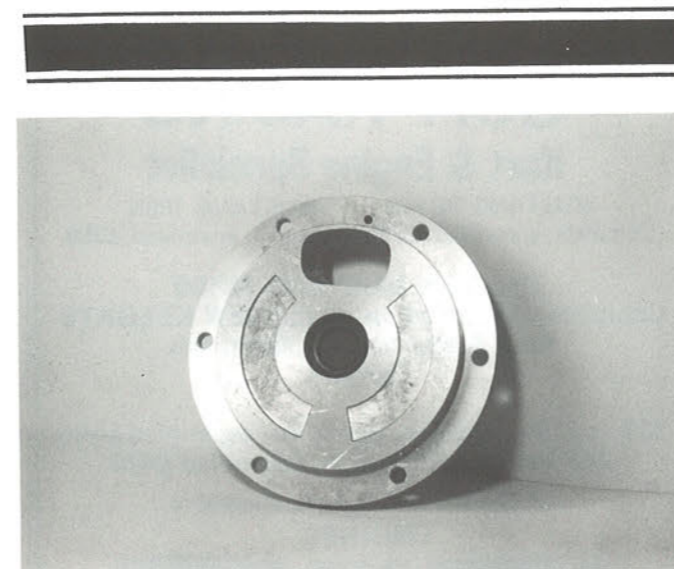
impressive Gary Ward is also now driving a Wright/TKM, and has obviously benefitted from some hard advice from Simon and from Dad, who have both had a go at calming Gary’s natural exuberance — to good effect. Keep it up.

John Gravett and Chris Needham provided a lot of the entertainment in the final. Although I would say it was a good day for Needham, Gravett obviously wasn’t too happy with 5th.

Although he looked quick and aggressive in practice, Martin Homewood never shone in his heats, and although he came through well in the final to join the bunch, 7th is obviously not good enough for a driver of Martin’s calibre.

Richard Smyth had journeyed once more from Ireland, only to blow up in the final. He reckoned that he might be going car racing soon, as in Ireland, Formula Ford is not that much more expensive than karting!!

Sensation of the day was no doubt Biff Harris, who in 2 of his heats pulled out such a



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NIGEL “SUPERMOUSE” SMITH — 3rd at Snetterton in the 250 International, driving a Zip GP/Merlin Rotax, and STILL LEADING the ZIP CHAMPION OF CHAMPIONS SERIES

And ROY WOOLDRIDGE — 1st at Snetterton in 125 National driving a Zip GP/Merlin Rotax.

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TECHNICAL

PCR's 135

We were recently able to examine one of the brands of engine homologated for the hotly opposed 135cc formula, which is due to have its first race at the traditional Jesolo meeting later this month.

PCR is a relatively new name to the kart engine world, and reports vary as to the actual structure of the Company. The currently favoured theme is that PCR is very much allied with the IAME factory, to the extent that many of the parts originate from the Zingonia (near Milan) based concern, and indeed that the engines are in fact assembled there. Some even feel that IAME has a large financial stake in PCR. Certainly, the engine has an IAME look and feel about it. . .

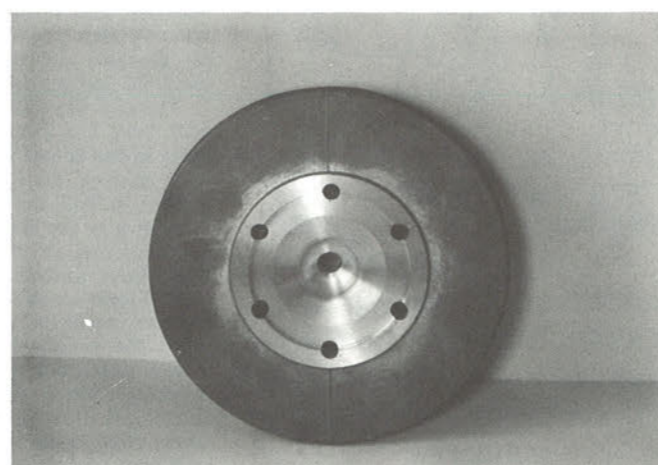
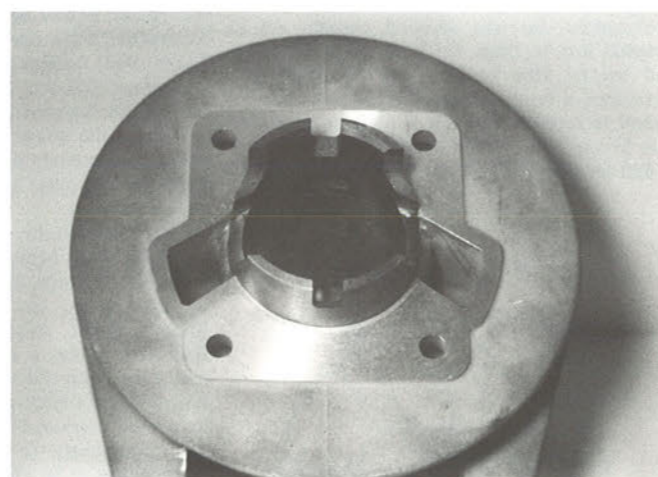
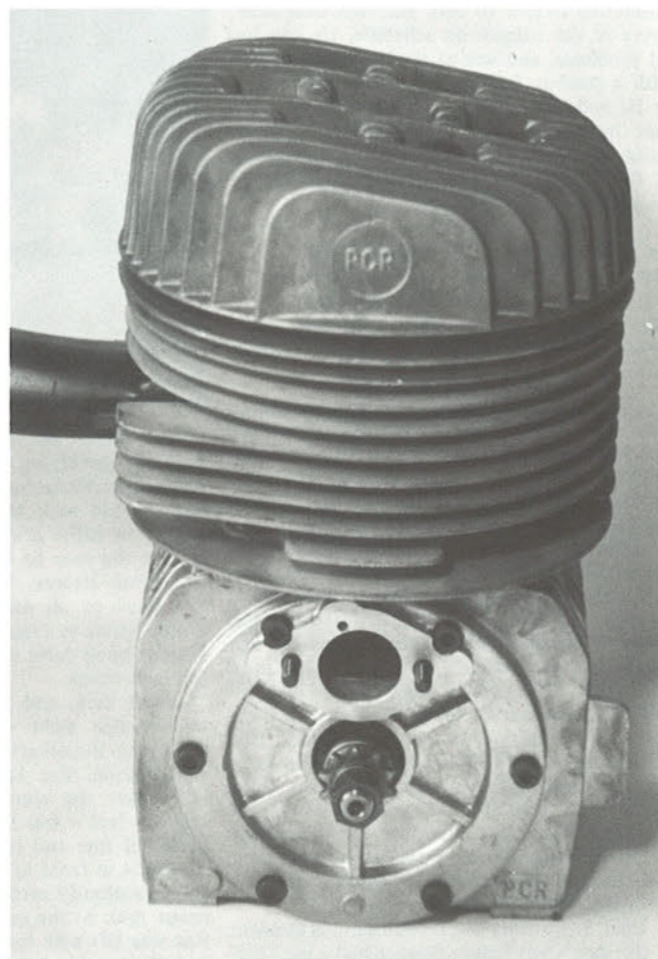
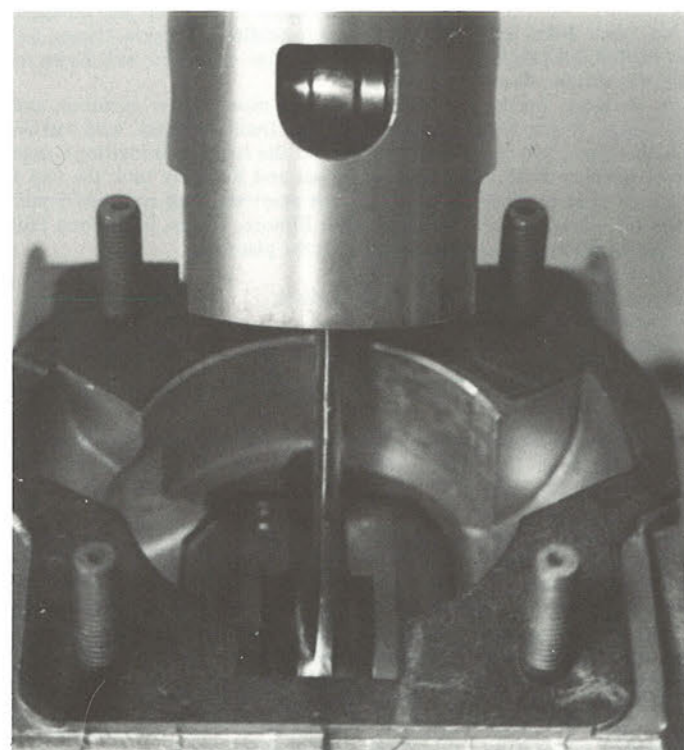
Engine manufacturers are renowned for homologating the most basic engine possible, to allow maximum scope for development. The PCR 135 is no exception, with our sample engine consisting of a 3-port style barrel on a TT type bottom end!

The porting configuration is the accepted standard layout, with two main transfers, a rectangular, bridged exhaust, and the boost port. Standard bore is 55.8mm, with a single dykes ringed piston. The stroke, of 54mm thus gives a capacity of 132cc, allowing rebore sizes up to 56.4mm to remain within the 135cc maximum capacity. Cylinder head combustion chamber shape is spherical.

The connecting rod is of 'H' section, with both front and rear edges "knife-edged", and rod location at the little end — two steel washers as per the Komet range. A caged big end roller bearing allows the rod to float, with plenty of access for lubrication.

As mentioned, the crankcases have provision for a third transfer (TT) port. The rotary valve drive is of the Komet — "uneven hexagon" — type, although it is forged as part of the drive side crank half. With use of the larger sizes of Tillotson-type carburettors in mind, the inlet size on the rotary valve cover/carburettor flange is a large 28½mm.

There are no reports yet regarding the performance of the engine in relation to its 100cc counterparts — we shall have to wait and see at Jesolo.



lead as to make people wonder whether he was on a 135!! If he hadn't done a main bearing in his best motor, he would undoubtedly have had pole, and with that motor would have walked away from everyone. Few can recall ever seeing such a clear cut advantage from a motor for years. If Biff can hang it together, nobody but nobody will be able to beat him!

● The new "control" tyre set up, which Peter Wardle was keeping a tight beady eye on, seemed to meet with everybody's approval and seemed to work well, with nobody having a tyre advantage. Although the first 3 home were on Dunlops, there didn't seem to be any clear cut advantage either way at Three Sisters, although we shall have to see at other tracks.

● One thing's for sure — Three Sisters is definitely a slide carb track, all but 6 of the "A" final grid favouring them. Interesting that Biff was on an old conventional though!! . . .

J.P.

Juniors

The top Junior drivers also gathered for their share of Green Man racing. In sharp contrast to some of the doom laden voices heard lately describing thin grids and cancelled races the Junior Nationals came out into the Lancashire sunshine in force. Quite a few of the top Britain drivers have switched allegiance to this more demanding class with convincing results, and it was notable that the front of the grid was proof of the determination and talent on the way up.

In pole position was last year's Road & Racing Britain Champion, Nick Crabtree, with his brief challengers from last year Jeremy Cotterill (alongside) and Lee Cranmer (grid 4). Third spot though was a new name to me, Miles Hall. I must say that Miles had been most impressive throughout the weekend and I can see him developing into a top class driver by the end of the Series. He has raced at 3 Sisters before though, and it will be interesting to see whether he fares as well at circuits that are strange to him but familiar to most of his competitors. Seasoned campaigners Nick Harvey and Phil Foster shared row three, with Mark Bailey and Gary Moynihan (both surprisingly not quite as competitive here as expected) just behind.

Round on the rolling lap and Nick and Jeremy were obviously keyed up for a clean getaway. Nick shot forward as the flag went up with the front row nearly level with starter Nigel Edwards, but poor Jeremy found his engine well oiled up and his start took the form of an undignified stagger as he strove to clear the engine. This led to slight confusion behind him and Paul Andrews suffered a similar fate, both of them dropping right to the back before their engines finally picked up and they started a grim fight through the field. Into the first corner and in fact it was Miles Hall who made it to the front, hotly pursued by Crabtree, Moynihan, Harvey, Foster, Bailey and Cranmer, with the rest in a long confused high speed crocodile of jostling karts.

Lap two and Hall was missing, Phil Foster shooting into the lead by a whisker from Crabtree. Initially the first four had pulled slightly clear, but now nine karts were battling for advantage at the start of a long race as if it was a six lap sprint!

Three Sisters is a real slip-streamer of a track and halfway down the straight on every lap a line of karts would suddenly split apart as every driver tried to tow past before the braking area. Surely something had to give! That something proved to be Nick Crabtree, who inexplicably lost control on the fast left hander at the bottom of the pits, spinning into the path of an unlucky



With Grice out, Harris (83), Gates (4) and Lane (38) shadowed each other for lap after lap, the lead changing rapidly. (Photo: J. Pudney)

Mark Bailey, both drivers becoming instant retirements. While all this was going on yet another Britain recruit was making spectacular progress from a ninth row start and was now starting to threaten the leaders. Steve Brogan had only recently become 14 and moved up to challenge the establishment very effectively and looking very quick.

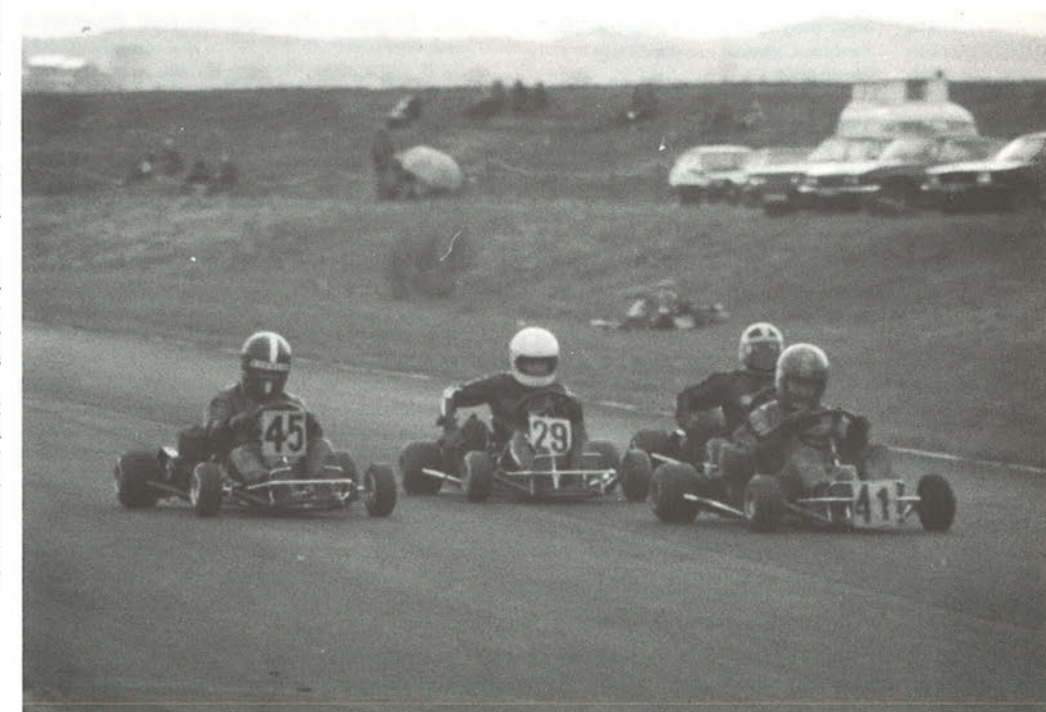
So Foster still just led, with Cranmer right on his bumper and Hugh Dunne, Moynihan and Brogan in hot chase, these five now pulling clear of Nick Harvey who in turn was comfortably ahead of Championship newcomer Philip Bailey and a fast closing Jeremy Cotterill. Brogan squeezed past Moynihan at the end of the straight and latched onto the leaders, pulling fractionally clear of Gary. Lap after lap these four battled fiercely, trying everything to find some advantage, weaving about to find the tiniest gap — or perhaps to create one if there wasn't one handy! Brogan moved into third to be displaced immediately under braking at the end of the straight and just as quickly grab it back again as Dunne slid a yard too wide at the exit. Suddenly Steve was through to second, forcing Cranmer wide, and in turn Dunne dived for the same gap to snatch third. Out to the far end of the track the order stayed the same, then as they surged back towards the pits Steve made a superb move to muscle Foster off line and grab the lead on the tricky right hander

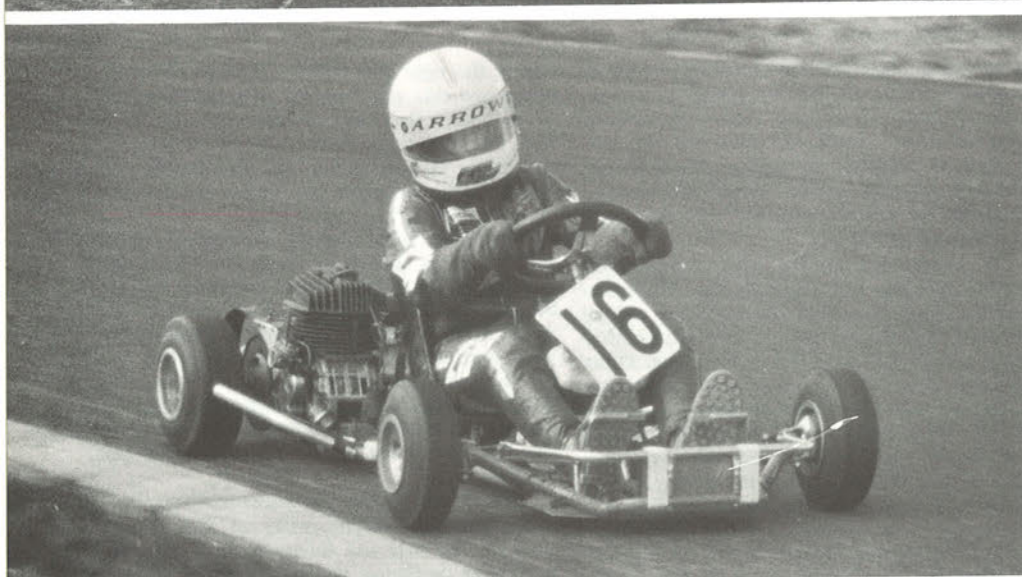
before the tight pits hairpin. As far as he was concerned this was then his race, pulling clear of the other three as Gary Moynihan latched back into the group. Foster - Dunne - Cranmer - Moynihan, as close as that and then Dunne got ahead to be assaulted by Foster on several occasions just to keep him awake. . .

Moynihan faded slightly from these three and looked as though he might just be caught by Cotterill for a while, but all eyes were on the intensity of the battle for second place as all three drivers seemed to be making this wide track even wider than it had been designed, to get ahead. Cranmer/Dunne/Foster, then at the bottom of the pits Lee managed to scramble past a back marker just as they flicked into the left hander leaving Foster and Dunne to be baulked.

This left a visible gap between them, but Hugh was still battling away at Phil. Same corner a lap later and Foster tried to pull the same trick on Dunne around Mandy Roue, misjudged it and had to restart well down the order. This left Steve Brogan to cruise to a fabulous win, comfortably clear of Lee Cranmer (just holding Dunne at bay at the line). Gary Moynihan succeeded in staying clear of Jeremy Cotterill while sixth place went to Philip Bailey, delighted with his first taste of Green Man racing. ▶

The "bunch" slipstreamed and bobbed and weaved throughout — Homewood (45), Needham (29) Gravett (41) and Fletcher. (Photo: J. Pudney)





Top: Steve Brogan worked his way to the front for a well earned Junior National win. Above: Junior Britain provided a similar victory for Martin Prior. (Photos: J. Pudney)

found himself sharply relegated to fourth behind Kershaw and Prior with a clear gap in front of him, and to top this he was having to defend his position from attacks by Piers Hunnisett. Jason's lead was never safe though, and for several laps you couldn't be sure which driver was going to cross the line ahead only to be retaken under braking for the first corner. Robin Hooker got his head down again and dragged himself back up to the leaders while further back Kavanagh had eased clear of the tussle in the next train and was holding down a secure (for this race) 8th.

Then it was Prior's turn as he rocketed out of Kershaw's tow to take second and start his attack on Plato. Piers Hunnisett managed to get alongside Hooker running back towards the pits and held on right round the top pit corner, down the following straight and into the fast left/right that followed, finally emerging onto the straight ahead in one of the longest overtaking moves I have ever seen! Prior at last got to the front after a calculated bit of slip streaming which saw Plato lift both hands off the steering wheel in a resigned shrug as he helplessly watched Martin pass him across the start line. This was exactly what Martin had been working for, and he was never to be headed again.

The action was certainly not restricted to the leaders though and a few yards back a queue of nine or ten karts were at it hammer and tongs for the mid field places.

As the leading positions seemed to have been resolved Steve Dart suddenly came to life and decided otherwise, passing Hooker then moving in on and taking Hunnisett for 4th a lap later. David Pope was now challenging Kavanagh for 7th, while Kevin Keith had worked doggedly throughout the race and was now pressuring Mark Jennings for 9th place. With just two laps remaining Graham Kershaw locked up and saw his Championship points dissolving after a good race, so as the flag came out to welcome Martin Prior home the race order was finally resolved. If this is a sample of how the Green Man Series are going this year then we're in for the most exciting year of 100cc racing yet.

1st	Martin Prior	Zip/Arrow
2nd	Jason Plato	MM3/Arrow
3rd	Steve Dart	Kestrel/Arrow
4th	Piers Hunnisett	Kestrel/Arrow
5th	Robin Hooker	Reema/Arrow
6th	David Pope	Zip/Arrow

It was very noticable incidentally, how very smart and well prepared all the drivers looked and Jim Fabby of the Buxton Club was full of praise for the way in which all the competitors were so professionally organised this year. The whole meeting had gone off without a hitch and from my own point of view it was the first meeting that I had really enjoyed for some time. What a fabulous contrast to the nit-picking approach we have been forced to put up with from some Clubs (none of whom are involved in the Green Man). I do try to take these Championship rounds to tracks whose Clubs make us all feel welcome and wanted, and Buxton certainly achieved this in spades. With the day rounded off by having the Trophies presented by the scrumptious Mrs Pudney (complete with fur coat and superstar 'shades'), the standard has been set at a very high level. From past experience I know that all the other Green Man organisers will achieve similar standards to make this the most exciting and enjoyable Series there is.

Why not join in for yourself at the next round, or come along when we visit your local track. Dunkeswell is next on the 17th May followed by Felton on June 7th. See you there? P.W.

Kart & Superkart

continued . . .

promoting Draper to 2nd, and then Deal didn't arrive at the hairpin on schedule. He too had hit problems, and was at the bottom of the hill with a gearbox full of neutrals! Draper was up to 1st and was suddenly struck by the thought that he maybe didn't have enough motion lotion (i.e. petrol!) to last out, but careful use of the throttle saw him safely to the flag for his first big win at Cadwell.

1st	Tony Draper	Sprint/Honda
2nd	Dave Cullimore	Barlotti/KTM
3rd	Paul Hunter	Barlotti/KTM
4th	Keith Lancely	Barlotti/KTM

Silver Encore

Take your pick of top drivers in Superkarting and you're bound to mention Hines, Buttigieg, Smith and Fish amongst the top ten. Well, they all took heat wins and so it promised to be an interesting battle when the final arrived.

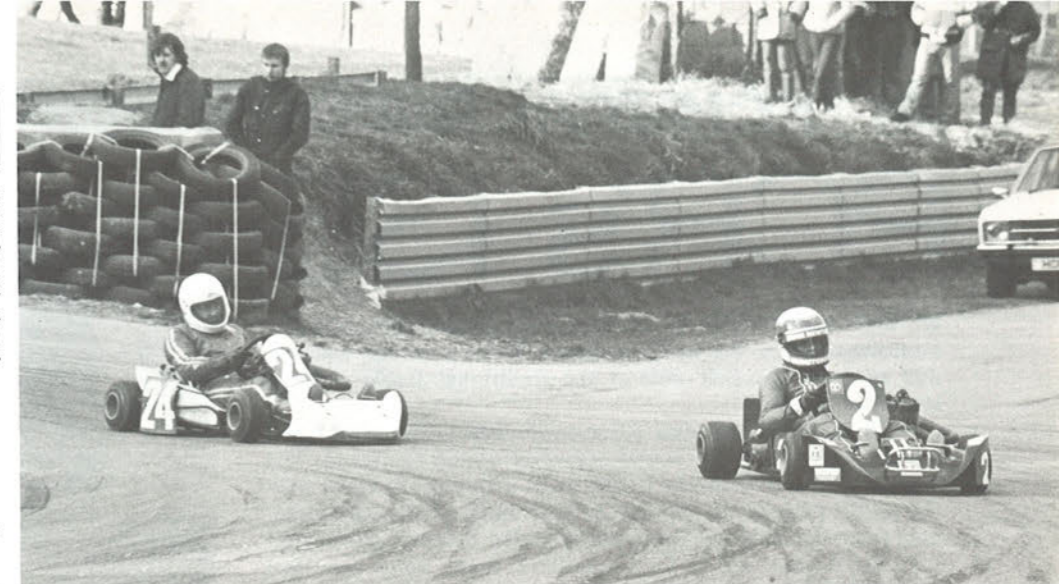
John Ball was out on his Zip/Rotax by virtue of the Almighty, for on arrival at the circuit he found his trailer chassis cracked almost through — it may just have lasted another mile or so! If it hadn't, the results would have certainly been spectacular! John took a 2nd and a 4th in the heats, whilst Nigel Smith had a 1st and 3rd, Hines a 1st and 4th, Fish a 1st and 2nd and Buttigieg a 1st and 2nd as well. Paul Elmore on the AK Dino, Derek Rodgers (now running under his own steam) and Rae Davis on the Car Colours Zip were all up in the running, and in fact anybody who is anybody in Superkarting was on form and going strong, with the possible exception of Stylin, who with a 4th and 9th wasn't looking too happy.

Heat 2 provided the second serious incident of the day when Simon Quance had a big "off" on the Park Straight moments after the start. Fortunately, he was whisked straight off to hospital just in time, for it was found that he had several ribs broken, one of which had punctured a lung, as well as concussion. After a period in intensive care, it is pleasing to report that Simon is now comfortable and on his way to full recovery.



I HEAR NIGEL'S HAVING A PLASTIC SURGEON DO A NOSE JOB ON HIM IN AN ATTEMPT TO CUT DOWN DRAG AND WEIGHT!

May 1981



Newton (2) and Austin (24) lead the 210 field around the hairpin. Below: The shattered remains of Tony Billingham's machine — the number plate could possibly be salvaged. . . (Photos: D. Smith)



direction too, so they both resumed where they'd left off! . . .

Hines was now with the pair and picked them off one by one. Elmore was past Rodgers, who in turn was holding off Stylin, Gange and Ansell, but these five were now well down on the leaders.

The gap between Buttigieg and Hines seemed reasonably in the former's favour, but slowly it narrowed. . . Smith had a few yards on Ball by now, so all eyes focussed on the two silver machines, gradually drawing together.

Hines had somehow found his way through the rubber smoke without hitting anything, and now occupied second. Elmore was past Rodgers, who in turn was holding off Stylin, Gange, and Ansell, but these five were now well down on the leaders.

Only one more place change occurred, and that affected poor Derek Rodgers, who had his motor go sick on the last lap, promoting Gange to 6th. So, Hines and Buttigieg took the flag a couple of yards apart and well ahead of Smith and Ball, with Elmore, Gange, Stylin and Phil Ansell filling in the places.

1st	Martin Hines	Hermetite Zip/Zip Rotax
2nd	Dave Buttigieg	Hermetite Zip/Zip Rotax
3rd	Nigel Smith	Stocksigns Zip/Merlin Rotax
4th	John Ball	Zip GP/Zip Rotax
5th	Paul Elmore	AK Dino/AK Yamaha
6th	Reg Gange	V.T. Zip/Rotax

Although Fish set the fastest lap of the final, the best lap of the day, and the first ever 90mph lap — by *anything* — went to Dave Buttigieg in the second qualifying heat. Circuit owner Chas Wilkinson is set to present Dave with a special commemorative trophy for achieving this sought-after milestone.

The circus now moves on to Snetterton, May 9th. Can the silver dominance be broken? It will take a good man to do it. . .

continued . . .

1st	Steve Brogan	Dart/Arrow
2nd	Lee Cranmer	Cobra/Arrow
3rd	Hugh Dunne	DAP/DAP
4th	Gary Moynihan	Fullerton/DAP
5th	Jeremy Cotterill	Zip/TKM
6th	Philip Bailey	ART/Arrow

Kevin Keith enjoyed an easy win in the Britain 'B' final and he was joined by Darren Mairs, Steve Key, and Sammy Hunt in moving up to the 'A' final grid.

The Junior Britain front row was filled by Graham Kershaw and Robin Hooker but just behind sat a very determined Martin Prior, flanked by Piers Hunnisett. With Steve Dart, Jamie Kavanagh, Andrew Colson and Jason Plato all up there in sight of the front this promised to be a real stormer. Out for the rolling lap and almost immediately Kevin Keith found he had a plug problem, stopping his kart with great presence of mind just two yards past the start line where Nigel Edwards simply couldn't avoid noticing him! This bought him the time for a frantic rush about before being rescued by miscellaneous fathers offering plugs and spanners and getting him restarted just as the field was sent on for a further rolling lap.

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EASTER CADWELL

Brilliant pursuit nets Hines another Superkart win after hectic opening lap, with Buttigieg second. Smith and Ball survive spectacular collision for the places. Fish shows promise but goes out early. Another demoralising 125 win for Wooldridge, with other class wins to Newton (210) and Draper (250 Nat.).

Cadwell Park on Easter Sunday looked at first like Cadwell in mid winter, with a biting breeze blowing a thin drizzle across the circuit. Fortunately the rain soon left and although the wind remained cold and strong, the sun shone brilliantly for most of the day.

A stroll around the paddock showed a couple of interesting new ideas, not least of which was Hines' new MIRA-tested aerodynamic gnashers, which were guaranteed to improve his performance on the winners' rostrum!

Rae Davis is still developing the pod mounted radiator for his Car Colours Equipe Zip/Merlin Rotax, with louvres facing into the airflow along the slope of the pod. Apparently, blanking off just one of the apertures gives a 10 degree rise in coolant temp. Stage two of the design might well incorporate some system to allow the louvres to be closed off by Rae whilst on the move – very ingenious!

Styrin's Aero had a pair of neat looking "winglets" on the nose-cone, but although they certainly seemed to work, they suffered badly from vibration and worked loose after a few laps. Mounting them directly onto the front of the chassis through holes in the nose cone would seem to be the obvious solution, so maybe at Snetterton. . . ?

Newton's Second Law!

Bill Longden and Richard Boston took the heats in 210, but this class goes down as providing the first of two serious incidents that occurred during the day. Heat 1 saw John Hughes take an initial lead with Geoff Upton and John Newton in close attendance. Longden, who was back in 6th spot, took just two laps to get up into the lead, with Newton behind him. Upton disappeared on lap 5, while Hughes struck trouble and dropped from 2nd, to 6th, to 9th, to 12th on consecutive laps. Longden took the flag with Newton 2nd and Bruce Austin 3rd.

Heat 2 lasted just 3½ laps before being stopped when Tony Billingham had a horrific nasty coming down from the Gooseneck. Going a little wide, he got wheels onto the grass and spun across the track onto the grass again and into a small bank. This flipped his Barlotti into the air and cartwheeled him down the hill. Tony was caught in the twisted chassis and when the dust had settled, ended up with a broken pelvis. What was left of his machine was in the paddock later and had to be seen to be believed. . . I'm sure everyone would wish Tony a full and speedy recovery from what was a really nasty shunt. The race was re run later in the day, and resulted in a win for Richard Boston, with John Newton and Bruce Austin tailing him across the line.

The final, last race of the day, was John Newton's from flag to flag – was it the pre race chat with Nigel Mansell that did it? First time through the hairpin, John was already a little way ahead, with Austin, Hughes, Onslow and Boston in very close company. As each lap un-

others, until by the close he was a good 200yds clear of Bruce Austin, who in turn was yards clear of Dave King. Boston spent most of the race engaged in a battle with Onslow and Bill Longden, and it was these three who provided the entertainment before it all settled down. By lap 7, positions had been consolidated and the "race" had almost finished as such.

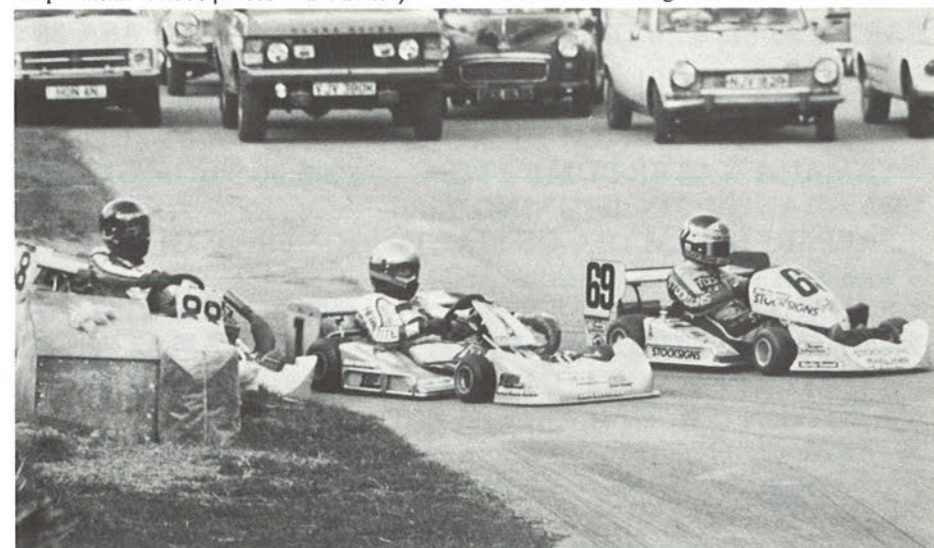
1st	John Newton	Zip GP/APV
2nd	Bruce Austin	Zip/APV
3rd	Dave King	Zip/PH Upton
4th	Richard Boston	Zip GP/Elf Upton

Boring, Roy . . .

Another pretty huge entry ensured that the 125 class would provide some hectic racing if nothing else, and after four heats that saw wins for Peter Hall, Alan Jones (not *the* Alan Jones?), Roy Wooldridge and Brian Hill, there was also a qualifying race which gave Wooldridge, who'd dropped a heat, a walk away into the final.

Hectic it certainly was for the final, and although Hill was maybe a yard clear at the front, behind him was a mass of machines that were flinging themselves en masse into the hairpin. Tim Parrott was second, with Peter Hall, Dick Lockwood and Boyd Barrington right with him. Wooldridge, after a rapid start, was only a little way behind heading John Stevens, Nick Carter and Keith Glendinning. Parrott dropped back to 6th, but otherwise there was no change on lap 2 except that Brian Hill was pulling away from the field, although it was obvious that Roy Wooldridge was sizing up the bunch in front. Next time round he'd done the job and was in hot pursuit of Hill. It took him four laps to catch, pass and leave Brian, who in

When Buttigieg (1) caught Smith (69) and Ball (88) things got hectic for a while! Ball tries a unique inside line. . . (Photo: Dave Smith)



turn was well clear of the others who had now split up slightly, and attention now turned to a furious dice going on for the lower placings. Back in 10th to 14th spots were Robin Stoner, Paul Molloy, Chris "no spark" Anderson, Mike Doble and Colin Mills who were having a real old go at it. Positions were changing constantly and the whole affair was the sort of thing usually reserved for the front of the race, rather than below the leader board! A really good fight gets the adrenalin flowing and those guys were really going at it in a big way. For the rest of the race it was up to these five to provide the real interest as the leaders were now well split and there was no chance of anyone catching either Wooldridge or Hill.

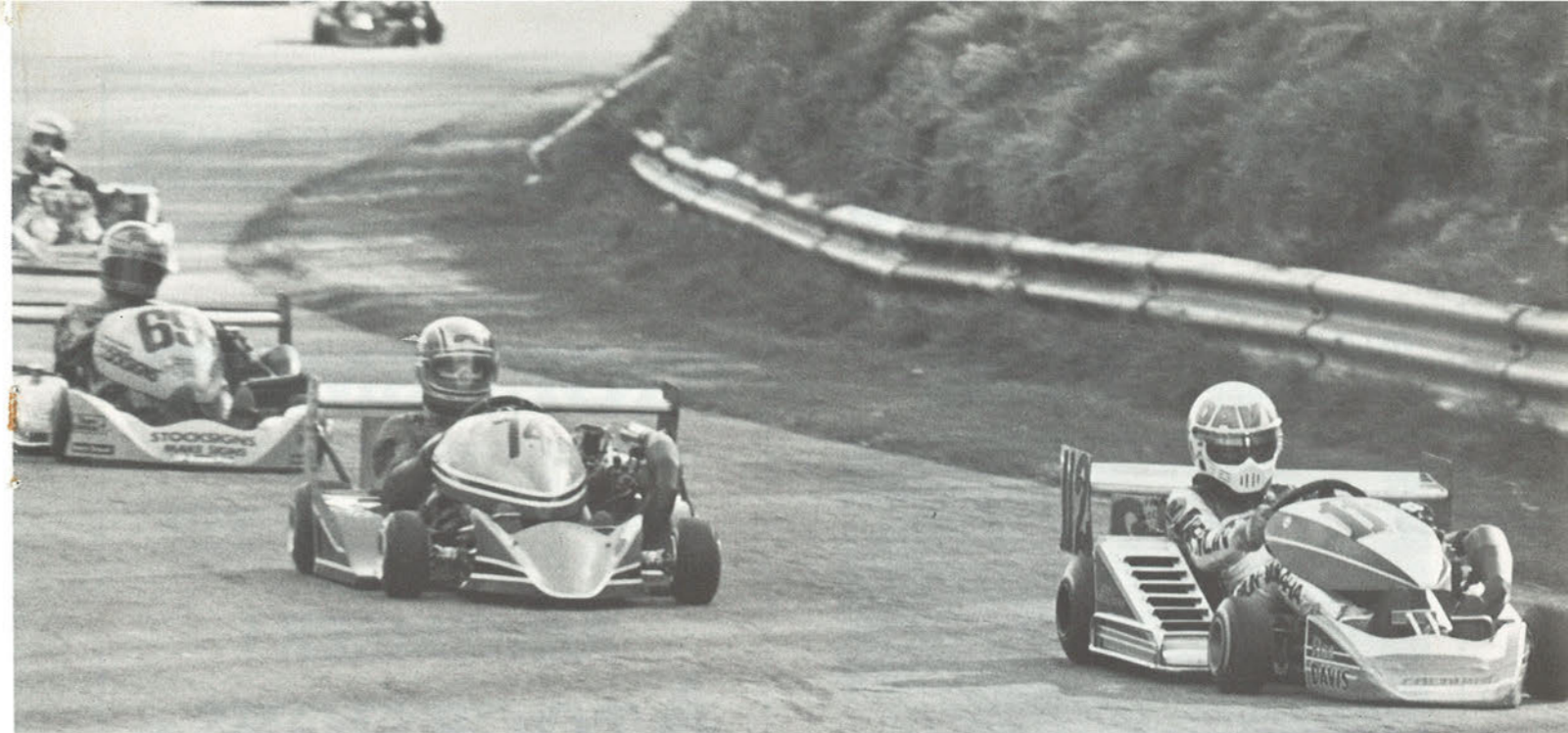
1st	Roy Wooldridge	Zip GP/Merlin Rotax
2nd	Brian Hill	Aero/Rotax
3rd	Peter Hall	Bassett Dino/BHR Rotax
4th	Dick Lockwood	Zip GP/Rotax

Draper's Turn.

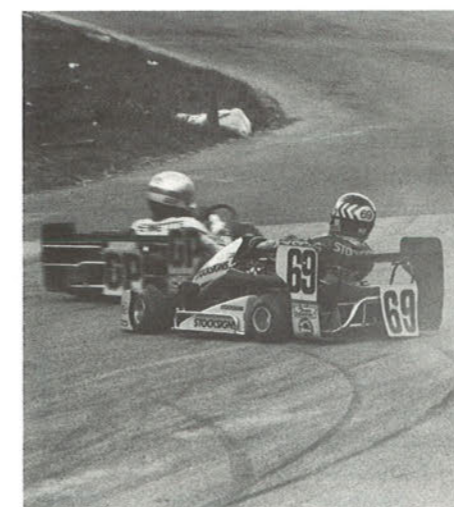
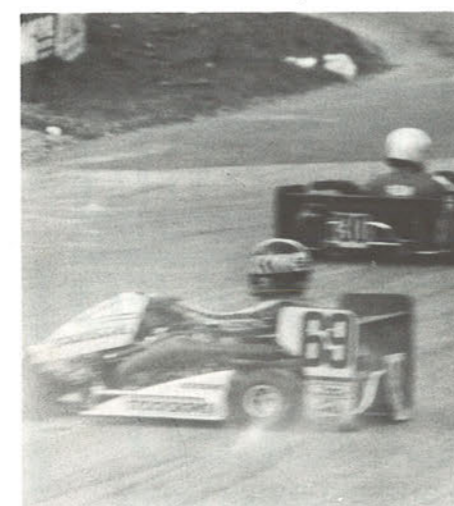
The 250 Nationals were out on their own again (thank goodness), and after the heats it looked as though it was going to be a walk-over for Gary Deal and his TVM Yamaha as usual! What has that guy got going for him? Bob Phair was looking very good, as was Dave Cullimore, Tony Taylor and Tony Draper, but they were all having their own little battle behind the big man from Wallington who was out on his own in both heats. Heat 1 gave a second to Phair, Taylor 3rd and Draper 4th, while heat 2 saw Cullimore 4th while the other placings remained the same as in heat 1.

The final looked certain to be another Gary Deal benefit, with the real race being for who could claim 2nd. Bob Phair was the "leader" first time around, about 100 yards behind Deal, with Dave Cullimore, Tony Taylor, Paul Hunter, Tony Draper and Keith Lanceley giving chase – albeit from a distance! Gary spent the next seven laps pulling out his lead to half a lap and so we could safely ignore him and watch the rest fighting for 2nd – or at least so it seemed. Phair seemed safe in 2nd with a couple of yards advantage, but Draper, on his own Sprint/Honda outfit, was working his way up from 6th on lap 3 to 3rd on lap 7.

Then the race pattern suddenly changed. Phair came coasting to a halt near the finish line ▶



Photos: Down to the first hairpin (above) come Davis (112), Fish (74), Smith (69) and Hines (GP). Moments later (right), Davis is across the circuit, and Styrin (99) and Hines go for the same gap. . . Below: Smith was lucky to survive a tyre smoking collision with Ball. Bottom: Hines sneaks through as Smith finally slides to a halt. . . (Photos: Dave Smith)



Into the hairpin goes Hines (below) during his pursuit of Buttigieg. After the first lap delay, Hines' race was one of his best ever. (Photo: D. Smith)

