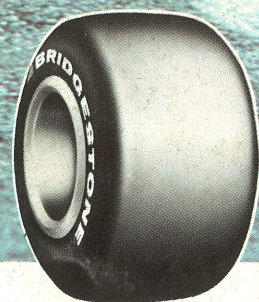
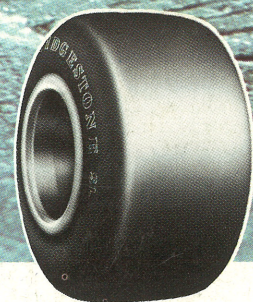


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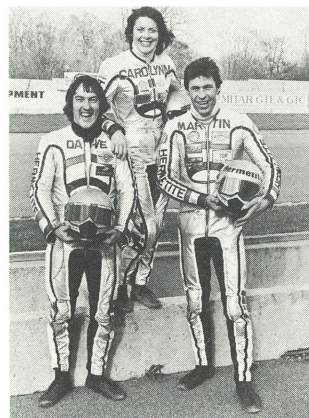
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Snetterton (May)		
1st	Martin Hines	Zip GP/Zip Rotax
2nd	Dave Buttigieg	Zip GP/Zip Rotax



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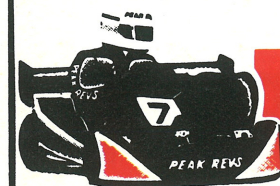


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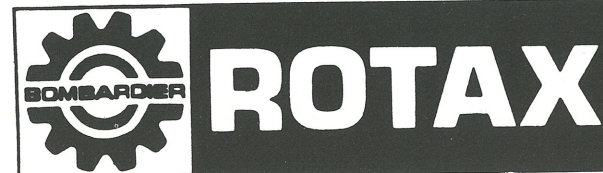
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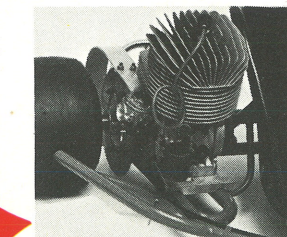
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Surbiton is closed, Camberley is fighting to stay open, Temple Manor likewise, and now rumblings in the local paper warn of stormy times ahead for Rye House — 4 circuits, all within 40 miles of London, victims of current noise problems. In times full of fashionable conservationists, kart racing venues are facing the severest opposition from suddenly noise-conscious residents.

Many more clubs are likely to be challenged, facing the expense — over £5,000 in legal fees in Camberley's case — and difficulty of putting together a suitable argument to convince their local populace that karting's contribution to the community far outweighs any noise nuisance.

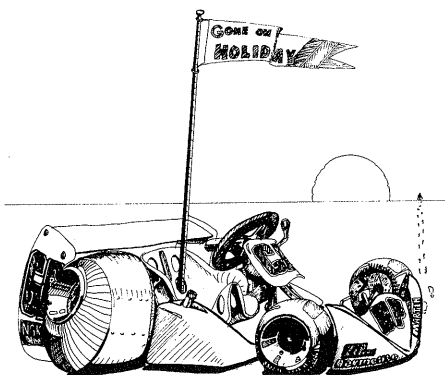
It has been said before, but when has there been a more dire need for the RAC MSA to co-ordinate a combined force to help the clubs facing these problems. Clubs acting individually cannot be as effective as a nationally combined and centrally organised effort.

There are 2 areas in which the problem needs tackling. Firstly, an accurate guideline to the legal avenues open to clubs, and indeed a clear interpretation of the laws which affect them, should be provided by the RAC's comprehensive legal section. Secondly, the most qualified person or body available should be consulted to try and determine exactly what is needed to reduce noise levels and implement it.

The problem is very serious, and the onus for leading the way — because it's what you and I pay them for — lies squarely with the governing body.

Too much delay could be costly . . .

CHRIS LAMB DEN



Apologies to regular readers of columnists Merlin and Hines. Both miss this month's issue due to "get-away-from-it-all" holidays! However, do not be alarmed — both will be back next month . . .

FRONT COVER:

Currently enjoying a period of domination on the 210 scene is Dunstonian Garage backed John Newton, with 3 long circuit wins in succession. Here Newton exits the Cadwell hairpin en route to victory, tailed this time by Bruce Austin (24). Coverage of Newton's most recent win — Snetterton — begins on page 11. (Photo: R. Calvert)

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KART AND SUPERKART

Monthly

No. 30

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Where and when to see karting in the near future.

NEXT MONTH:*

- Champions Cup — Jesolo
- World Cup — Morecambe
- Cadwell & Donington

PUBLICATION DATE: 2nd JULY

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



European Team Picked BRSCC Dates Settled

The 4-man team to contest the European Team Championship on June 14th was announced on the Tuesday following the Global Cup.

The team is: Terry Fullerton, Alan Lane, Alan Gates and Mickey Allen. John Gravett and Ricky Grice were named as reserves. Selector Tony Temple commented that, but for his unavailability for this event, Martin Home-wood would have been in the team in place of Mickey Allen.

As we go to press, the teams to contest the Junior World Championship — Individual and Team — have been notified. The team event is a new one, and must utilise drivers not entered for the individual event.

World Junior Championship (Individual): Gary Moynihan, Martin Prior, Kevin Warner, Jeremy Cotterill, Nigel Mitchell, John Herbert, Derek Higgins, Robbie Childs.

World Junior Team Event: Nick Crabtree, Mark Bailey, Phil Foster, Jonty Millward.

The four round Winter Series of Superkart races, during various BRSCC car race meetings, as discussed in last month's *Hines Quarter*, has been confirmed by the BRSCC.

Dates and venues have been agreed as those published, which were: Snetterton 20th September, Oulton Park 10th October, Mallory Park 8th November and Brands Hatch 22nd November.

Further details will be published when they become available.

RAC News

As mentioned last month, the additional round in the RAC 100 National Championship is at Clay Pigeon on 16th August. With the unfortunate "snowing out" of the Dunkeswell round, the August meeting becomes the last of three, all to count. This meeting will also represent the second round (of 2) of the Junior Britain Championship.

KART & SUPERKART 100 NATIONAL CHAMPIONSHIP

Entry Information — Round 3.

Venue: Clay Pigeon (midway Yeovil and Dorchester on A37).

Date: Sunday June 14th.

Entries: Close on Monday June 8th. Entry fee, £8. Send to: Competition Secretary, C.P.K.C., 5 West Street, Stoke-sub-Hamdon, Somerset. No telephone entries.

Practice: Saturday practice is available — 9a.m. — 6p.m. Track fee £3.

Camping: A caravan/camp-site adjoins the Clay Pigeon Kart Circuit.

In a Word . . .

● Latest snippet from the 100 National world is that Kevin Warner is to drive for Dartford Karting, taking over the seat vacated by Mark Tredwell, who has moved on to drive Dinosaurs for AK Racing.

Warner's drive with D.K. will begin as soon as a specially lengthened Dart chassis has been built to accommodate his lanky 6 foot 3 inch frame. . .

● The Irish Kart Club advise that Mondello Park has now been resurfaced. Kart racing is held there monthly, and any English drivers are welcome at any time — the hospitality is great. More details from the Secretary, Dennis Bruen, 115 Meadow Vale, Deansgrange, Co. Dublin.

● The Bromsgrove K.C. are once again running the RAF Championships at Little Rissington, on June 21st.

● Ace Kart Club are running their Lydden Long Circuit Championship again this year. The first round, on May 10th, went to Nigel Smith. The three remaining rounds are on June 14th, July 12th, and October 25th.

STOP PRESS

Rissington K & S Round — 24th May

1st	Graham Waldron	Zip/TF DAP
2nd	Neil Hann	BM/MM Hewland
3rd	Nigel Edwards	Zip/DAP JM
4th	Ian Ross-Johnson	TKM/TKM
5th	Gary Foster-Jones	Lane/RC Parilla

A fighting comeback by Waldron after a first lap spin in damp conditions.

SAM '81 result

1st	Andy Bundy	Barlotti/Manx
2nd	Andy Stapley	Kestrel/BPH
		Arrow
3rd	Nigel Goff	Mustang/Goff
		Arrow

WORLD CUP — MORECAMBE

Gange, Bohlin, and Elmore make up the front row, but in mixed conditions Gange opts for slicks and wins comfortably. Bohlin finishes sixth.

1st	Reg Gange	VT Zip/Zip Rotax
2nd	Martin Poole	Aero/Yamaha
3rd	Paul Elmore	AK Dino/AK Yamaha

Class Results: (National)

100:	Terry Lilley	BM/Parilla
125:	Derek Price	Zip/Rotax
210:	Mark Allen	Bassett Dino/Upton
250:	Brian Kennedy	Barlotti/Crawford
		Montessa

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continued...

Junior National	
Brian Ewing	DAP/DAP JM
250 International	
Sandy Taylor	Zip GP/TR Yamaha
100 National Light	
Adrian Mason	Sprint/RFRD Arrow
100 National	
Andrew Graeme	Le Spectre/RFD Arrow
210 National	
Sandy Pratt	SM Sprint/PH Upton

Tilbury

April 12th

Warm fingers and warm tyres for a change as the sun shone on our usual big entry.

Junior Britain

Kelly Rogers was soon into his stride winning heat one from Kevin Keith and Piers Hunnisett. Piers and Kevin featured prominently in heat two until Kevin came off, leaving Piers to take first place from Jamie Chitty and Steve Dart. It was Jamie Chitty's turn for a win in heat three after passing second placed Tony Davis. P. Jackson was third.

From pole position Piers went into a comfortable lead in the final in front of Jamie Chitty and Tony Davis, while from a lower grid position Steve Dart came through into fourth.

Junior National

A small field made smaller by assorted problems as the day progressed. Steve Brogan lost his first heat lead to Jamie Chitty when his throttle cable broke. David again led them in in heat two followed by Martin Prior. Gary Moynihan was leading the third heat when a seize put him out and once again it was David who reaped the benefit.

Soon after the start of the final, disaster struck again when the field was reduced to five by an impressive tangle at the hairpin. From pole position Dave Chitty had got well away and completed a run of four wins.

100 Britain

A day long duel between David Germain and Gerrard Cox was only interrupted by a second heat shunt that put David out. Following a first and third heat in which David led Gerrard in, the final saw Gerrard take the lead and hold it all the way despite pressure from second placed David.

National Novices

A full grid of competent looking lads who were led in by M. Osborn, Bernard Scott and M. Flounders in their three heats.

From pole position Bernard Scott made no mistakes and pulled out a good lead although later Richard Seager closed up to make a close finish and C. Todd filled third place.

100 National B

A combination of bad luck and over-enthusiasm produced some spectacular incidents all through the day as these lads sorted out the trophies. The first heat was halted by the red flag and subsequent heats came close to it, but no serious injuries resulted. Of the three heat winners Steve Sims, Pat Reynolds and P. Howard, it was Pat, who from pole position took the final with Steve second and Chris Lyon third.

100 National A

Almost an anti-climax after the excitement of the B's as the A group's first heat produced a win for Steve Tillett followed in by Quinton Searle newly promoted to the A's. A wet patch on the pit bend livened up the second heat when ten or so drivers not knowing it was there skidded off into the pit road, but no great harm done. Gary Prior, Dave Tebbutt and Len Jarman took the choice to break away but Gary's motor seized giving a win to Dave. Roger Moth was back on form for heat three. Making a brisk start from the front he had no trouble, winning easily from Brian Hooley and Gary Foster-Jones.

A terrific final had the crowd on its toes. From pole, Roger Moth got clear away, but the battle for the next three places was as good as any I have seen. Paul Dennis, getting better every time I see him, led Brian Hooley, Quinton Searle, Gary Prior and Wayne Homer. The race had been extended to 15 laps giving time for the good guys to work their way through. Gary Prior was first to advance when he slipped past Quinton. A few laps later Wayne Homer was past both Quinton and Gary, and then with the best part of the last lap completed, Wayne forced his way past Brian Hooley who ran wide and left room for Gary to nip through followed by Mark Tredwell who had moved up from a lowly grid position.

210, 125, 250

A smaller entry here so they all went out together. Trevor Gowers was outstanding in the 210's winning all the heats and the final. A similar performance by Grahame Steer in the 125's while Ian Leverett won the 250 Nationals and Keith Ramage the Internationals.

Results

Junior Britain

1st	Piers Hunnisett	Kestrel/Arrow
2nd	Jamie Chitty	Colt/Hewland
3rd	Tony Davis	Dart/Arrow
Novice	Andrew Guye-Johnson	

Junior National

1st	David Chitty	Birel/Komet
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100 Britain

1st	Gerrard Cox	Kestrel/Komet
2nd	David Germain	Kestrel/BPH Arrow
3rd	Neil Wiltshire	Kestrel/Arrow

National Novice

1st	Bernard Scott	Lane/SS20
2nd	Richard Seager	Zip/Parilla
3rd	Chris Todd	Sprint/Parilla

100 National B

1st	Pat Reynolds	Zip/TKM
2nd	Steve Sims	Dart/DK TKM
3rd	Chas. Lyon	Lane/Parilla

100 National A

1st	Roger Moth	Cobra/Hewland
2nd	Paul Dennis	Zip/Parilla
3rd	Wayne Homer	Gillard/K80

210 National

1st	Trevor Gowers	Star/Gowers 9E
-----	---------------	----------------

125 National

1st	Grahame Steer	Zip/TVM Yamaha
-----	---------------	----------------

250 National

1st	Ian Leverett	Barlotti/Bultaco
-----	--------------	------------------

250 International

1st	Keith Ramage	Zip/Yamaha
-----	--------------	------------

Kalendar

JUNE

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

FELTON (7 miles north of Morpeth, on A1) Round 3, Green Man Championships.

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.

CLAY PIGEON (midway Yeovil & Dorchester on A37) Round 3, K&S and SAM 81 series.

TILBURY (Dunlop Road).

CHASEWATER (Pleasure Park, Brownhills, off A5).

ROWRAH (nr. Frizington, Cumbria)

LYDDEN (off A2, nr. Dover) Long circuit.

KIMBOLTON (10 miles s.w. of Huntingdon).

20 DONINGTON PARK (off junction 23, M1, nr. East Midlands Airport) Hermetite Masters, Superkarts.

21 WOMBWELL (Dorothy Hyman Stadium, nr. Barnsley) 4th Round, Green Man Championships.

SHENINGTON (8 miles from Banbury).

ELLOUGH (2 miles south of Beccles, Suffolk).

NUTHAMPSTEAD (1 1/4 miles east of Barkway, off B1368).

28 FULBECK (8 miles from Newark).

DUNKESWELL (5 miles from Honiton, Devon).

CRAIL

JULY

5 THRUXTON (nr. Andover) Round 7, Zip Champion of Champions Superkart series.

SNETTERTON (nr. Norwich) East of England Championships.

LITTLE RISSINGTON (RAF base, nr. Stow-on-the-Wold) RAC 100 Britain Championships.

Superkarts For ITV

After the cancellation of the televised Race of Champions 100cc meeting, promoter Nick Brittan has been prompted into replacing it with a televised Superkart event.

The "Hermetite Masters" will consist of two seven lap races at Donington Park on June 20th - during a televised motor bike meeting. Forty of Britain's top Superkart names have been invited to take part in the event, which will be recorded for transmission on 4th July during ITV's World of Sport programme.

Aggregate points over the two legs will decide the winner, who will receive £100. The event is being looked upon as a promotional opportunity for the sport, and all participants will hopefully combine to ensure its success as such.

Surbiton Gone

Surbiton, it seems, has now gone as a kart circuit. Consideration to an appeal was given by counsel for both the club and the RAC but, according to Robert Langford at the RAC MSA, it was felt it would be unsuccessful. As a losing appeal might generate adverse publicity, the matter went no further.

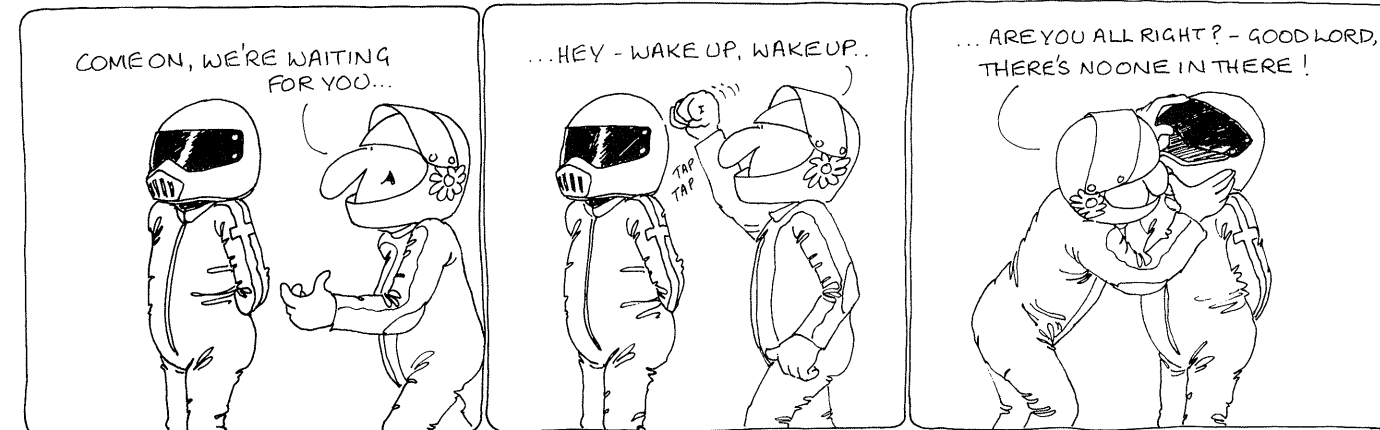
At the same time, it now appears that Rye House are facing problems from local residents. As one of the top venues in the country, it is to be hoped they can weather the storm intact.

News from Rochester is hopeful, where it seems the gentleman who originated the objection to the Temple Manor circuit has reportedly agreed to meet the club to talk about a compromise.

Bridgestone Say No

Following rumours recently initiated by another magazine, we were contacted by Bridgestone (U.K.) who wish to make it clear that there is no new compound tyre on the market in Japan. The only CIK slick compound available this year - and most likely for next year - is the YBE.

FRIGIT



Recently, the Spanish Championships for "Promotion" (equivalent to "Britain") and Junior categories was held at Zaragoza. Top: The Junior field is led away by convincing winner Guinea (34), who is expected to contest the World Junior event. Above: Runner up in the Promotion category was Lluch.

Letters

Dear Sirs,
I really feel that it is time someone should openly state what all the contestants in the 1981 100cc National R.A.C. Championships are thinking and saying.

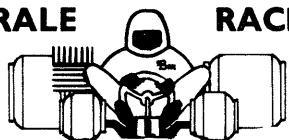
Firstly; who in their right minds could devise a Kart Championship with 3 meetings in 3 consecutive weekends? How can anyone be expected to race one Sunday, possibly blow up two engines, get them rebuilt and maybe re-bored, run them in, and arrive at the next round 400 miles away the following Friday in order to practice for that round? Not all the drivers are semi-professionals, you know!

Secondly; why were 3 of the 4 rounds staged around the beginning of May - virtually the start of the season? Why ALL four rounds to count? Why not 3 out of 4? And why do they have to wait until July or August for the last round? Or is the Clay Pigeon round cancelled? And also, why did the drivers have to wait until the actual first round to find out how the scoring system would be effected?

I have spoken to a lot of drivers over the last three weeks of the Championships, and have not found one person in favour of the arrangements. One can see how popular the current Championship structure is by the number of contestants at each round - between 60 and 68. Normal Championships usually run at about 150 entrants!

BY BARRY FOLEY

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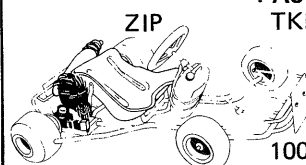
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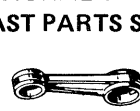
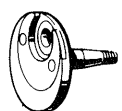
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continued . . .

The Kart and Superkart Magazine 100cc Championship over the last two years have been very successful and well organised, and even on the last meeting out of 6 or 8 rounds, when a large number have dropped out, there have been more entrants than this.

My own opinion of this Championship mess is that, really, the R.A.C. do not want a multi-round Championship, and have only offered it due to very many requests and by the example of the successful and well organised K & S Championship. Perhaps they thought, "We'll give 'em it, but we'll make it bloody awkward for them. Then before next year we'll ask 'em if they want it repeated for next year's Championship." A straight yes or no answer could only be NO to this heavily loaded question. The real answer of course would be "only if you damn well organise it properly next year".

I have noticed over the past few years that the Kart Committee appear to be completely separated from the actual karting fraternity. Maybe if there were a larger proportion, say two-thirds of actual drivers on the Committee, a better knowledge of drivers' requirements would be obtained.

Finally, I believe that unless the situation changes fairly soon, we shall see a Kart Drivers' Association coming into being, in order to get better representation, just as the F1 drivers, after much frustration, formed. Let us hope that it will not have to come to this.

I am sure that the comments expressed in this letter will be fully echoed by most of the 100cc drivers.

B. Parrington
 Hemel Hempstead

Dear Sir,

Re: Race of Champions

Just to get the facts correct regarding the proposed Race of Champions meeting to be held at Rye House. After the very successful televised meeting last year it was suggested by Nick Brittan that this event should become an annual affair and in December of last year a date was set for June 27th.

Although this date meant that there would have to be a certain amount of shuffling of dates, this was done to accommodate the T.V. meeting. At the same time the R.A.C. M.S.A. were still debating the date for the British Championship as the original date of 22/23rd August was being objected to by the Lincs K.C. and there was a suggestion that August 8th and 9th would be the Championship date.

Already on the Calendar there was a Club Meeting scheduled for August 2nd. During February we were advised that the proposed T.V. meeting would not be held on the 27th June but possibly on the 8th August but this was only a provisional date.

Now the problem arose, until the R.A.C. could resolve the Championship date and confirm it, the Promoters could not finalise anything other than the Club Meeting on the 2nd August which it was agreed must take place to be fair to the 300 or so Club Members who must be catered for.

During April the R.A.C. confirmed that the date of the British Championships would be 22/23rd August, therefore, the programme would read as follows:

August 2nd	- Club Meeting
August 8th	- Proposed T.V. meeting (still not confirmed)
August 22/23	- British Championships

As August is a very hard month for Officials owing to holidays etc., it was reluctantly decided to opt out of the T.V. meeting. Although the Hoddesdon Club and the Promoters would have been quite happy for another Club to have organised the T.V. meeting, this was not pursued.

So a T.V. meeting has been lost but not because of the want of trying. The Club could have cancelled the August 2nd meeting but this would have meant that Club Members would not have a meeting for two months which is hardly fair on them.

Perhaps next year will see the Race of Champions back again at Rye House and being televised.

Doug Jest
 Rye House Promotions

It is still hard to understand how the best publicity medium karting, and the Hoddesdon Kart Club, could hope to get was passed up for the want of 15 able bodied officials.

The ease and co-operation with which a televised Superkart event was set up, within 48 hours of notice of the Rye House Meeting being off, does make the H.K.C.'s efforts seem just a little over-dramatised. . .

ED.

Sir,
 May I, through your magazine, thank Vlasak Computer Systems of High Wycombe for their sponsorship of R.P.S. Racing, for the 1981 season.

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R. Snook
 High Wycombe

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RUMOUR!

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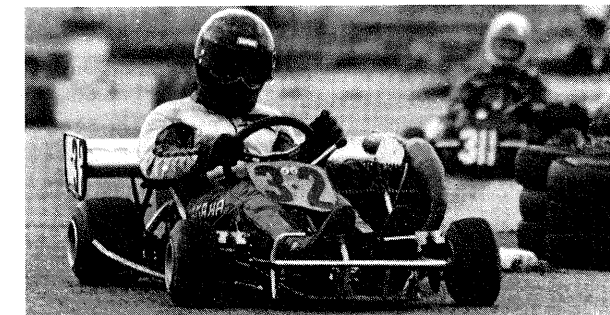


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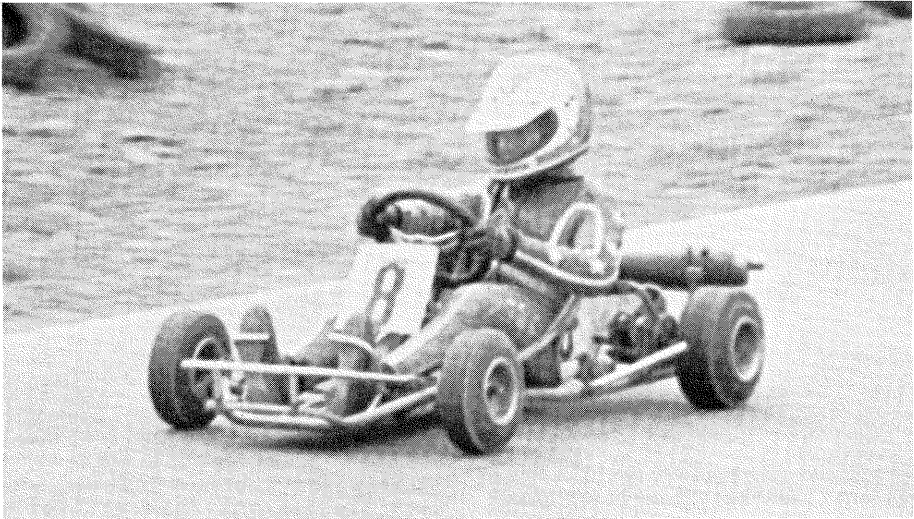
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continued . . .

Results:

Junior Britain		
1st	Craig McWilliam	Sprint/Arrow
2nd	L. Ross	Kestrel/Arrow
3rd	J. Lister	Lane/TKM

Junior National		
1st	S. Howarth	Wilson/Parilla
2nd	Mandy Roue	Sprint/TKM

100 National		
1st	A. Graham	Spectre/Arrow
2nd	Nicky Stamper	Zip/Parilla
3rd	J. Tickle	Sprint/Sirio

Junior Britain victor was Craig McWilliam, leading from lap 8. (Photo: K. Wharton)

125 National		
1st	Brian Smith	Zip/Rotax
2nd	Malcolm Meadows	Sprint/Yamaha

210 National		
1st	Frazor Barber	Barlotti/Villiers
2nd	Bill Cole	Barlotti/Villiers
3rd	Anthony Barr	Barlotti/Villiers

250 International		
1st	Mike Davidson	Barlotti/Yamaha

Best Novice: 210 National
Frank Mumberson

Novice D. Gathercole, held the first three places throughout. Behind these three however, things were a bit more hectic as Austin, Green and Dave Massey swapped places before finishing in that order.

Poole, from grid two led away the final, but Prue was sticking to his rear bumper like glue. It remained this way for eight of the 15 laps, treating the spectators to a great battle. Prue chose this lap to finally slip past into the lead, going on to make the race his as Poole came under heavy pressure from third place man Austin. Again we were treated to an exhibition of karting at it s best as Austin tried everything to get by. He was eventually rewarded for his persistence when he took Poole on lap 13. It was now Poole's turn to lay siege to Austin's rear bumper but with only two laps left Austin kept him at bay. So, at the end of a thrilling final it was Prue from Austin, Poole, Massey and A. Mathie with Russell Townsend the first Novice home in a creditable 6th position.

125 National

Heat 1 saw Keith Bisp take an untroubled win, finishing ahead of D. Jenkins, Mick Beaumont, Peter Hall and the Barringtons, Roger and Boyd. Boyd took a turn in leading all the way in the second heat to win as he pleased. Nigel Wigg held second for four laps before slipping down the order as the more experienced drivers challenged. At the end Bisp took second from Jenkins and Roger after an exciting tussle. Heat three and this time it was the turn of Hall to lead from flag to flag. However, he was never allowed to relax as he was chased hard all the way by Bisp, Beaumont and Jenkins.

On the strength of the heats it looked as if the final would be fought out between Boyd, Bisp and Hall. Unfortunately, Boyd was unable to take his place in the final so now we were down to two likely winners although with the class of drivers behind the favourites it was on the cards that they would be given a hard time. How differently the race turned out though. Hall won, but the manner in which he took his win was simply breathtaking as he powered away from everyone to win by at least 100 metres. Jenkins and Bisp were locked in a battle for second which Bisp just won while Beaumont drove a good race to finish fourth ahead of Roger, who seemed to be having 'one of those days'.

100 National

In heat one, front row man Mark Lovell drove a fine race to win, fending off the challenges of first, Andrew Simpson and then Miles Townshend. Bob Kett took third from Simpson with Robert Smith following him through. Smith's challenge finished two laps later however, when he parked his kart on the bank in spectacular style after climbing over the back of Kett. Roger Goff won the second heat in style followed all the way by Trevor Woodhouse with Kett again in third place. R. Cox led off the third heat closely followed by Goff, R. Trustine and David Goodge. Goff took over at the front on lap 3, staying there to win comfortably from Lovell, Cox and Trustine.

As the drivers lined up for the final it was obvious that we were in for something special. Goff and Kett sat on the front row with Lovell and Trustine occupying the second row. Further back sat Townshend (10), Smith (12) and Simpson (13), three fast men who so far had had a torrid afternoon. Could they change their luck or would it be the front men who would take the spoils?

As the starter's flag went up, Goff snatched the lead ahead of Kett, Lovell, Gary Beaumont, Goodge and Townshend who had already climbed five places. At the end of lap two



T.F's Wet Global.

Fullerton recovers from bad first final to take wet Global Cup from Homewood, Lane, Gravett and Jackson. Row over timed practice sours the day. Brogan grabs Junior Global victory after Moynihan spins it away.

The 1981 Global Cup is hardly likely to go down as one of those days to remember. Disputes, firstly over tyre regulations and then timed practice itself removed any hint of 'atmosphere' from the event, and it was almost to be expected when the skies opened shortly before racing finally began. . .

Organisational problems aside, timed practice produced a couple of surprising results, while the racing at least allowed the British Team Selector to see who coped best with the rotten conditions. In the end, after a shaky start, it was the experience of Fullerton which once again prevailed. But perhaps the most outstanding performance, on a personal level, was that of Martin Homewood, a characteristically gritty wet-weather effort earning him second, and a return to British Team consideration. Alan Lane fought long and hard, problems in the third final down-pour preventing any possibility of finishing higher than third.

But in the end, the meeting will be remembered for the lengthy confrontation

Fullerton did a wrong 'un in the first final, an odd tyre choice leaving him struggling to hold Grice and Allen (4) at bay. (Photo: J. Pudney)

Timed Practice — Global Cup

Reine Andersson	DAP/DAP	36.12
Biff Harris	DAP/DAP	36.23
Terry Fullerton	Zip/DAP	36.24
Martin Leach	Zip/Parilla	36.26
Ricky Grice	Lane/Parilla	36.29
Alan Gates	TKM/TKM	36.34
Jorn Haase	Sirio/Parilla	36.41
Martin Homewood	Sprint/Sirio	36.42
Paul Jackson	TKM/Parilla	36.48
Alan Lane	Lane/Parilla	36.53

Brogan's Junior Win

The Junior Global could only realise a field of 13, but fortunately the leading contenders were to fight it out to the bitter end:

First Final

Jeremy Cotterill out jumped pole-man Brogan, with Gary Moynihan forcing his way into second as the field slid around Stadium for the first time. Down the back, and Moynihan looked for an early lead — which he got, leading the cloud of spray past the starter for the first time, in which sat Cotterill, Brogan, Dave Chitty and Mark Bailey.

Things were to change rapidly in the slippery conditions! Cotterill spun, taking Brogan with him. Meanwhile Bailey had worked his way past Chitty, himself now pressed by Darren Needham. The two spinners set about passing the midfield and by half distance in the 20 lapper, had regained third (Cotterill) and fifth (Brogan).

Moynihan was well clear of Bailey, but ever so gradually the latter was being reeled in by Cotterill. With two to go, he was caught — and promptly spun, restarting to salvage fifth. Brogan had worked away and at the last moment took third from Needham.

1st Gary Moynihan, 2nd Jeremy Cotterill, 3rd Steve Brogan

Second Final

Starting in finishing order of the first final, Cotterill burst through to lead Brogan and Bailey, as Moynihan struggled with a motor almost oiling up. Luckily it cleared and it took little time to catch the two leaders.

The three tussled intensely for well over half the race, joined later by Bailey, and as Brogan eventually broke clear, he slipped by Cotterill, who then spun.

1st Steve Brogan, 2nd Gary Moynihan, 3rd Mark Bailey

Third Final

The title remained very much up for grabs as the third final rolled out under heavy rain, with Moynihan and Brogan, leading on points, sharing the front row.

Round they came, with Moynihan taking the initiative from Brogan, Bailey, Needham, and Phil Foster — Cotterill was already at the back, bound for eventual retirement.

Moynihan bounded clear, leaving Bailey and Brogan to sort out the places — or so it seemed — but on lap five the leader, well clear, inexplicably spun! Resuming in fourth, the question was whether the gap could be bridged?

Up front, Bailey was driving his best race of the day and no matter how he tried, Brogan



continued . . .

could not get by. Moynihan moved into third and looked like closing, but again he spun, and this time the gap would be too much.

Three laps to go, and still Brogan found no gap, although as things stood, second would be enough to take the title by one point from Moynihan. But then Bailey's great drive ended — with a broken chain. . .

Brogan reeled off the remaining distance for his second win, with Needham's consistency carrying him to a deserved second from Moynihan, who had spun once more, Foster, and Tim Mear.

1st Steve Brogan, 2nd Darren Needham, 3rd Gary Moynihan

Overall Result — Junior Global Cup

1st	Steve Brogan	Dart/Hewland
2nd	Gary Moynihan	Zip/TKM
3rd	Darren Needham	Zip/TKM
4th	Jeremy Cotterill	Zip/TKM
5th	Mark Bailey	Sprint/Sirio

When It Rains . . .

The first Global Cup final may have been due to start at 2.30, but the action had begun well beforehand — in the pits. Drivers who had left the circuit straight after timed practice the day before arrived to find over half the field carrying noise penalties of huge proportions — 3.2 seconds on lap times, plus 5 penalty points per race in some cases. This effectively turned the



Junior Global winner Brogan shadowed Bailey (13) for most of the deciding final. (Photo: J. Pudney)

grid upside down, with Fullerton, Leach, Lane, Grice and Allen — to name a few — relegated to the qualifying heats and with, in one or two cases, a virtual impossibility to qualify carrying penalty points.

Obviously the drivers concerned would contest the noise readings. A blustery wind had blown during timed practice and a wind meter, required by CIK regulations, had not been available to judge whether it was strong enough to affect noise readings. This was the main basis for the drivers' case, which they eventually won, but not before almost 4 hours of protracted 'discussion', protest, and bad feeling had removed any vestige of atmosphere from the event.

With Rye House currently subject to local residents' complaints, their anxiousness to keep noise down is understandable and must be supported. But, at an International permit meeting, policing of it must be 100% to the letter of the rule, or else it is ineffectual and liable to be disregarded.

The stalemate existing between the affected drivers, led by experienced international campaigners Fullerton and Lane, and totally inflexible Club Steward Deavin was finally broken as RAC Steward Temple over-ruled the latter and racing began. So did the rain. . .

First Final

Poor Alan Gates oiled up as the grid rolled out, but a feverish plug change enabled him to start — albeit at the rear. The ensuing gap in front of Homewood allowed him to make a flyer, bursting round the outside as Harris carved

continued . . .

the pits. This left Beasley a long way out in front with Colson now into second from Taylor, Reeves, Robert McCarthy, Adam Bamford and Andrew Clarke. Novice Adam Bamford was certainly driving exceptionally well and moving up all the time to finish a really fine 4th. But it was a comfortable victory for Darrell Beasley with Andrew Colson second, Kim Taylor third, Adam 4th, Andrew Reeve (first meeting off Novice plates) in a fine 5th place and Robert McCarthy sixth. So once again some fine racing from the Junior Brits with one or two new faces emerging in Adam Bamford and Andrew Reeves.

100 National

With Neil Hann and Kevin Warner away at the British Champs it left a pretty open race for the National trophies. As with the Juniors we had three separate heat winners in Arthur Wood BM/Arrow MM, Mick Bryant Jeta/T72 and John Crookes TKM/Parilla, Bryant throwing away a win in heat 1 when leaving the track when well clear of the field. But his win and two seconds gave Bryant pole for the final with Club Chairman Arthur Wood alongside. Up went the flag and into the hairpin it was Bryant from Wood, Guy Pratt Barlotti/Arrow, John Percy BM/Arrow, John Fortune Sprint/Parilla and John Crookes. Crookes was going well and moved quickly up through the field to gain second place by half distance. Poor Percy, not having one of his better days, left the race with a ball of smoke emitting from his rear tyres. By now Mick Bryant had left the field way behind and the real racing was taking place down in the battle for the lesser places, where Fortune, Hugh Patton, Stefan Byfield and Phil Hardy were having a real ding dong battle. At the finish it was Mick Bryant first from John Crookes, Arthur Wood, then in fourth came Guy Pratt 5th John Fortune and sixth place going to Hugh Patton. So a good win for Bryant making a comeback after a season of 250 International on the long circuits and now under the Team Tabor racing banner. Special mention must go to Phil Hardy who had a nasty roll-over in the last heat which saw him taken away



Mick Bryant has returned to the 100cc fold and celebrated with a win. (Photo: N. Stantiford)

in the ambulance strapped to a stretcher. Phil broke 2 ribs at our April meeting so things didn't look too good. But believe it or not he was there on the grid for the final and incredibly finished 7th. Boy that bloke's hard to keep down. Well done Phil.

100 Britain

Forty eight Britains again made this the most popular class at Clay Pigeon. Again everyone was here apart from ex British Champion Peter Rochford who was honeymooning in Greece! Favourites as always were reigning SAM Champion Terry Williams MM3/Arrow and Nigel Cleveley Barlotti/Arrow. Six heats and five different victors. Terry Williams won two but seized in his third, other heat wins going to Ron Shone Kestrel/DAP, Nigel Cleveley, Ross Mason-Smith MM3/Arrow and Phil Sheldrake Kestrel/Arrow. Cleveley had a disastrous first heat, completing only the hairpin before being taken off by Mason-Smith, and unable to re-start. But a 1st and a 2nd in his other races put him on around the 6th row along with Terry Williams. On pole was Sheldrake after a 1st, 2nd and 3rd with ex Junior Pete Studer Reema/Arrow alongside. Pete was certainly very consistent throughout gaining a 2nd and two thirds from his 3 heats. The four joining the grid via the B final were Ross Mason-Smith, Gary Thomas, Alan Dodd and Mark Swain.

Down went the flag and it was Sheldrake who took the lead followed by Studer, Andy Bundy, Tim Jarvis, John Glanvill, Derek Cowee, Ron Shone and Terry Williams. By lap 2 it was Studer who had nosed in front with Bundy second and pole-man Sheldrake down in third. Two laps later and Phil was back up to second with Andy third, Jarvis fourth, Williams fifth, Glanvill 6th and Nigel Cleveley moving into the picture in 7th. With Williams and Cleveley coming up the race was hotting up in the bunch. Lap 7 and Studer was well clear of Sheldrake, Bundy and Jarvis. Then at the corner after the hairpin Williams and Cleveley clashed and both were off and out of it. Nice to see them shake hands straight away. This now let Ron Shone up into 5th place with Glanvill 6th and Derek Cowee 7th. And that's how they stayed to the finish apart from Glanvill disappearing a couple of laps from the end and Mason-Smith getting up into 6th. A good drive from Ross having come from the B final. At the end of the 12 laps it was **Pete Studer** who won comfortably with **Phil Sheldrake 2nd, Andy Bundy** having his best result for some time in **3rd, Ron Shone 4th, Tim Jarvis 5th, Ross Mason-Smith 6th, Derek Cowee 7th and Steve Alway 8th.**

So ended another fine day of racing with the Clay Pigeon Club again running a smooth efficient meeting. Thanks to all who helped on the day, from the Marshalls to the St. Johns. Next meeting should be fun — round 3 of K&S and SAM '81, June 14th.

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Rowrah

10th May

Eighty seven drivers turned out for the Cumbria Kart Club's fourth meeting of the season. Everybody had decided to put their flippers on during the wet practice, but after the lunch break the rain had stopped and the track started to dry out, and although the first heats were run on wet tyres, the rest of the racing allowed slicks to be used.

Junior Britain

Eleven young drivers in this class provided an excellent race. From the flag L. Ross took an early lead followed closely by Craig McWilliam and J. Lister. Lap after lap Ross tried everything to keep McWilliam at bay, but alas it was to no avail, for on the eighth lap McWilliam slipped into the lead and from then on it looked all too easy, as McWilliam took the flag ahead of an unlucky Ross with Lister claiming third.

Junior National

This race produced a flag to flag victory for S. Howarth as he reeled off ten faultless laps. But it was a fine piece of driving from Mandy Roue who never put a wheel wrong all day to

take a deserved second place, ahead of Rowrah regular Neil Brayton.

100 National

With forty drivers entered in this class, a close fast race was to be expected and we were not disappointed as A. Graham took an early lead with Nick Stamper in close attention, but no matter how hard Stamper tried to relieve Graham of the lead, he just hadn't the power to get past. Meanwhile places were being changed every lap in the midfield tussle, with third place finally going to J. Tickle from G. Turner, A. Fairless and J. Moss sixth.

125 National

With two heat wins Brian Smith sat on pole, but from the flag Malc Meadows made the best start, with Smith tucked behind Meadows bumper. It seemed only a matter of time before Smith's Rotax would power into the lead, and Meadows knew this, as a slight lapse in concentration let Smith through and as he never put a wheel wrong Meadows had to settle for second.

210 National

A large entry of 210's provided the best race of the day. Frazor Barber with two heat wins sat on pole, from Club Champion Bill Cole, with Anthony Bar — the spyatry flyer (that's Cum-

brian slang for Aspatria — no I can't work it out either), completing the front row. From the flag these three started to open a gap from Ian Reading (yours truly), A. Martin and Keith Ferguson. Meanwhile up front Cole tried everything to pass Barber, and these two had a coming together which allowed Bar to lead briefly before Barber and Cole slipped by again. Reading was still holding fourth until the last lap when Martin tried a suicide late breaking effort. Needless to say he spun off and took the unlucky Reading off with him. (I was livid, I was mad, I could have jumped off a doll's house, I could have crushed a grape!). So the order at the flag was Barber, Cole, Bar and Ferguson.

250 International & 250 National

Only R. Alexander seemed to find any reliability in the heats, winning all three with ease. Both Mike Davidson and Ian Reading suffered big-end failure (the latter on double duty). However the final was a Mike Davidson benefit, (after a rapid engine change) as he led from flag to flag, with Alexander unable to reproduce his heat performance, finishing second. 250 National driver George Greenwood in his first meeting, didn't get it together at all, but better luck next time George.

Ian Reading

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Top: Homewood took everyone by surprise and simply disappeared in the first final. Above: The third, drenched, final and Fullerton (31) noses inside Lane (11) as Jackson (8) watches on. (Photos: John Pudney)

across in front of Andersson, the poor Swede embarking upon his first ever wet lap of Rye House!

Out of Stadium, and as they flicked left Homewood nosed aggressively through, taking Leach with him. Round they came — Homewood, Leach, Harris, Grice, Gravett — a sizzling start, Andersson, Fullerton and Lane.

Things changed rapidly! Homewood had a small gap, but behind him, Jackie Brown burst through from nowhere, but almost immediately rotated, taking Harris with him. Leach had also gone, with Grice being muscled back down the order! So who was second. Unbelievably it was Nigel Mitchell, who'd had to go through qualifying heats to start at the back. He'd followed Jackie Brown and found himself second, having just finished inside Andersson. Fullerton was about to be passed by Lane and Grice, with Allen, Jackson, Gravett and Weatherley queuing up for a go at passing the rain master, who was patently struggling.

Homewood was looking good — after 7 laps the gap back to Mitchell was 6 seconds. Lane was closing on the young TKM driver and shortly after half distance went through. Gravett circulated by himself in fourth, although Jackson was about to slip past Allen and close in.

And that's how it stayed for the remainder of the 25 laps. Lane closed to within 3 seconds of the leader, although never looking likely to

catch him. Mitchell finished a clear third, while Gravett held off Jackson for fourth. Further back, Richard Weatherley had plugged on well to head the bunch — Allen, Brown, Peter Rossel and Gates — with Fullerton, having been tapped into a spin by Grice, trailing in some further distance back.

1st Martin Homewood, 2nd Alan Lane, 3rd Nigel Mitchell

Second Final

This time it was Mitchell's turn to oil up, but the race had begun before he could restart.

Homewood made the front running from Lane and Jackson, although Brown had made

another stormer to slot into fourth on the opening lap. A lap later and he was second! Showing devastating wet weather speed, he quickly bridged the gap to Homewood and then swept through to lead on lap five. The interesting thing was that Brown was using the new CIK homologated Goodyear rain tyre. . .

Of even more interest was that Fullerton's first final problems seemed due to the fact that he had chosen Goodyears — now Dunlop shod he was beginning to fire up, in fifth and closing rapidly! To be fair though, he had started that first race with totally new, unscrubbed, untested Goodyears — a race mistake. . .

As Fullerton passed Jackson, so Lane pushed inside Homewood. Of all times, Brown's exhaust manifold now broke and he was black flagged off, to end a stirring drive.

Lane now led, but within moments had the discomfort of Fullerton on his tail. Homewood watched intently some yards back, as he in turn fought to stave off the constant attentions of Jackson, who was shortly to slip by and pull out a vital few yards.

Several times Fullerton nosed alongside Lane, but it wasn't until the pair had completed nearly half a lap side by side that the break was made. Through went Fullerton, and despite Lane hanging right with him in the closing stages, the race was over. Behind Jackson and Homewood, Weatherley and Gravett spent fairly lonely races to take the places.

1st Terry Fullerton, 2nd Alan Lane, 3rd Paul Jackson

Third Final

Twenty five laps to go, and with Homewood, Lane, or Fullerton in a position to win, a tense field rolled round as the rain came down in earnest. Jackson's challenge for a place went immediately as he pulled off with a puncture and yet again poor Mitchell oiled up and missed the start.

Homewood again took the early lead and led Lane, Gravett, Fullerton and Bjorn Agren — emerging into contention for the first time — on the opening lap. But again things changed rapidly! Lane's rain-guard wasn't coping with the deluge and with his Parilla gulping water, he slipped slowly away.

Fullerton meantime was looking good, slithering into Homewood's spray, soon to slip by into a permanent lead. Once again, Brown was raising eyebrows as he charged from the back, past Gravett into third — only to cap a frustrating day by spinning away into retirement!

Agren now started to shine, gradually reeling in both Gravett and Homewood, moving into second spot with a lap to go. Fullerton of course was well gone — some six seconds up and cruising to the Championship win that had looked so distant two races previously! Gravett took a lonely fourth while Grice headed Hedburg and a struggling Lane for the next spot.

1st Terry Fullerton, 2nd Bjorn Agren, 3rd Martin Homewood

Final Result — 1981 Global Cup

1st	Terry Fullerton	(GB)	Zip/TF DAP
2nd	Martin Homewood	(GB)	Sprint/Sirio
3rd	Alan Lane	(GB)	Lane/Parilla
4th	John Gravett	(GB)	Zip/TKM
5th	Paul Jackson	(GB)	TKM/Parilla
6th	Bjorn Agren	(Sw)	TKM/TKM
7th	Richard Weatherley	(GB)	Sirio/TKM
8th	Peter Rossel	(Dk)	Dino/Dino
9th	Nigel Mitchell	(GB)	TKM/TKM
10th	Peter Hedburg	(Sw)	Hutless/Yamaha

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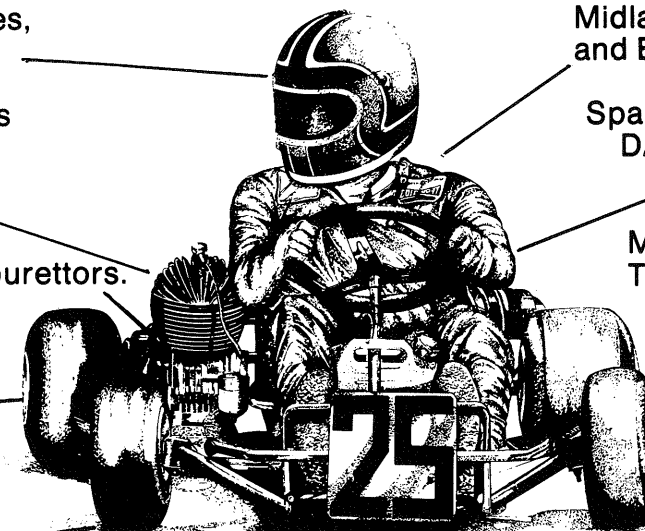
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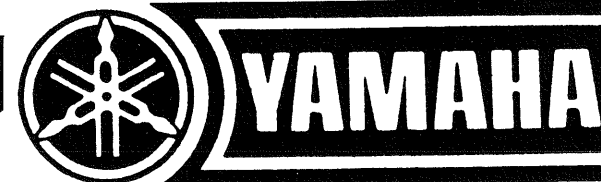
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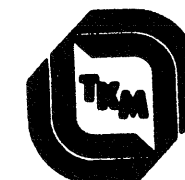
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continued . . .

place for half of the race when Steve Hemming, making up for some indifferent heat performances took over second from Paul, Roger Barrington lost fourth place to Mick Beaumont on lap two only to regain this position five laps later when Mick broke his gear linkage. Nigel Wigg was next home in fifth place. Again in this class, one novice driver, Terry Clayson, finished three heats with a very satisfied grin on his face, unfortunately he shed a chain in the final.

100 National, and Kevin Warner was without doubt the star of this class. This was Kevin's first visit to Ellough in the Senior class and with three heat wins and the final to his credit, could

Golspie

The second meeting in the N.S.K.C. year had an entry of 47, and although the day was a bit cold with heavy clouds ever present, and a rival event at Culgower, there was still quite a large turn out at Little Ferry to see the knights of the small circuit do battle. And do battle they did. The junior members of the fraternity have taken to the long circuit like ducks to water, and are certainly giving the spectators value for money.

100 Junior National

Who would dare to single out any one from among these young drivers as the star of the class? They all give of their best at all times and it is only when one tries too hard and spins off or has a mechanical failure that he falls behind. Local lad Jimmy Sutherland took third place in the final just behind his club mate Alisdair Polson who in second place behind Brian Ewing (no relation of J.R.) in first place, gave a very creditable performance indeed. Hard luck Colin, Kevin and the rest of the boys, no one can say you didn't try.

125 & 210 National

Very interesting indeed, Sandy Taylor in the 125's against such masters as Paul Williamson and Ian Pratt. Sandy put in some very fast times during practice but mechanical failure in the final robbed him of a place. The honours going to Paul Williamson who also won the Hi-Fab trophy. Novice Peter Gray gave a good account of himself and could be worth watching.

The 210 boys had their own quiet battle going on and gave no quarter. First over the line was Alistair Baillie of Elgin, followed by Golspie driver Peter Polson. Again a novice did well in this class knocking up a very creditable 14 points for the day and thereby taking the 'novice of the day' trophy.

100 Junior Britain

Fresh from his successes at Golspie and Boyndie in April, Brian Ross (Dornoch) started very well and had the motor stood the pace, he would have finished well. But this was not Brian's day. Today belonged to Ali Polson who took second place in the 100 Junior National class and went on to take third place in the Junior Britain class. No mean feat when you remember he had twice as many races as anyone else and (I'm sure someone will tell me I'm wrong) must have driven that kart over 23 miles, racing all the way. Nice new Jersey you've got there Ali. Well done also winner Nigel Williamson of Elgin and well done Claire MacArthur, Forbes,

not be anything else than well satisfied. Kevin took the lead from pole position in the final race of the day, Craig Redwood, Ken Minter and Pat Reynolds kept within striking distance for the first six laps until Kevin's pace proved too much for them as he started to pull out a very comfortable lead from Ken Minter, who was leading a closely packed bunch consisting of Craig Redwood, Pat Reynolds and Gary Beaumont. Miles Townsend, one of our usual front runners, retired from the fray on lap eleven and Robert Smith in an uncharacteristic lowly position overdid the approach to pits bend ending up in the tyres.

A very entertaining afternoon's racing, thanks to all our sporting drivers we had no complaints, and many thanks once more to all our hard working officials and helpers.

Roger Barrington

who took second place. We'll see you up front yet Claire.

100 National & 100 National Light

As usual, a very good entry here and with it, very good racing, the honours well shared round the clubs at the end of the day.

A great comeback by George Douglas who was very unfortunate last month, nice to see you standing on the No. 1 spot George. The final as with the heats was full of thrills with no position being easily won. Hard lines Robin McDonald who retired with expensive sounding noises low down in the 'works'.

Our neighbouring county Caithness, was very well represented, a well earned fourth place going to Lenny Bray of Thurso.

250 International

With the non-appearance of Roy Gallant and Sandy Taylor taking a 'holiday' among the 125's, the field was down to four starters.

The first heat went to Les Cranston of Inverness, the second and third going to Bevan Fraser, but not without a struggle, positions continually changing and at one point Alistair Fraser of Lairg put in a very fast lap, 33.33 secs according to my Mickey Mouse (all very unofficial). Then in the third heat he burst a brake pipe and with no back brakes, his front wheels left two black streaks pointing to the gap he made in the bales at the hairpin. Hard luck Alistair, I thought you were going to do it today.

The final was a three man event until 5 laps from the end when Les Cranston's back crash bar sampled the bales at pit corner and Bevan went off after coming out of the bend at the end of the long straight to leave Rod Hill to take the chequered flag.

Clay Pigeon

Again over 100 competitors arrived at Clay Pigeon on Sunday 10th May for the 3rd round of the Club Championships. Practice was held in the pouring rain of the morning and things didn't look too bright for racing. But by the time the first heats rolled out, the circuit was drying rapidly and the sun shone brightly.

210 National, 125 National & 250 International
All the gearbox classes were combined so as to make more interesting racing for the spectators due to the small entries. At the end of the day the winners were as follows:— **125 National, Terry Cunningham Zip/Yamaha, 250 International Chris Berry MJ/Yamaha and 210 National went to Novice driver Guy Brodie Zip/Upton.** Let's hope we see more of the gearbox boys at Clay as the season goes on.

Results:

Junior National

1st Howard Rogers

Junior Britain

1st Adrian Chapman

210 National

1st Ian Jackson
2nd Ralph Howard
3rd John Browning

125 National

1st Boyd Barrington
2nd Steve Hemming
3rd Paul Carter

100 National

1st Kevin Warner
2nd Ken Minter
3rd Craig Redwood

250 International

1st Errol Johnson

A good day's racing. Well done.

C.L. Baird

Results:

Class 100 Junior National

1st Brian Ewing DAP/DAP 770
(who also won the Kevin Catering Rose Bowl)
2nd Alisdair Polson Sprint/K88
3rd Jimmy Sutherland Lane/Unsworth Komet

Class 125 National

1st Paul Williamson Lynx/Yamaha
(Winner of Highland Fabricators Trophy)

Class 210 National

1st Alistair Baillie Shadow/Upton

Class 100 Junior Britain

1st Nigel Williamson Zip/Sisley Arrow
2nd Claire MacArthur Zip/Arrow
3rd Alisdair Polson Kestrel/DAP T70

Class 100 National

1st George Douglas Le Spectre/Arrow
2nd Billy Melville Le Spectre/K80 TT
3rd George Bertram Sprint/Dickson 78

Class 100 National Light

1st Niall Smith Zip/TKM

Class 250 International

1st Rod Hill BP Dino/Smith
Yamaha

Junior Britain

Three heats produced 3 different winners in Mark Jennings MM3/Arrow, Andrew Colson Barlotti/Arrow and Darrell Beasley Barlotti/Arrow.

As the grid lined up for the final it was Darrell Beasley on the front row alongside Mark Jennings. On the second row we found little Kim Taylor Kestrel/Manx, the young lady doing really well throughout the day and getting in amongst the lads for the final. From the flag Darrell led challenged by Mark, Kim, Andrew Colson then came Andrew Reeves MM/Arrow, Neil West Kestrel/Arrow and Richard Marsh Kestrel/T80. By the second lap, Colson had moved into 3rd place behind Beasley and Jennings. But behind these there was little change for the first few laps. Then on lap 5 Jennings again had his hopes dashed as he struck engine trouble and disappeared into



INFECTIOUS DISEASES

Win-mania as Hines takes his fourth Superkart race in a row from, Buttigieg, Elmore, Heerey and Davis. Wooldridge's fifth 125 victory, Newton's third in 210's and another 250 National walkover for Deal. Can they be cured?

Report: Jeremy Huggins

Snetterton on May 9th was another of 'those' days — predictable! — with pouring rain at first, a drying track, and four class winners who could almost have been named before the meeting even started! Long circuit karting has certainly got some dominant characters at present. . .

The Central Kart Club promotion, round five of the "Motoring News" backed Zip Champion of Champions series, saw a slightly smaller entry than usual, the Saturday scheduling possibly taking some of the blame, but needless to say, most of the leading contenders were there, eager to try and knock the current winners off their perch. . .

June 1981

In The Pits

Only a few new bits and pieces in the pits, the most notable being the new 'creation' of Northern character Drew Liddle, on which more later!

Encouraged by improving performances, the AK Dinosaurs, most attractive in gold and orange livery, were expected to offer a strong challenge to be the first to take a win away from the boys in silver. Concerted midweek testing had found improvements, and their pace would be of great encouragement to fellow Yamaha users.

The Richard Grant Aero's of Styrian and Kerkhoven appeared for the first time without reversed barrels on their Yamahas, and also without the nose tabs seen at Cadwell. Both were to prove a step in the right direction.

Equipment within the Hermetite team was basically unchanged, although Buttigieg was running a revised shape nose cone "on test" and seemed very happy with it. In the collecting area behind the pits, a blue torpedo, with Drew Liddle at the helm was warming up just prior to the Superkart practice. Drew's as yet un-named projectile utilises a basic Zip frame, but incorporates a full lie-down sheet alloy seat and a hybrid nose cone with strange little bulges in it — presumably for his feet! The seat is covered with a pretty striped deck chair cover. . .

Newton's Symptoms

John Newton appears to have caught the disease currently suffered by Messrs Hines and Wooldridge — it's called winning, and there is no shortage of people who wish he'd get over it! . .

At least he had to work for it. Although he took the second heat from Bill Longden and Dave Osborne, he had 'dropped' the first. This had gone to Osborne to earn him pole, from Geoff Upton and Mike Gardiner.

As they blasted round for the first time it was "old campaigner" Longden who led, from Dave King, and Bruce Austin, with our man Newton making rapid progress through the midfield. King took over the initiative and towed Longden along, but it was only a couple of laps before Newton was with them, bringing Austin in to the group.

Longden's race was soon to end, but as he fell away, Upton and Gardiner joined the crocodile. This fivesome circulated lap after lap,



The three 210 place-getters tow each other along — Newton (2), King (27) and Upton (50). (Photo: R. Calvert)



continued . . .

containing a member of the concurrently running 250 National final, until with one to go, Newton contrived to break clear.

The Dunstonian Garage backed machine swept home, while the crocodile spread across the track in the final sprint to register an Upton, King, Gardiner, Austin finish. Good stuff!

1st	John Newton	Dunstonian Garage Zip/APV
2nd	Geoff Upton	Hunting Ind. Plastics Barlotti/Manx Upton
3rd	Dave King	Zip/Haywood Upton

The 250 National race, somewhat depleted in numbers, gave evidence of similar symptoms in Gary Deal — a two heat and final runaway by the white giant, just to re-establish who is king of this class.

Roy Dowson managed to stay with Deal for a couple of laps, but then fell away to a distant second, well clear of third man Taylor and 210 engulfed Mark Newby.

1st	Gary Deal	Zip/TVM Yamaha
2nd	Roy Dowson	Aero/Honda
3rd	Tony Taylor	Zip/Honda

Yawn, Roy! . . .

There have been five long circuit 125 races so far this year — including this one — and Boring Roy Wooldridge has won the lot! Peter Hall came close this time, taking a heat from the Merlin man and joining him on the front row.



After third placed Stuart Ziemelis' second lap demise, the pair were left well clear of dicing duo Colin Mills and Boyd Barrington. Further back, a huge ten kart snake was slipstreaming itself, round and round.

Up front, Hall was sticking with Wooldridge, but at just over half distance in the ten lapper, Roy made his break and drove off into the distance leaving his challenger in a lonely second. Barrington was to be in the right spot at the right time to lead the third place duel when it mattered, but further back, 'the snake' was changing composition at every opportunity. Last lap, and Alan Mountain headed the queue home, from Dave Edwards, Nick Carter, Chris Anderson, Paul Ansell and the rest.

Is anyone going to 'cure' Wooldridge before he becomes an addict? . . .

1st	Roy Wooldridge	Zip GP/Merlin Rotax
2nd	Peter Hall	Bassett Dino/BHR
3rd	Boyd Barrington	Bullitt/Merlin Rotax

Hines Struck Too . . .

Martin Hines seems unable to escape the epidemic either, and comprehensive wins in heats 1 and 4 pointed to another likely win to add to three in a row. Heat 1 saw the Hermetite

CLUB SCENE

Summer lee

April

At this point in time last year it was hoped that by now a new circuit would be under construction at Summerlee. It would appear however, that these plans have ground to a halt due to the inability of the Local Authorities to decide whether or not to provide a grant for the new facilities. This in turn means that the proposals cannot be brought before the Sports Council, which meets only four times per year. For some time yet, therefore the prospect of seeing a new circuit at Summerlee this year seems fairly remote.

As the Junior Britain drivers lined up for the start of the first heat the sun burst behind the clouds to set the scene for a clear, bright day and some hard racing.

Junior Britain/National

The first heat saw Evelyn MacRitchie lead the field from the start, being challenged strongly by Craig McWilliam who slithered into the tyres on lap 3 whilst attempting to overtake. John McDonald took up the chase from here but was unable to pass. Heat 2 saw John McDonald in fine form taking the flag followed by Mark Abbot whilst Craig McWilliam retired on lap 6 with needle valve seating problems. Heat 3 was an exciting affair with John McDonald and Craig McWilliam fighting all the way. McDonald finished first, pipping McWilliam at the post with McMorine following closely behind. A rather harassed Evelyn MacRitchie rolled into the pits, her brake pads on fire as a result of a broken throttle linkage, requiring excessive use of her brakes. McDonald was on pole for the final, again providing some fine sport with McWilliam who finally got it all together to take the flag, leaving McDonald to take second, followed by Paul Gordon. As usual, the Junior National races were run simultaneously with Junior Britain. Unfortunately, this class always seems to attract a rather poor entry at Summerlee and only two drivers were entered. Ian Cope won all three heats and the final, which Derek Masterton did not complete.

100 National

Lady Luck was, unfortunately not with Louie Di Resta and Tony Donaghue during the course

of the day, both suffering engine failure as a result of grit-contaminated petrol purchased from the same supplier. Donaghue tried four different carburettors in an effort to find and cure the fault, but still managed to seize two engines.

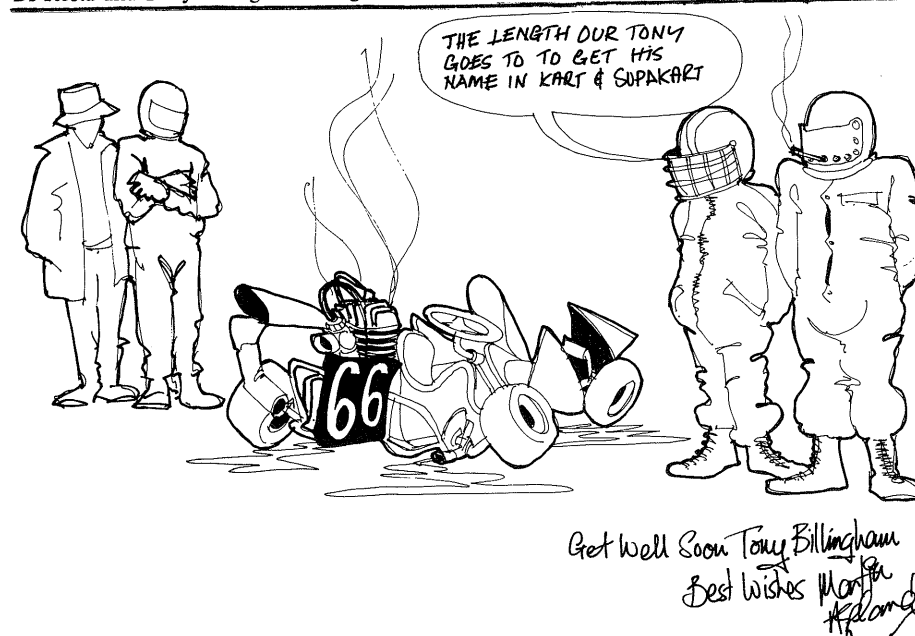
The 1st heat opened with Donaghue and Di Resta struggling for the lead until Di Resta blew his first engine, leaving Alan Brown to take up the challenge, pushing Donaghue all the way to the flag, followed by John Tickle who in turn was being pursued by the black plated Jim Forsyth. Heat 2 was again won by Donaghue with novice Jim Forsyth denying Paul Fairley second place. Although running as a novice, Forsyth is no newcomer to karting, having represented his country racing on the Continent for the National Team under the Junior National flag some years ago, before his premature retirement. He has since returned to racing and is at the moment running under novice plates. Heat 3 saw Louie Di Resta blowing his second engine during the heat and Donaghue changing his engine at the end of the heat for the final. John Tickle won the heat with David Crofts taking second place, followed by Forsyth. Pole position for the final was occupied by Forsyth, but Tickle overtook immediately to lead and win, leaving Wilson to take third. Donaghue found himself joining Di Resta behind the barrier spectating, following the seizure of his second engine, to watch the closing stages of a finely fought final.

210 National

It would be nice to see a bigger entry in this class as there is a great deal of potential here for some highly competitive racing. With only six entries there was still some good racing with Andy Whitefield winning all three heats and also the final. Stoddart and Gordon fought for second place all day but Stoddart proved to be the stronger of the two, taking second in all of the races. Gordon was third in the 1st and 2nd heats and final but only Whitefield and Stoddart finished the 3rd heat.

Results:

	Junior Britain/National		
	1st	Craig McWilliam	Sprint/Arrow
	2nd	John McDonald	Kestrel/Ace Hewland
ue	3rd	Paul Gordon	Zip/Hewland



100 National

1st	John Tickle	
2nd	Jim Forsyth	Sisley/Parilla
3rd	Gordon Wilson	BM/TKM

210 National

1st	Andy Whitefield	Barlotti/AWS Upton
2nd	Bill Stoddart	Barlotti/Upton
3rd	Jim Gordon	Sprint/Upton

Obituary

I must intimate with much regret that on the night of the 17th April Alan Brown, of the W.S.K.C. tragically lost his life in a road accident. Alan, almost twenty one years old, was a well known and immensely popular 100 National driver and is greatly missed by his many friends and racing colleagues alike. One of a very close-knit circle of karting friends, his jovial nature and endearing personality will be irreplaceable. Our heartfelt sympathy must go out to his parents and family, and on behalf of all the club members and friends, we hope and pray that his girlfriend Marie, who was seriously injured in the accident, will make a full and speedy recovery.

Ian MacRitchie

Ellough

April 17th

Good Friday's meeting at Ellough attracted a well balanced entry in all our usual classes. Drivers were pleased to see our first stage of resurfacing had been completed, a very smooth job thanks to our local E.R.A.T. road surfacing experts.

The Juniors were competing for our extra special trophies this month and young Howard Rogers from Bishop Stortford was showing his superiority by winning all three heats plus the fifteen lap final. It took Howard just three laps in the final to take over the lead from Ian Saville, once in front Howard increased his lead with each lap to take first place with ease. Adrian Chapman and Darren Gibbs took the first and second places in Junior Britain. Colin Duncan looked a likely winner in this class until lap seven when he coasted to a disappointing halt with plenty of engine left but no drive. Our one and only novice, Steven Webb, completed a reliable afternoon's racing and was presented with a bottle of bubbly for Dad.

210 National attracted several new faces this month. Colin Poole came home winner of the first heat, the remaining two heats were claimed by Ian Jackson. John Browning took an immediate lead in the final, closely followed by John Sapsed and Ian Jackson, lap two and Jackson was through to second, lap four and he had taken over the lead steadily increasing the gap to second placed man with each passing lap to finish well ahead of Ralph Howard who had worked consistently through from fifth place to take over second spot on lap eleven. The last three laps developed into a great duel for third place between John Browning and Ken Austin, with John taking third by a whisker.

125 Nationals were completely dominated by club champion, Boyd Barrington. Driving an experimental Bullitt SR82 chassis, Boyd lapped all but the first four drivers in the fifteen lap final. Paul Carter held a well deserved second

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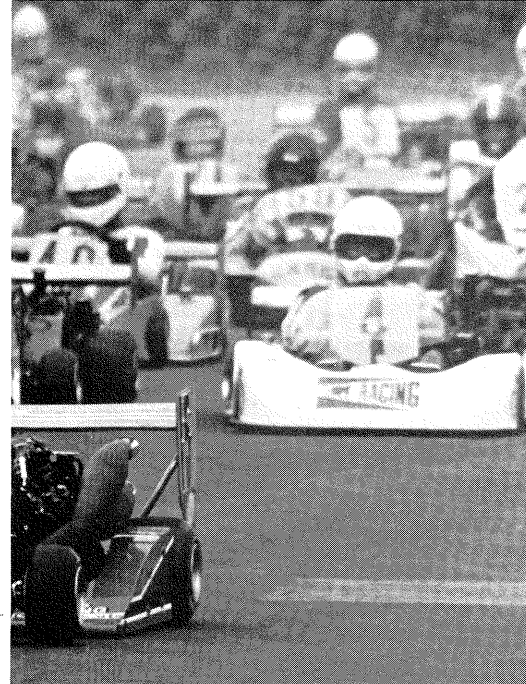
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Above: The Superkart final rolls down to the start — Elmore (15), Stylin (99), Smith (69), Goy (3), Dixon (41) and Heerey (4). Top right: Richard Dean (32) and Mike Goy (3) are gradually reeled in by Reg Gange (10). Right: 250 National front-runners — Gary Deal (1), Mark Hey (144), Mark Newby (119) and Paul Taylor (111). (Photos: R. Calvert)



team leader followed home by team-mate Buttigieg and Rae Davis, revelling in the damp conditions. The heat 4 win came after a devastating start from the back row saw Hines round Fish at the first corner to lead. . .

Between these two heats, John Ball had reduced the 200 yard lead of Steve Stylin to take a last gasp heat 2 win, with Jon Dixon third. Paul Elmore led all the way in heat three, with Chris Lambden similarly stationed in second, John Ball coming through to relieve Richard Dean of third on the last lap.

And so the front row contained some big guns — Hines, Ball, Stylin and Elmore — with those who had dropped a heat — Buttigieg, Gange, Fish and Davis notably — back on the seventh or eighth row.

Stylin got the power down first, but Hines reached the first corner in the lead with Smith and Elmore looking good as they wound out onto the back straight. Elmore was clearly in no mood to sit back and to everyone's amazement, towed past both to lead into the esses. Behind these three Stylin was clearly in trouble and was swallowed up by the chasing pack.

Round Coram, and Hines poked the silver nose through to lead as 60 whining two-strokes

Behind the front three, Alan Mountain (9) led the 125 bunch from Dave Edwards (25), Nick Carter (GP) and Paul Ansell (6). (Photo: R. Calvert)



whistled by the pits to complete lap one — Hines, Elmore, Smith, Ball, Heerey, Lambden, Dixon, Merritt, Jones, and Buttigieg, already through the midfield with Davis in tow.

Within yards things changed dramatically. Smith seized and coasted to a halt and Merritt made a suicidal attempt to outbrake both Dixon and Lambden. When the dust settled, Dixon's machine was written off against the barriers, Lambden rejoined ¾ lap down with fibreglass in tatters, and Merritt had demoted himself down the order. And the race was still only a lap old! . . .

Elmore was still hanging onto Hines as they appeared for the second time, while Ball, Heerey, the dynamic Buttigieg, Jones, Davis

and Goy followed in line astern. Ball's race, however, was about to end, a heavy misfire sending him down the charts and into the pits a lap further on.

Hines continued on his way, Elmore remaining handily placed, while Buttigieg now led the bunch, some distance back. The laps rolled by, Elmore now fading just slightly with an inoperative clutch, but still far enough clear of Buttigieg to retain second. Heerey, Davis, and Jones looked established in the places, although Fish was about to emerge from a bunch headed by Dean and Goy to challenge — and pass — Jones as the laps ran out.

A lap to go, and Hines was miles ahead. Back down the road, Elmore's left rear tyre had deflated and Buttigieg swept by into second. The gap back to Heerey was enough to enable Paul to three-wheel home third, while fifth was reward for a plucky drive by Davis.

Stocksigns team driver Peter Brown had survived a nasty moment after spinning on the exit of the pit chicane. Julian Burleton, following behind, had hit the spinning machine rolling it spectacularly. Brown was fortunate to escape with bruising, a grazed arm, and a flat-spotted Simpson! . . .

1st	Martin Hines	Hermetite Zip/Zip Rotax
2nd	Dave Buttigieg	Hermetite Zip/Zip Rotax
3rd	Paul Elmore	AK Dino/AK Yamaha
4th	Brian Heerey	WPT Zip/Rotax
5th	Rae Davis	Car Colours Zip/Merlin Rotax
6th	Calvin Fish	AK Dino/AK Yamaha



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It's funny that part of Chris Merlin's column last month should have been devoted to reminiscing about the strange lay-down kart used for record breaking attempts in the early sixties, because without prior knowledge I had planned to chat about karting speed record attempts this month! Those of you with long memories will remember that the actual kart mentioned by Chris (which subsequently achieved more than 130 mph at Monza driven by Livio Bolis), was basically a standard chassis, elongated to allow the driver to lay full length in it.

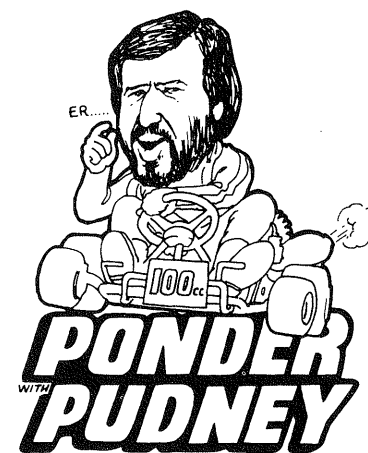
As a conventional steering column could obviously not be utilised, steering was effected by the use of an interconnected tiller mechanism controlled by 2 short bars which the intrepid driver pushed with his right hand and pulled with his left to turn left, and vice versa to go right. The driver's legs were supported out of the back of the frame, and he operated the throttle and brake with toe clip type pedals. The whole machine was given a purposeful look by a glider canopy which was attached to the front, covering the driver's arms and which acted as a windshield.

When I saw the machine I can remember being very excited about the whole concept, but never realised I would get the chance to drive it! As you may remember from one of my early K & S columns, I found the chassis hanging on the wall of the BM factory during one of my visits with David Ferris who was then the works BM driver. My enthusiasm to have a go soon evaporated when I tried the thing for size, to find about an inch of play in the steering, various cracks in the welding and appalling workmanship in the general construction! And I was assured, this was just the way it had been used for the world record attempt. That man Bolis was a hero!!

Anyway, if someone wants to generate some publicity for themselves and for the sport of karting, all they have to do is to arrange for an authentic attempt at the World Speed Record in a kart. I don't actually know what the official World Record is, or whether it in fact exists at all, but whatever it is, it must be up for grabs. Any attempt on any World Record always creates publicity because the public love a record breaker — just look at the success of the "Record Breakers" TV series and the Guinness Book of Records to see what I mean. The Press and public are always particularly interested in attempts on any speed record because of the danger element. Just imagine the headline — "Go Kart Tops 200 mph"! Yes, it must be possible. With speeds of 140 — 150mph achievable from a good 250 under normal circumstances, surely the magic 200mph wouldn't be that difficult, from a properly prepared machine.

I have deliberately left the "Go" in my headline, because like it or hate it, Joe Public still doesn't know what *kart* racing is, but does understand "go karting", and if the attempt were to get media coverage the Press would

naturally fall back on go karts as the example. But the very fact that a "go kart" was going so fast would do a lot to dispel the kids stuff image. So there it is, what do you think? All you need is a suitable venue, (probably the most difficult bit), accredited officials and timekeepers, the right equipment and some sponsorship. Anyone the remotest bit versed in presentation, with a bit of "Bunny", won't find that at all difficult.



on: Record breaking Maniac drivers The hardy perennial

One last thing though, I really reckon that the attempt should be made with a basically conventional kart — perhaps a lay-down, but in a reclined conventional position (not the extreme on-your-stomach variation of the 60's record breaker), because a conventional lay-down would be easier to build and secondly would look more like a normal kart.

Whilst digging out old memories of trips to Italy with Dave Ferris, I must tell you about a memorable ride I once had from the BM factory at Piacenza to the nearest test track, (usually about an hour's drive) in the BM factory VW van driven by no less a person than Giulio Pernigotti, who at that time (1967) was regarded with about the same esteem as Goldstein was 5 years later. Having travelled with both the Directors of BM previously and used a couple of my 9 lives in the process, I unwisely thought that Pernigotti in a VW van must be a safer bet than either of the maniac Directors in their Mercedes. How wrong I was!! Pernigotti was driving, one of the mechanics (still around the Italian team to this day) was in the passenger seat, and I was in the back amongst all the karts and spares, in fact sitting on the engine cover. Frankly at first I thought the throttle

had stuck open, because Perni just didn't slow down for anything. Piacenza's dense traffic was totally disregarded, any car in the way was hooted viciously and if it didn't give way instantly was overtaken on any side — up the pavement, over traffic islands — it just didn't matter, as long as progress was achieved. I thought that was bad, but when it came to the main road . . . words almost fail me to describe the journey. The road to the track was a densely trafficked 2-lane trunk road, virtually straight, with a rough unmade cycle track cum pedestrian walkway on either side. As the road was a main thoroughfare between industrial towns most of the traffic was heavy lorries, usually towing trailers. They maintained a fair old speed, probably about 60 — 70mph, with very little margin for error between the opposing streams. As you will have guessed, the 60 — 70mph gait of the lorries was much too slow for Pernigotti who seemingly had to maintain absolute maximum velocity in the VW van or lose face.

His method of overtaking was this. He would swoop out to overtake the lorry in front, but as it was usually towing a long trailer and was only doing 5 to 10mph slower than us, this was a long job. With all the VW lights on, he would then put his hand on the horn hoping the driver would pull over and put one set of wheels in the rough cycle track to make way for us. This manoeuvre on the part of the first lorry driver was very necessary, because coming the other way would be a similar lorry travelling at a similar rate of knots, with 2 sets of wheels in his cycle track to avoid making a "VW PUD-PERNMECHNOTTY" sandwich! Each incredible incident was accompanied by the hiss of air brakes, the noise of one meagre VW horn and 2 big lorry 1,000 decibel, you-silly-idiot, blaxon type air horns. At first I thought Pernigotti had misjudged things a bit, but as time went on I realised that this really was how he got along. To make matters worse, at the end of every such manoeuvre, the Italian mechanic would turn round, give a huge smile, make a thumbs up sign, and say "Va bene Giovanni?" (Translated: "He's going well, eh John?") . . .

At the end of the journey, I had actually drawn blood from the palms of my hands from hanging onto the interior side supports of the VW, leaving scars that are there to this day. Ferris summed it up best when he arrived some 20 minutes later (having left ahead of us!) The usually calm unruffled David said "Enjoy the drive, eh John? I've only travelled with him (Pernigotti) once, and I thought he was looney." Those that know Dave Ferris, will know that if he reckoned Perni was looney, he was LOONEY!!!

I would not like people to think that I am waging a one-man personal war against Rye House, and having already devoted a fair few column inches to the subject, I am almost loathe to raise it again. However, after recent events I must, once again air my views.

Firstly I must point out that Rye House, whilst perhaps not being a *perfect* track, (it's perhaps too short to cater for a World Championship status event), comes pretty close to it in other respects — it's close to London with good communications; it's always superbly presented, with freshly cut grass and flags etc; it's terrific for spectator viewing; it's got a tremendous karting "heritage" and history, having produced the vast majority of the best British 100cc drivers; and the canteen ladies' produce easily the best bread pudding I've ever tasted!! But, and it's a big but, because the track has got so much going for it in these directions, the senior man running the Club seems to think that it can be run in his dogmatic way, and drivers and spectators will just accept it. Sooner or later the worm turns, and after events at the Global Cup, I got the feeling

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continued . . .

that Rye House have lost a lot of friends permanently, or at least until the regime changes.

I was standing by at the impromptu drivers' meeting convened to discuss noise penalties incurred by various drivers in timed practice and was horrified. What on earth did the poor Scandinavians think, let alone any other spectators, of the sight of the guy supposed to be running the meeting delivering a tirade to everyone, and actually admitting he was wrong in front of everybody, then refusing to do anything about it!! I did not enjoy the verbal confrontation which developed between Terry Fullerton on behalf of the drivers, and Reg Deavin, but by gum it was necessary, because Reg seems to feel that the only way to exert his will is by shouting. I suppose in many respects it works — people won't shout back! Terry did,

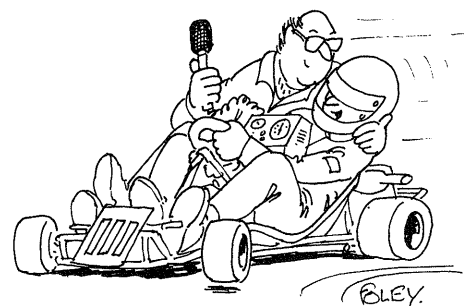


and I'll tell you what, he won, but only after such a fight as to remove all the spirit from the meeting and only then because RAC Steward Tony Temple took a strong hand on behalf of the drivers. At one stage, in an attempt to compromise, the drivers proposed acceptance of the huge time penalties if the penalty points, that had to be carried through all finals, were scrapped. These meant that even if they won everything from the back of the grid, those with the larger penalties could only come 6th!! In other words there was no point in racing, which is what seemed likely at one stage.

The other main grouse was that rules were basically being made up as they went along — if the noise readings had been taken 100% in accordance with CIK regs., there *could not* have been any argument. Whilst one protest was upheld, it did not necessarily mean that other people were excused exactly the same 'crime'. You all know how much I abhor protests, but in this case I can honestly say I would have taken the drivers' side had it been anywhere else in the country. The point is it didn't *need* to happen and probably would not have happened anywhere else!!

At the height of the furore, circuit owner Doug Jest, for whom I have a great respect, turned to Chris Lambden and said "I expect you're enjoying this!" I can tell you Doug, on my behalf as well as Chris's, we did not enjoy it, and neither did anyone else, but if you are to prevent it happening again, as is in your power, you must, *must*, do something about the Senior Officials who run the Club.

Unfortunately, still on the subject of Rye House, you may have heard that the Club saw fit not to put themselves out to try to hold the critically important televised meeting in mid-August. The reason given was that Club Officials would be too busy with two other meetings in



SURELY THERE'S GOT TO BE AN EASIER WAY TO TAKE A NOISE READING?

the month! Frankly, as the most important single factor preventing karting becoming more popular is lack of public awareness, and any publicity must be great for the sport, I would have thought that any Club worth its salt would go out of its way — even cancel its Club meeting, to make way for a televised meeting. Any Club member, although they might moan a bit, would realise the importance of a televised meeting. The Club with the "overworked" Officials obviously thought otherwise and the event was allowed to die. . .

. . . well almost. Thank goodness for Martin Hines' entrepreneurialism (try spelling that, let alone pronouncing it!!). Martin, hearing about Rye's lack of interest, managed within 48 hours to arrange for the TV coverage, to be transferred to Donington in June (see *Just Heard*), so the TV public will have their first real taste of Superkart racing. That must do the sport a hell of a lot of good — I can't wait!! . . .

J.P.



Top: Sparks (72) and Ross-Johnson (36) head the Wombwell final into the first corner. Above: Warner (54) came from the back to relieve Homer (67) of fifth in the dying stages and keep his title hopes alive. Below: At Wombwell, Sutton couldn't quite match his fine fourth from Felton. (Photos: D. Smith)



On to the finals, starting with the 'C' Final. On pole was Dave Spence driving a Sirio/DAP with Mark Sayer alongside, but after one lap it was Terry Lilley in the lead, a position he did not relinquish. Dave Preston had second spot for ten laps but Malcolm Clark came by and also Neil Douthwaite. By the last lap, Dave had been relegated to fifth position, the last 'B' Final qualifier being fourth man Peter Christo. Roger Moth also failed to make the 'B' Final after a spectacular spill on Pit Corner early in the race.

Next the 'B' Final. There were many well known names in this, one being Mark Tredwell, having a poor day on his A.K. Dino. Mark's race finished on lap six with what looked like brake failure. On pole was Ian Murphy, alongside Mike Ballantyne. At the end of the first lap it was Murphy, driving a Wilson Premier, followed by Ballantyne. These places remained the same until lap seven, when Murphy collided with a back marker who was pushing off on the racing line! This left Ballantyne in the lead, but Paul Carr and Nigel Edwards were pushing hard on his heels, with Kevin Warner in fourth. On the last lap the positions changed, with Carr taking the flag followed by Edwards, Ballantyne and Warner. All four knew what the position was and just kept it clean for their positions in the 'A' Final! Fifth spot went to Peter Christo who had worked hard to get there, considering he

had qualified from the 'C' Final, and another unlucky lad in sixth, Ian Murphy.

Now the main Championship Final — it took three warm up laps to get this one away. Straight into the lead went Ashley Sparks. Ian Ross-Johnson tried a move at the hairpin on the first lap but Ashley wasn't having it — this was his race from the word 'go', his luck being out at Felton, but not here! In second spot Ross-Johnson was followed very closely by Graham Waldron.

On lap four the fourth place man, John Knell, locked his brakes and off the track he went, leaving his place to Simon Sutton, fifth man being Neil Hann. The first three places were the same.

After ten laps Ashley was looking a very safe first, some five seconds in front of Ian Ross-Johnson, his Zip 981 handling well and his Parilla sounding sweet. Waldron in third was pushing Ross-Johnson very hard, but no way could he get by. Neil Hann claimed the fourth spot also on lap ten.

At half distance the first four were the same but in fifth appeared Paul Knapfield driving the Sprint/Sirio, followed in sixth by Wayne Homer. After twenty laps Ashley was some seven seconds in the lead, from Ross-Johnson and Waldron, still neck-and-neck. Hann was in a somewhat lonely fourth. Knapfield went missing and left a good battle for fifth and sixth between Wayne Homer and Kevin Warner, Kevin getting the better. For the last ten laps the positions remained the same with Sparks way out on his own, seven seconds at the flag followed by Ross-Johnson, getting the better slightly of Fullerton's man.

Six seconds later came Neil Hann with Kevin Warner fifth, closely followed by Wayne Homer in sixth.

A truly outstanding drive from Sparks, considering he finished with a broken piston for the second time in the day! Zips must also be pleased by this performance — maybe some new tyres for Ashley? His engines were the fastest there and his mechanics Paul Jackson and Mike Mulhearn must also be worth a mention. Kevin Warner did very well to finish fifth after qualifying from the 'B' Final, to keep his Championship hopes well alive.

The trophies were outstanding — the winner's looking like the F.A. Cup, complete with Wombwell champagne and the meeting was run first class by the South Yorkshire Kart Club.

John Marshall

Results:

Round Two RAC 100 National Championship			
1st	Ashley Sparks	Zip 981/FRED Parilla	
2nd	Ian Ross-Johnson	TKM/TKM	
3rd	Graham Waldron	Zip 981/TF DAP	
4th	Neil Hann	BM/MM Arrow	
5th	Kevin Warner	Reema/Hewland	
6th	Wayne Homer	Gillard/Komet K80	

RAC 100 NATIONAL CHAMPIONSHIP

With one round to go at Clay Pigeon, August 16th, leading points scores are:

Ian Ross-Johnson	30
Kevin Warner	24
Paul Carr	21
Ashley Sparks	21
Graham Waldron	21

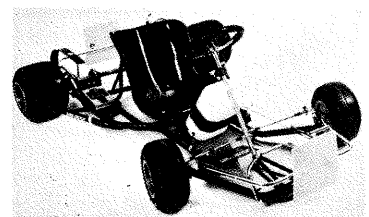
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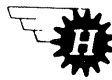
1st 20, 2nd 15, 3rd 13, 4th 12, 5th 11, etc... All finalists earn 1 point.

The title is thus wide open, about the only certainty being that a new 100 National RAC Champion will be crowned.

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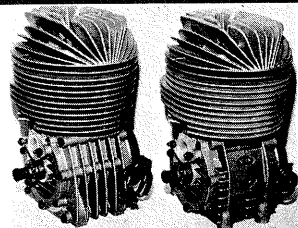
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continued . . .

As the laps ran out, Carr remained well clear of team-mate Ross-Johnson, while the aggressive Warner pushed past Sutton on the very last lap to snatch third. Edwards hung on to fifth, while Scotsman McCallum completed a good drive for sixth. Ian Davison led home a recovered Waldron, while Murphy and Elliot completed the top ten. Sparks had crossed the line fifth, but suffered the mortification of weighing in light ...

Results:

Round One, RAC 100 National Championship

1st	Paul Carr	TKM/TKM
2nd	Ian Ross-Johnson	TKM/TKM
3rd	Kevin Warner	Reema/Hewland
4th	Simon Sutton	Gillard/Parilla
5th	Nigel Edwards	Zip/DAP JM

Sparks Fly . . .

The day belonged to one man, Ashley Sparks, on form all day, winning all his heats, plus the final ...

Starting with the heats, twelve in all, a run through just to see how the drivers got their final grid positions. That man Sparks took the first heat after passing Nigel Edwards at the hair-pin. Ashley also won heats five and nine, all in devastating form.

The other man winning all his heats was Ian Ross-Johnson, driving the works TKM/TKM. He won heat two from Peter Christo, (his team-



Junior Britain action at Felton: Graham Kershaw (41) heads Jason Plato (6) and Darrell Beasley (4). (Photo: V. Heslop)

mate Paul Carr seized his motor while lying second on lap four). The next heat he won was heat six — Kevin Warner lead this for seven of the ten laps but spun out while leading comfortably. Nigel Edwards came second from the back row of the grid. Ian also had a flag to flag victory in heat eleven.

John Knell was also having a good day, with

a first, second and third places through his heats, which gave him grid three in the 'A' Final. Graham Waldron also had good heat places, with three seconds (every time finishing behind Sparks) that gave him grid four for the 'A' Final. Others having heat wins were Simon Sutton, Pete Elliott, Ken Churchill, Malcolm Clark and finally, Paul Carr.



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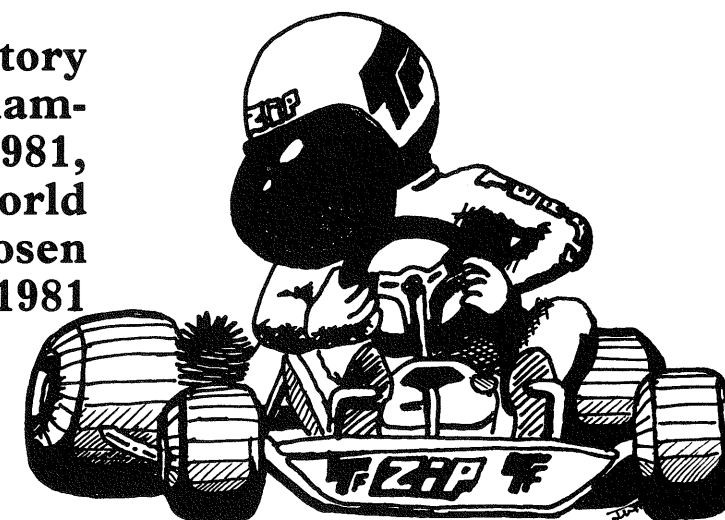
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THREE IN THREE....

The 1981 RAC 100 National Championship series has eventuated as a classic example of mis-programming. Three rounds in three weeks — plus one in August . . . We follow the three week circus that finds Ian Ross-Johnson the man to beat with one round to go.

The Weather Wins

Round One of the 100cc National Championships at Dunkeswell (sponsored by "Strand Glassfibre Ltd"), had all the markings of a first class event. The top names in this class had entered, and although only 69 drivers turned up, quality made up for quantity.

When everyone awoke on Saturday morning they found the circuit covered in slush and ice. For a long while it looked like there would be no racing, but after a slight thaw had turned the slush to water and a strong wind had dried the track, the club and R.A.C. stewards pronounced it fit for racing.

Then the fun started! The drivers wanted to hold a meeting to decide if they should race or not. Some said it was too cold, or too wet, and a small minority wanted to go home. But after a club steward accused them all of 'going soft' they quietly went away and got ready for practice ...

20 minutes later and we were being treated to some hairy racing from those who didn't complain. The heats didn't start until 2.45pm on a dry circuit but with an icy 30 - 35 mph head wind.

Nigel Edwards (Zip/DAP) won the first heat from a pole start, easily beating Ian Ross-Johnson, with Kevin Warner third.

Heat 2 went to Steve Carvill's (ART/ART Arrow) outfit. 1980 champion Mark Tredwell got stuck in mid-field and couldn't get out. Neil Hann (B.M./Arrow), made a magnificent charge through the field from 22nd to 7th, equalling the lap record.

Heat 3 and another high speed train soon developed, much to the horror of the lap scoring teams. Paul South (ART/ART Arrow) scraped across the line from a hard chasing Paul Knapfield and Wayne Homer. Another great drive, this time by Graham Waldron (T.F./Dap), who came from 18th to 5th.

Gary Prior (Cobra/Hewland), took heat 4 from Brian Parias, but the short 8 lap race saved them both from Ashley Sparkes who sprinted his way to third spot, equalled the lap record and would have caught the leaders had the race been 4 laps longer.

Race 5 and former International Tony Rippacandida looked certain for a win until he spun on the back stretch taking second place man Paul Knapfield with him. This left 'rising star' Kevin Warner (Reema/Arrow) with an easy win from Colin Deavin and Ken Minter.

Races 6 and 7, and the weather started to break up. Lap times fell as the cold and damp got worse. Paul Dennis (Zip/Parilla) won race six from Paul Carr and Mark Tredwell. In race seven Karl Murphy (Premier/TKM) won, from Brian Parias and Stephen Burt third.

Race 8, and the weather cleared again, the

sun shone (just) and it shone on Ashley Sparkes. He roared away from Ian Williams and Kevin Warner, then equalled the lap record yet again and still appeared not to be trying.

Race 9 lined up on the dummy grid, but that was as far as it got! As soon as the starter's green flag went out, so the snow started, and that was the beginning of the end. The day finished with only these eight races, as within 10 minutes of the snow starting everything and everybody was 2 inches deep in snow ...

Sunday morning and the snow was still falling and with a 40 to 50 mph wind drifting snow across the circuit that was the end. So a sorry finish to what would have been a most exciting first round. But by judging by their performance on Saturday I'd like to lay odds that there will be a new champion this year, and he'll be driving a Reema/Arrow outfit and will have been a champion once before. Any guesses who? And if he does win remember you heard it here first.

Martyn P. Vicary

Carr's First Round

The circus shrugged off the snow and met again six days later, some 500 miles further north — engines having been rebuilt in the meantime.

Saturday's heats passed without too many upsets, although defending Champion Tredwell was clearly struggling and would qualify via the 'B' final, as would 1980 runner-up Knapfield. London's Paul Dennis, a heat winner at Dunkeswell, was involved in one of those terrible looking end of straight cartwheels and was in fact hospitalised for a few days with two cracked vertebrae. However, he is now up and about and well on the way to recovery.

Before the main final, the Junior Britain field — for whom this was the first round of their RAC Championship — came out for their final.

Martin Prior survived the damp conditions best to lead home Steve Murphy, Jason Plato, Mark Beddall and Scott Banks.

1st	Martin Prior	Zip/Arrow
2nd	Steve Murphy	Sprint/TKM
3rd	Jason Plato	MM3/Arrow

And then out came the big guns for the Championship final. The rain had stopped, but the track was still wet — so it was wet tyres all round.

The 25 finalists lined up as follows:

Waldron	Christo
Marsden	Sutton
Ross-Johnson	Hann
Carr	Edwards
Prior	Warner
McCallum	K. Murphy
N. Davison	Lilley
Sparks	Burr
Tillett	Elliot
I. Murphy	Clark (D.N.S.)
Knapfield	Homer
Ballantyne	Tredwell
	Di Resta

Waldron led as the field slithered down the back section, with Marsden and a rapid starting Carr leading the ball of spray that followed.

For three laps Waldron ran the gauntlet, but then his two pursuers slipped through, signalling a gradual slide down the chart for the former leader — apparently well over-gearred. Meanwhile the excitement and tension was at a peak, with no less than 15 machines nose-to-tail at the front, and nobody prepared to give an inch ...

The lead changed again on lap 7, when the unfortunate Marsden went straight ahead at the last chicane — with, of all things, a seized front wheel bearing. With a clear track, Carr now began to put space between himself and the bunch ...

... who were still hard at it. Ross-Johnson slipped past Sutton to challenge Waldron, while behind them Warner and Edwards were scrapping for fifth.

Sparks was making good progress from grid 16, moving in behind the Edwards/Warner duel at around half distance. As Edwards operated his throttle manually — the cable broken — Sparks moved into fifth. Waldron had suffered a quick spin, but restarted quickly. ▶

Round 'one' — Felton. Carr (5) searches for a way past the ill-fated Marsden (83). (Photo: V. Heslop)



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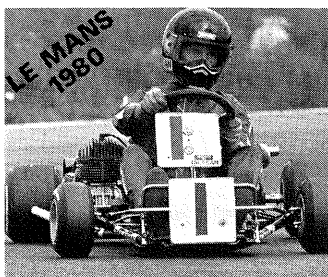
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KERKHOVENS **SPLASH**

Saturday and Sunday the 2nd and 3rd of May saw one of the rare two day events at Little Rissington, in the shape of the opening round (of two) of the Short Circuit Gearbox Championships. A fairly respectable entry assembled, comparable with most long-circuit meetings, although many of the 250 International long circuit "specialists" were of course absent.

The characteristically bad weather hit the second day, and the 25 lap finals were run in conditions varying from damp to deluge ...

Most of the expected runners had made the front rows of the 125 National grid, with pole going to Merlin Trackspares man Keith Bishop with a consistent two seconds and a third in his heats. Next on the line-up came Peter Hall, Derek Price and Boyd Barrington, with defending Champion Molloy on grid 5.

Tim Parrot made a blinder from the third row, bringing Stuart Ziemelis with him, the pair slicing round Bisp to lead the crowded field through at the end of the first crowded lap, with Eddie Cortijo, Hall and Price hidden in the spray. The No. 1 plate of Molloy came through well down, having fallen victim to the conditions ...

Twenty four long laps to go, and the two leaders circulated together for lap after lap until three quarters distance, when suddenly Parrot slowed and stopped, handing a substantial lead to Ziemelis. Holding a secure second, back amongst a bunch of lapped karts was Bisp, with Cortijo a lonely third and Hall well back in fourth.

Nothing changed as Ziemelis splashed his way to a clear victory, with pretty well all the placegetters mingled with lapped and doubly lapped runners.

1st	S. Ziemelis	Aero/Haywood Rotax
2nd	K. Bisp	Zip/Merlin Rotax
3rd	E. Cortijo	Lynx/KTM
4th	P. Hall	
5th	P. Jenkins	Barlotti/Maico

The 210 National category was completely dominated by Mark Allen and the Bassett Dino. Three heat wins put the 1979 Champion on pole and from the moment the flag fell, the race was over.

In the appalling conditions, no-one seemed able to make much impression on the field and there were no great changes up the field — with the possible exception of a fine drive (from the B final) by Randall into the eighth overall.

Around lap fifteen, Alan Cheetham finally got the best of Duckett and moved away into a clear second, leaving Duckett to fight out a soggy third with Wall and Longden.

Allen, meanwhile judged his race well, and in the end coasted to a win that was virtually never in doubt.

1st	M. Allen	Dino/Allen
2nd	A. Cheetham	Barlotti/L. Villiers
3rd	M. Wall	Zip/Villiers
4th	E. Duckett	Zip/Villiers
5th	B. Longden	Barlotti/Villiers

Kerkhoven takes round one of the RAC Short Circuit Gearbox Championship from Aero team-mate Dalgarno, and Allen. Ziemelis takes the 125 points, Allen the 210 gold, while Cortijo bags the 250 National race. A wet, wet day at Little Rissington.



Top: 210 winner Allen (25) led the 250 International final, but had to give best to Kerkhoven (11). Above: Pleasant surprise of the same final was the drive into second by Scotsman Sandy Dalgarno. Below: The 125 final went to Stuart Ziemelis after Parrot's demise. (Photos: Nigel Birton)





1st	E. Cortijo	Lynx/KTM
2nd	T. Allen	Barlotti/Honda
3rd	B. Phair	Aero/Bultaco
4th	P. Klaassen	Crusader/Bultaco
5th	T. Clewes	Bullit/Bultaco

The 250 International entry was perhaps a little down on expectations with 20 Yamaha powered machines facing the starter.

Mark Allen scooped pole with two wins and a second — his only defeat at the hands of Paul Elmore, who had dropped his first heat, to put him on the second row. Former double Champion Rob Kerkhoven lined up alongside Allen, with Jon Dixon's Lancer occupying grid 3, next to Martin Poole's Aero.

Elmore's first lap do-or-die took off himself, Dixon, and Harvey, eventually resulting in the black flagging of the former two — presumably as a result of an assisted restart. Allen had made the best start and splashed his way ahead of Kerkhoven, Dalgarno, Poole, and Walsh.

Despite Allen's apparent dominance in the heats, the river-like conditions were to play into the hands of the Aero pairing and on the sixth tour both Kerkhoven and Dalgarno went by — Kerkhoven to build up a clear winning margin, and in fact lap all but the top three finishers ...

The remainder of the 25 laps turned into a feat of endurance, with very little in the way of passing — just the odd retirement.

1st	Rob Kerkhoven	Aero/GBRD	Yamaha
2nd	S. Dalgarno	Aero/GBRD	Yamaha
3rd	M. Allen	Bassett Dino/Bassett	Yamaha
4th	M. Burnett	Zip/Yamaha	
5th	G. Unwin	Lynx/Yamaha	

The second and final round of the Short Circuit Championship is at 3 Sisters, on September 19th/20th.

Confirming his pace in the heats (above) Cortijo eventually walked away with the 250 National final. (Photo: Nigel Birton)

continued...

Twenty 250 National machines started the final and after Eddie Cortijo had dropped a heat, it was Paul Klaassen who hit the early lead, from pole, with Lanceley in his wheel tracks.

It didn't take Cortijo long — five laps in fact — to work his way through to the front, and as he gradually eased away, Klaassen was left leading a tight bunch consisting of Lanceley, Irishman Allen, and Bob Phair. Dave Cullimore

joined in briefly before disappearing on the seventh tour.

Lanceley slipped by for second as the race got into its second half, but as the group came up to lap a backmarker, he disappeared ...

With Cortijo well clear at the finish, the bunch resolved itself into an Allen, Phair, Klaassen order at the line, with Clewes relieving Mark Hey of fifth three laps from home.

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and Richard got ahead to challenge Chris directly. Smith was now having a real go and he succeeded in getting nearly ahead of Needham down the straight, then every spectator was holding his breath as Nigel chopped across under braking with his kart jumping into the air over Chris's front wheel. He kept it together though and got his place, pulling clear for a safe fifth after an exciting race — the things Nigel manages to do when he knows there is £100 at stake!

Ricky, in spite of Alan's confident waves, decided that a bit more daylight might make quite sure and so for a few laps he put the pressure on, pulling out about thirty yards. Unimpressed with this Alan let him go and then, with just a few laps remaining, simply moved back up to him.

Paul Jackson had dragged himself back up to Tapper, the pair of them having passed Chris Needham who now had Weatherley to worry about. Richard Tapper was nursing an engine that on subsequent checking had broken its top ring land, and as they drove down the straight with five laps to go, he was choking his carb., to find Jackson driving happily past him!

So this was how they finished, all nine drivers still on the same lap and the only ones to really survive this unusual race. For his heroic and unconventional rise from the 'B' final Nigel Smith was judged by the 'guest' panel, Mike Crabtree and Jim Fabby, to be the Green Man Driver of the Day (well earned by any standards) and succeed in cutting the cost of his racing with Paul Fletcher's £100 cheque.

1st	Ricky Grice	Lane/Parilla
2nd	Alan Lane	Lane/Parilla
3rd	John Gravett	Zip/TKM
4th	Dave Mellish	ART 80/Arrow
5th	Nigel Smith	Zip/Arrow
6th	Paul Jackson	TKM/TKM
7th	Richard Tapper	Zip/TKM
8th	Richard Weatherley	Sirio/TKM
9th	Chris Needham	Zip/Parilla
10th	Roy Austin	Lane/Parilla

Championship Points:

Alan Lane 100, John Gravett 85, Ricky Grice 77, Alan Gates 72, Biff Harris 55, Chris Needham 54, Paul Fletcher 50, Dave Mellish 50, Roy Austin 46, Paul Jackson 40.

Green Man Driver of the Day

1st	Nigel Smith	4 pts
2nd	Dave Mellish	2 pts
3rd	Paul Jackson	1 pt.

With rounds three and four both taking place in June (Felton on the 7th and Wombwell on the 21st) the chase in all three classes is hotting up with, particularly in the Juniors, some new names grabbing the headlines. I don't think it will be too long either before the new group of ex-Junior Internationals will be giving the regulars a run for their money and John Herbert, Paul South, Derek Higgins and Robbie Childs are already knocking on the door.

Equipment advantages too are becoming more apparent as the weather heats up and I must say that there are a number of drivers who could benefit (in all three classes) from an improvement in karts or engines. Preparation standards at these events are extremely high but it always amazes me that drivers will doggedly persist with unpredictable handling, apparently mystified by the speed of their opposition who, in reality, are probably putting less actual effort into their driving to get results, simply using their experience to make the right decisions and make the job easier. Now that tyres are so close, the kart/engine combination is paramount for success but, with racing as competitive as the Green Man (and of course the Kart & Superkart series), it really does become counter-productive to persevere with uncompetitive equipment. . .

P.W.

The first corner told most of the story of the 100 International final! Top: Grice arrives first with Gravett (11), Lane, and the rest. Middle: seconds later, pandemonium, as a dozen karts pile into the straw in various undignified postures. Backmarkers Weatherley (10), Herbert (78), and Smith (69) squeeze through. Below: Another few seconds and most of the mid-field are out on the spot . . .



continued . . .

threat from a very on-form Simon Collins (re-splendent in a new helmet and leathers — I had to check the programme to find out who it was. . . . Behind them Scott Banks made it ahead of Duncan and Gary Chapman, who in turn had Kevin Keith, Tim Knight and Darren Maple just leading Steve Dart who had come storming up the race order.

Half distance and Scott Banks muscled Collins out to take fourth and challenge Prior. The Duncan-Knight battle had now moved behind Dart and had been joined by Andrew Colson and Piers Hunnisett, and Jamie Kavanagh was now appearing in the picture. A supreme effort by Scott saw him sweep into third place but, just as he completed his move, something broke and he coasted to a disappointed halt. Simon Collins was quick to take advantage of this to close again on Prior.

Jamie Kavanagh was now progressing well and had taken Keith and Chapman for 5th while Dart finally moved ahead of Chapman as well to take a well deserved 7th from the 'B' final. So Darrell Beasley took the flag for an excellent first win, still followed rather than chased home by Mark Jennings, while Martin Prior succeeded in protecting his third place to keep his Championship lead.

1st	Darrell Beasley	Barlotti/Arrow
2nd	Mark Jennings	MM3/Arrow
3rd	Martin Prior	Zip/Arrow
4th	Simon Collins	Reema/Arrow
5th	Jamie Kavanagh	Mamba/Parilla

Championship Points:
Martin Prior 105, Darrell Beasley 78, Mark

Jennings 74, Steve Dart 73, Jason Plato 65, Jamie Kavanagh 63, Simon Collins 60, Piers Hunnisett 58, Kevin Keith 56, Robin Hooker 47.

The main feature was by now waiting in the wings with John Gravett in pole position and Alan Lane beside him. Grice, Higgins, Jackson and Mitchell followed them out. Into the first corner and suddenly it was chaos! Just who started it, is anyone's guess but a positive Who's Who of International karting, including the entire TKM team, found themselves in various undignified postures in and around the straw bales. Biff Harris, Martin Leach, Nigel Mitchell, Paul Fletcher, Alan Gates, Mickey Allen, Robbie Childs, Derek Higgins, Richard Smyth, Jackie Brown and John Alcorn all struggled in vain to restart on cold engines and the long Dunkswell gearing. Biff made it eventually only to retire after three laps while Alan Gates eventually accepted some help from one of his team-mates only to be black flagged a couple of laps later for receiving outside assistance. Derek Higgins, and a long while later John Alcorn, were the only two to succeed in getting back into the race, Derek running about a lap behind the leaders only to retire with 9 laps to go while Alcorn soldiered on to cross the finishing line, albeit 17 laps behind, but still taking valuable Championship points for his pains.

Much to his own surprise Nigel Smith had managed to avoid all this to be a very competitive 10th now, pursued by his "team-mate" Richard Tapper. At the front though it was team orders in reverse with Ricky Grice leading from Alan Lane and John Gravett lying an increasingly distant third. Initially Chris Needham was fourth, chased hotly by Paul Jackson, Dave Mellish, Richard Weatherley and John Herbert, with Smith and his bunch hovering a few yards further back.

Mellish took Jackson to sit on Needham's tail but Chris was not making it easy by any means. Lap after lap with Chris holding on to the right hand side of the straight Dave tried to get alongside and get close enough to do what he wanted. Finally he made it, getting a whisker in front and forcing Needham to stay in really tight under braking. Then, as the inevitable happened and Chris slid wide at the exit, Dave, who had braked a shade early, drove very neatly inside him to take fourth and pull clear. For a while it looked as if he might be able to close on Gravett and challenge for third place but John had things well in hand and was able to stay clear.

Nigel Smith meanwhile had pulled himself up to John Herbert and taken him to now press Paul Jackson, making a Team Schemes' sandwich of Herbert with Richard Tapper. Weatherley had slowed briefly and dropped back but was now running just as quickly as before at the back of this bunch, these five by now providing the life in the race.

The two leaders were still running closely together with Ricky looking behind him every time they came to the straight to see what the score was. Imperiously Alan waved him on — he wasn't about to risk mucking up a one/two for his team by racing with Rick, though it might have been a bit more entertaining for the spectators. Suddenly John Herbert peeled off into the pits where he stayed for eight laps while his left rear wheel hub was retightened. He re-joined a long way behind to cruise to the flag but it's finishers who get the points and he knew it.

Chris Needham still held off Paul Jackson, who was desperately trying to get into a position to repeat Mellish's trick without success, and this allowed Smith and Tapper to join them. An intense effort by Paul resulted in his sliding wide at the exit to pits bend and in a flash Nigel

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Silencer	£14.00	KP brake pads, each	£3.00
Crankcase Complete 3P	£58.44	Spark plug	£1.25
Crankcase Complete 99TT	£72.36	Number plate	£0.30
Crankcase Complete L90	£88.27	Petrol pipe, ft.	£0.15
Main Bearing (SKF)	£2.42	Bottle tanks	£4.00
Main Bearing (FAG Riveted Fibre)	£9.20	Plastic chain strip	£0.30
Valve Cover (Sloping) 3P	£10.43	Finger chain guard	£2.00
Valve Cover (Sloping) 99TT	£10.43	Fixing stays	£0.70
Valve Cover (Sloping) L90	£12.72	"O" rings	£0.25
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Crankshaft Complete 99TT	£82.23	Track rods	£1.50
Crankshaft Complete L90	£100.63	Rod ends	£2.50
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Half Crankshaft (Sprocket Side) L90	£34.50	Chain 219, metre	£8.00
Half Crankshaft (Mag. Side) 3P	£25.30	KP Brake unit	£45.00
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Sprocket	£4.49	Carlisle wet 11x350x5	£10.50
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Christo slide carb.	£60.00	Castrol R30, 5 litres	£9.98
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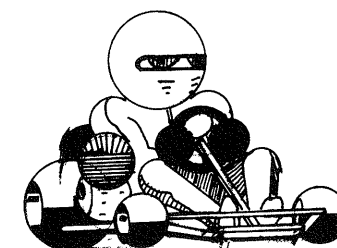
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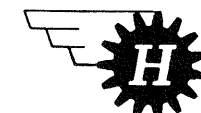
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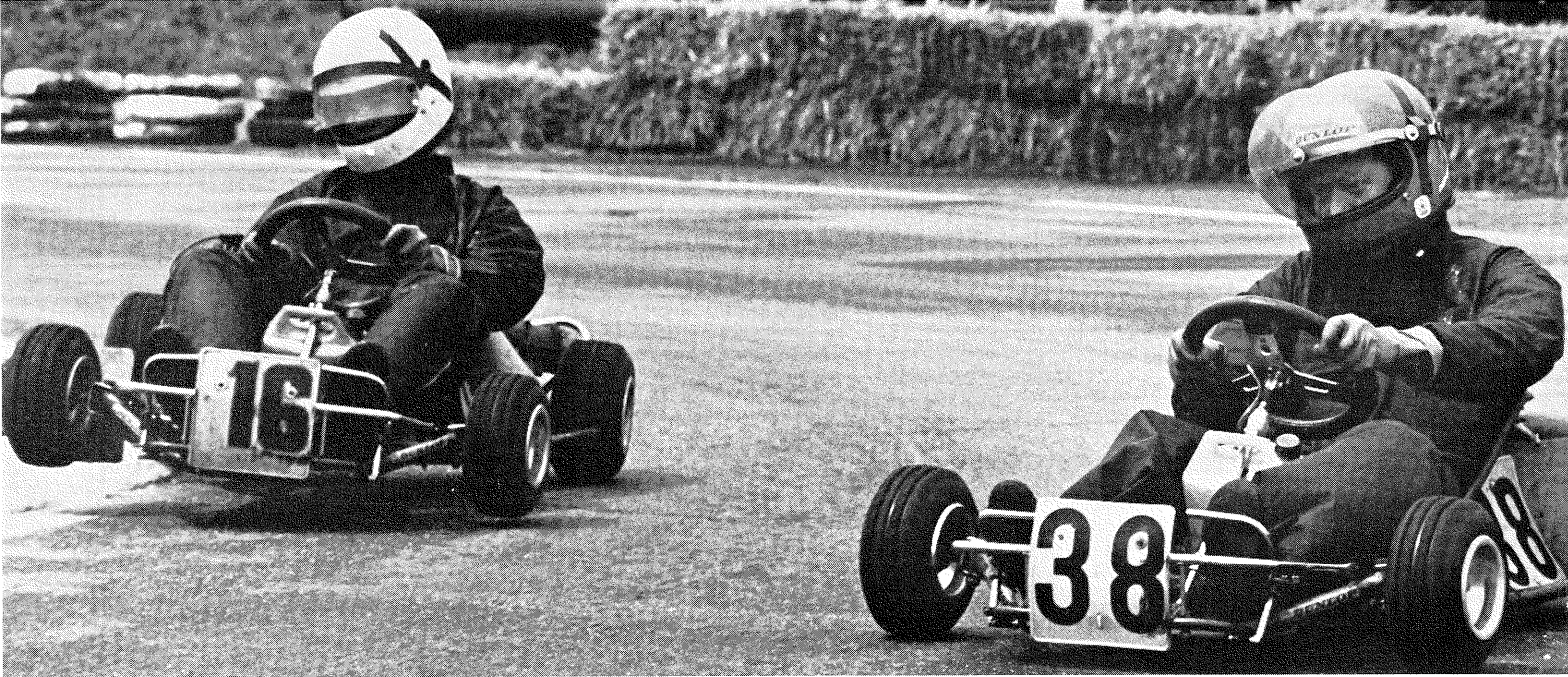
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Lane (38) and Grice (16 – kerb hopping) during a wet heat that “dried out”! . . .

At the Double

Grice and Lane dominate second Green Man race. First corner shunt takes out half the field. Gravett, Mellish, and Smith take the places. Junior victories to Beasley (Britain) and Cotterill (National).
Report: Peter Wardle.

Round 2 of the Green Man Championships took place at a new venue for us — Dunkswell. A few drivers from other parts of the country had visited the track at the abortive RAC National Championship meeting three weeks before but for most it was a new experience. This also marked the first occasion that the Club had experienced the might of the professional 100cc drivers and there was certainly an air of nervous anticipation which, in the event and under rather trying conditions, proved largely unfounded. There were short-comings in the facilities, but plans are afoot to remedy this in the near future. The track itself has a superb surface, though it is very difficult to overtake except down the straight. In the light of the general problems at many circuits it was refreshing to visit a venue that seems to have a secure future — we could do with a few more.

The usual feature of all Green Man rounds, Saturday practice, got underway on a drying track, and very soon most of the drivers entered were chasing those elusive tenths in a psychological war of lap times.

I didn't catch all the times but there only seemed to be a few International drivers who broke into the 34's, amongst these Alan Lane was perhaps predictable, accompanied by the regular dark horse — Biff Harris. Biff's disarming

modesty conceals an astute appreciation of modern karting and, bearing in mind his Three Sister's form, no one overlooks him. Surprise of the day though was the confident performance of Paul South. Fresh up from Junior National his early season caution has given way to cheerful aggression and his control in the wet was particularly impressive — apparently braking nearly as late as he had been in the dry, setting the kart up smoothly for the pits hairpin and getting the power back on quickly and cleanly.

Strangely off the pace were the well equipped TKM team, and I still have difficulty telling them apart. Every now and then Mickey Allen dons his familiar orange and yellow helmet and order is restored but I wish they would at least write the driver's names somewhere — it's most confusing. . .

To say that race day dawned wet would be something of an understatement. During the night gale force winds and driving rain had made the lot of some of the campers a decidedly unhappy one, and in fact Dave and Peter Mellish had been rudely awakened by rain slashing across their sleeping bags where there should have been a tent! Better than snow drifts though and the meeting got underway on time as the clouds were at last breaking up just leaving the occasional shower. This meant that all the heats were run under decidedly mixed conditions that ranged from grids full of wet drivers on wet tyres on a track that had dried out at an incredible rate, to one heat of Internationals that found itself having to cope with streaming water with slicks after the first two laps had been bone dry! It was interesting in this race to note the astonishing amount of grip that the latest generation of slicks gave in these conditions though. Obviously where there were streams running across the track there was no chance of grip and several drivers succumbed to this half way down the straight

with spectacular if undamaging results. But into and through the pits hairpin most were able to brake surprisingly late, sliding precisely into the apex and still managing to get the power down smoothly and progressively almost as if the karts were generating downforce.

Two frightening looking accidents left Gary Ward a bit shaken but still racing, while Martin Homewood had to take avoiding action when two karts got entangled in front of him, hit something with his rear wheel and got launched into a spectacular series of somersaults which left him with a written off kart and severe bruising. Unfortunately John Pudney wasn't there so we will never know if either of these might have counted for his low flying record!

The 'B' final was won at a canter by Martin Leach once he managed to get clear of the bunch, and for a while it looked as if he would be joined in the 'A' final by John Alcorn, Paul South and Gary Ward, but first Gary's engine seized and then Paul was forced to quit with a tyre problem. This left Martin pulling away from Nigel Smith, Alcorn, and Richard Tapper and in fact a lucky Roy Austin also joined them in moving up after Homewood was forced to withdraw from his place on the 'A' grid.

The Junior National final was next and what a race it looked. On the front row Gary Moynihan and Mark Bailey waited side by side, while just behind them Jonty Millward, Nick Harvey, Jeremy Cotterill and Lee Cranmer were clearly looking to snatch an early advantage. Right at the back though was Three Sisters pole man Nick Crabtree, smiling happily round as usual

and looking forward to having a real go at catching the leaders.

By this time, the track was bathed in bright sunshine and as the flag shot up the charge began. Somehow they all made it through the first corner and by the end of lap one Moynihan led from Bailey, Millward, Cotterill, Cranmer, Brogan and Dunne, with the rest queuing tightly behind. Paul Andrews made a dive to gain a place through the twists of the back section only to slide onto the grass and restart nearly a lap behind, then proceeding to pull away from the race leaders on his way to a fine 10th place at the end.

It took five laps for Jonty to find a way past Bailey, these two dropping back from Gary but safely ahead of the rest still led by Cotterill. Miles Hall and Crabtree had already reached 12th and 14th places by this time and were visibly gaining on the leaders whenever a clear bit of track emerged. Millward finally scrambled into second place at the far end of the track, immediately pulling clear and closing the gap to challenge for the lead. Bailey was now being pressed hard by Cotterill, Cranmer and Brogan and, three laps later, he slid wide out of the pits hairpin having been doing his best to shut the door down the straight, allowing all three to whip past him. He couldn't stay with this group and very soon Hugh Dunne was pressuring him while Crabtree had succeeded in getting through a tight group consisting of Hall, William Hewland, Dave Chitty and Nick Harvey to now put his effort into catching Kerry Thorpe, who in turn was closing on the Dunne/Bailey dice.

Hugh tried for a couple of laps and then, in a surprising move, managed to shuffle past Mark in the back section. Back at the front Millward still couldn't make it into the lead. Cotterill, Cranmer and Brogan still bobbed and weaved round the circuit until Steve finally took Lee under braking for the pits bend.

Nick Crabtree passed Kerry Thorpe for 8th (Kerry losing another couple of places into the bargain) and very quickly closed up to Bailey who used every trick he could think of to try to keep his place including some unseemly weaving down the straight which nearly had Nick off the circuit. Undeterred, Nick pressed home his attack then suddenly slowed, desperately working away at pulling a bit of errant debris from the carb intake. He kept it going

though and in another lap was back on Bailey's bumper but this had allowed Miles Hall to catch them. Nick finally made his move by staying wide as Mark held tightly to the inside under braking at the pits hairpin, sliding a bit wide at the exit which was just what Nick wanted. He got the power on early and simply drove past, pulling instantly clear.

Jonty Millward finally made it at the same place to lead and suddenly even second place was in danger for Gary who was moved back to third down the straight a lap later by Cotterill. Two laps to go and suddenly Cotterill came round in the lead followed by Cranmer, Brogan, Moynihan and Dunne. Jonty's engine had seized at the far end of the track and, though he got going again to hold down 6th to the flag by just managing to keep clear of Crabtree, his race lead had evaporated after an excellent drive. Completing the top ten were Bailey, Ian Smith and a recovered Paul Andrews who could well mix it amongst the leaders once he gets the hang of completing the first few laps safely.

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

Championship Points:

Steve Brogan 105, Lee Cranmer 100, Jeremy Cotterill 97, Gary Moynihan 85, Hugh Dunne 80, Phil Foster 46, Ian Smith 43, Nick Crabtree 43, Philip Bailey 40, Jonty Millward 40.

Steve Dart had won the Britain 'B' final from Piers Hunnisett, Graham Kershaw and Richard Hunt so it was these four who joined the 'A' finalists being led away by Jason Plato and Darrell Beasley. On row two Mark Beddall was flanked by Martin Prior and behind them a brightly coloured Mark Jennings had Colin Duncan for company. As they approached the flag it was actually Beddall who was in 'pole' with Plato nowhere to be seen and as the field streamed away into the first lap a frustrated Jason slid to a halt to have a plug changed.

Into an immediate lead was Darrell Beasley and, quite simply, this was the last the opposition saw of him! A remarkable performance from a driver who hasn't featured prominently before but I am sure this is the first of many if his performance here was a guide. Equally safely in second place throughout was Mark Jennings, both of these drivers concentrating on preserving their motors as soon as their places were established. This certainly wasn't the case behind though, and Martin Prior was under constant



Junior Action. Right: Gary Moynihan (11) and Mark Bailey (15) lead the National final away amidst a cloud of exhaust smoke. Bottom right: Following Jonty Millward's retirement, Jeremy Cotterill (32) and Lee Cranmer (16) took over the lead battle, finishing in that order. Below: In contrast to the changing National final, the Britain race was led all the way by Darrell Beasley.

