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KART AND SUPERKART

65p
July 1981



Champions Cup — Jesolo

- World Cup
- K&S Round 2
- Cadwell Superkarts
- Green Man 3

1ST ZIP TEAM EQUIPMENT

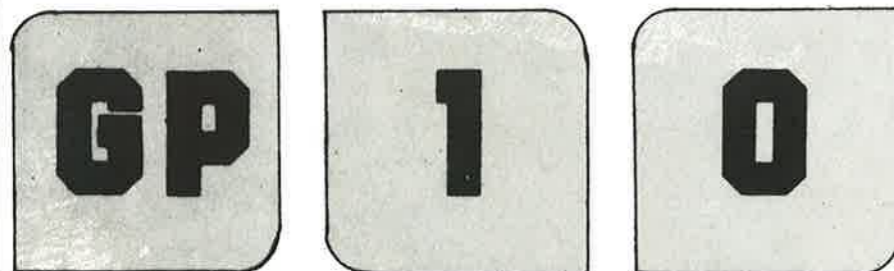
Results have shattered the old theory that you never get the same as our own Hermetite ZIP Team.

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JULY

5 **THRUXTON** (nr. Andover, Hants) Round 7, Zip Champion of Champions Superkart Series, plus all other long circuit classes.

SNETTERTON (nr. Norwich) East of England Championships.

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

HEMSWELL (6 miles east of Gainsborough)

FELTON (8 miles north of Morpeth, on A1)

12 **LYDDEN HILL** (on A2, near Dover) Long Circuit event.

CHASEWATER (Pleasure Park, Brownhills, off A5) National permit event.

ROWRAH (nr. Frizington, Cumbria)

CLAY PIGEON (midway Yeovil/Dorchester on A37)

KIMBOLTON (10 miles s.w. of Huntingdon)

TILBURY (Dunlop Road)

19 **WOMBWELL** (Dorothy Hyman Stadium, nr. Barnsley) Round 4, Kart & Superkart and SAM 81 Championships.

ELLOUGH (2 miles south of Beccles, Suffolk) National permit event.

SHENINGTON (8 miles from Banbury)

THREE SISTERS (off Junction 25, M6)

26 **FULBECK** (8 miles from Newark)

DUNKESWELL (5 miles from Honiton, Devon)

CRAIL — Kingdom Open Championships.

LLANDOW (off A48, 4 miles s.w. of Cowbridge)

AUGUST

2 **CADWELL PARK** (on A153, between Horncastle and Louth) Cadwell Championships. Full circuit.

SNETTERTON (nr. Norwich) Short circuit.

FELTON (8 miles north of Morpeth, A1)

LITTLE RISSINGTON (Air force base, nr. Stow)

HEMSWELL (6 miles east of Gainsborough)

The Jersey Kart Club advise that their Hillclimb meeting date has changed to September 10th, with the All Day Meeting on Sunday September 13th.



The Jesolo Champions Cup meeting last month provided the venue for the first 135cc formula race. As expected, it turned out to be unspectacular (apart from the regular seizures and blow-ups), lacking in quantity or quality of entry.

It was hoped that Mr. Buser and his CIK colleagues would, on the basis of this evidence, consider the possibility of postponing the introduction of the formula at World Championship level for a year, to allow the class to become more established. But no. Immediately the meeting had finished, Mr. Buser confirmed to the Italian motoring press that the Parma World Championships would definitely be 135.

A subsequent CIK meeting has added its weight to this decision. It is clear that having gone this far, the CIK now fear that any postponement would lay them open to legal action for compensation by manufacturers who have already made engines to suit. They are prepared to accept that the 1981 World Championship may be something less than a success, and put up with it. . .

So, again, competitors — this time World-wide — are stuck with it, because "they know best." Panic is now setting in amongst likely Championship contenders as they desperately try to obtain engines — at no mean cost — tune them, and get them to stay together!

Well done Mr. Grana. Fait accompli. . .

CHRIS LAMBDEN

FRONT COVER:
Peter de Bruyn (43), Marc Boulineau, and a wheel-hopping Stefano Modena lead the fruitless chase of Champions Cup victor Harm Schuurman. World Champion de Bruyn defends his title at Parma in September — but under the new 135 formula. Our coverage of the Champions Cup begins on page 7. (Photo: C. Lambden)

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KART AND SUPERKART

Monthly No. 31

contents

- 2** **Just Heard**
Latest news and views from around the world of karting.
- 7** **Dutch Duet**
The opening international 100cc event of the season — from Jesolo.
- 13** **Reggie's Back!**
The Laker Skytrain World Cup, and a second win for Reg Gange. . .
- 19** **Mainly Merlin**
Chris Merlin on "the Island", Championships, take-overs, and more. . .
- 22** **Encore! . . .**
Round three of the Green Man Championship, and another 1—2.
- 27** **History Man**
Round two of the K&S series finds Graham Waldron making history. . .
- 31** **Butty's British**
Second round of the RAC Long Circuit Championships — and last lap drama. . .
- 35** **Hines Quarter**
Martin Hines on Reggie's return, "Don's" tyre technology, and points systems.
- 37** **Club Scene**
Latest coverage from around the club racing circuits.
- 44** **Kalendar**
Where and when to see karting in the not too distant future.

NEXT MONTH:*

Thruxton & Donington Superkarts
K&S Round 3
Green Man 4

PUBLICATION DATE: 6th AUGUST

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



England Wins Euro Team

Almost as expected from as strong a team as Fullerton, Lane, Allen and Gates, England won the European Team Championship, at Biesheim (France). But the win was apparently not that easy, with some rather "severe" team driving tactics required in the last final for the British to win. Although the Dutch were expected to shine, with de Bruyn, Schuurman and Koene heading their team, it was in fact Italy who presented the strongest challenge.

The controversy began *after* the last race when everyone using DAP "Jesolo" chassis was disqualified. This model of DAP chassis has apparently not been homologated, although several now angry customers were told it had been! . . .

In a Word . . .

● The Hayes & Harlington Club are shortly to run a 4 Hour Enduro at Blackbushe. The emphasis is on a friendly no-hassle event. Never tried an enduro? — great fun. . . The date — September 20th.

● Joe Grubbs will be making the trip from the U.S.A. in August to compete at Silverstone. Grubbs will join Brian Heerey in the WPT team, using Zip/Smith Yamaha equipment.

Incidentally, Heerey seems to have been the subject of an optical illusion recently. He's been reported as using Rotax power, and indeed in this issue is said to be "returning" to Yamaha. Apparently, he never left, and has been using a Smith/Yamaha all year! . . .

● DMA, of Burton-on-Trent, are assisting the Chasewater Club in running kart days for spina-bifida victims, by loaning specially converted fun karts.

Apparently the youngsters are so keen — and competent — that they now want the real thing! . . .

OPEN DAY!

Don't forget that the annual RAC Open Day is on August 12th. This represents the only chance you the competitor or club have to pass your views directly to those who govern the sport of karting. If *you* are unhappy (or happy) about the way the sport is being run, now is your chance to say so, and make suggestions to improve matters.

If you wish to put a subject up for discussion, it must be put in writing to: Robert Langford, RAC Motor Sports Association, 31 Belgrave Square, London, at least a week prior to the meeting.

Otherwise, just be there to let our governing body know how you the licence holder want your sport to progress.

Half Way In K&S Series

Round 3 of the K&S and SAM Championships took place at sunny Clay Pigeon on June 14th, with victory in the 100 National K&S final going to Kevin Warner (Dart/Hewland), who steadily edged away from Ian Ross-Johnson (TKM/TKM) and Steve Carvill (ART/Arrow). The Championship lead is now taken by Gary Foster-Jones, 5 points clear of Nigel Edwards.

Nigel Cleveley (Barlotti/Hewland) scooped the 100 Britain SAM race, tailed home by Peter Rochford and new Championship leader Andrew Bundy.

Full coverage next month.

Top Points Scores After Round Three				
	1	2	3	Total
G. Foster-Jones	130	128	107	365
N. Edwards	126	126	108	360
P. Elliot	108	113	118	339
S. Sutton	116	106	114	336
G. Prior	108	116	107	331
G. Waldron	134	135	59	328
G. Matthews	115	108	103	326
P. Carr	81	112	125	318
K. Warner	112	67	137	316
P. Christo	64	107	112	283
N. Box	122	69	90	281
R. Moth	101	57	123	281
S. Carvill	57	93	129	279
S. Tillett	113	77	86	276
G. Till	121	51	101	273
A. Sparks	104	55	104	263
R. Wright	101	97	43	241
M. Mulhearn	33	96	105	234
N. Hann	—	129	102	231
S. Sykes	93	51	84	228
I. Ross-Johnson	—	91	134	225

Le Mans

The annual Le Mans 500km endurance race took place over the weekend of June 7th/8th, and provided a home win for the French team of Leret/Leret, who led all the way with a watercooled Suzuki 125 — the race allows 125cc or 100cc power units.

A Swiss team of Carigiet/Mutter finished second some 6 laps behind the leaders using a PCR 100cc power unit. Despite being docked 5 laps for passing under the yellow flag, the British team of Coles/Burleton/Fitzpatrick brought their Zip/Hewland entry home third, ahead of the Tilley/Ranchin Remrod/Parilla.

In a race punctuated by accidents, the only other British entry — the Welsh Bowkett/Mayer partnership retired at 1/3 distance with damage due to a wheel coming off.

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ZIP VILLIERS 210, chassis resprayed, front fairing, rear wing, side, centre tanks, three barrels £195. Tel: Maidstone (Kent) 30734.

FULLY RACED TUNED ZIP BULTACO 250 National outfit, 2 meetings only on brand new Mk 12 Bultaco dynameter tuned. Very fast. Sale includes Espada chassis, stand, leathers, gloves, boots, new wets. Few spares and tools. Must sell £750 o.n.o. Tel: Stoke Fleming 388.

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T70TT REDHILL ENGINE, new rebore, new 27mm carb., £275. Zip Shadow kart, excellent order. Suit tall driver. Wets, stand, tool chest, spares, £250. Phone Seighford 482 after 6 p.m. Near Stafford.

250 NATIONAL BULTACO, new crank, piston, con rod, Motoplat etc. Raced only once since rebuild. Very quick. Complete with pipe, carbs., twin plug ignition. Must sell hence £250. Tel: 01-942 6789.

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CLUB SCENE

continued . . .

side, and at one point it was neck and neck with Buchan as they negotiated the left hander. All eyes were on the track as Graham came in 3rd and Brown 4th with top places as hotly contested as the leading duo.

Jenny Taylor

Results:

Junior Britain

1st	Clair McArthur	Zip/Arrow
2nd=	Brian Ross	Barlotti/JM DAP
	Steven Mitchell	Zip/Arrow

125 National

1st	Granville Grubb	Zip GP/G Rotax
2nd	Paul Williamson	Lynx/TVM Yamaha
3rd	Sandy Taylor	Zip/TR Yamaha

Junior National

1st	Brian Ewing	DAP/DAP JM
2nd	Colin Bird	Lynx/TKM
3rd	Alistair Allan	Zip/Arrow

100 National Light

1st	Adrian Mason	Sprint/R'frd Arrow
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100 National

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

250 International

1st	Bevan Fraser	Zip Shadow/Yamaha
2nd	Rod Hill	BP Dino/Smith Yamaha
3rd	Gordon Petrie	Lynx/GBRD Yamaha

210 National

1st	Sandy Pratt	SM Sprint/PH Upton
2nd	Alistair Baillie	Zip Shadow/Upton

Snetterton

"Castrol Club Support" Trophy

Although the sky was overcast for much of the day the light, warm breeze kept away the rain clouds, leaving the Snetterton Kartway in perfect condition for the "Castrol Club Support Trophy" meeting on Sunday June 7th.

The Castrol banners, bunting and bollards really brightened up the surroundings while the marshalls and officials looked resplendent in their luminous jackets and the Norfolk & Suffolk Kart Club would like to thank Castrol for supplying the many useful items of equipment.

Juniors

Nick Palmer led off the line in heat one, shadowed by Ian Saville with 'Britains' Sammy Hunt and Peter Woolford close behind. On lap 3 Saville slipped past Palmer to take the lead, going on to win with Hunt third and Woolford 4th. Heat 2 was another Saville benefit as he led throughout to win by another big margin. Palmer again finished 2nd after passing I. White on lap 2 while Hunt was good value for his 3rd place. Saville produced another excellent drive in the last heat to take a flag to flag win and looked a sure bet for the final. Hunt also produced a fine performance to claim second with White, George Cubitt and Steven Webb following him home.

Not surprisingly Saville led off the final followed by Hunt, White, Woolford, Palmer and Webb. White and Palmer spun together on lap 2

and with Saville spinning away the lead two laps later these three were left to circulate at the back of the field. Hunt took over the lead with Woolford a couple of lengths and Webb a few lengths further back. Robert and George Cubitt sat just behind Webb but despite their challenges the positions stayed unchanged to the flag, as Hunt won from Woolford and Webb.

100 Britain/National Novice

Charlie Goff took a well controlled win in the first heat but behind him places changed throughout. J. Rapier held second for two laps before being demoted by R. Gant but regained his position when Gant retired on lap 6. Peter Turk had driven well from the back to get up to third and went one better on lap 8 when Rapier went missing from the lap chart. D. Manning eventually finished third with S. Read and Margaret close behind. Heat two was a similar story as places constantly changed hands before Gant finally ran out the winner from Goff, Rapier, Turk and Manning. Heat 3 saw many drivers spinning, causing the lap scorers a few headaches as they rejoined the race in many confusing positions. At the flag the result was another win for Gant with Goff, Turk, Ernie McNally and Manning strung out behind.

Turk sat alongside Goff on the front row for the final with McNally, Manning, Gant and Rapier occupying the next two rows. Goff went into an immediate lead and steadily pulled away from the pack. With Goff well on his way all eyes were on Gant as he progressed from 6th on lap 1 to 2nd on lap 6. He couldn't catch Goff however so at the flag it was Goff from Gant, Turk, Read, McNally and Fry.

125/210

Nigel Wigg got the jump to lead lap 1 of the first heat but was forced to retire, handing the lead to Paul Melhuish who had Gary Thexton breathing down his neck. These two circulated as one to the flag with no change in the positions while next to cross the line was 210 driver Bob Green with I. Jackson 4th and Ken Austin 5th. Wigg sorted out his problems in time for heat 2 to take a flag to flag win. Melhuish and Thexton were involved in another great tussle with the result in Thexton's favour after passing Melhuish on lap 8. Novices, Geoffrey Hodge and Stirling Morley drove well to take 4th and 5th while Green led the 210's throughout to win from Austin and Paul Clement. Thexton led heat 3 all the way to take his first win of the day with Melhuish a race long 2nd and Wigg 3rd after passing Hodge on lap 5. Ken Austin also claimed his first win in the 210 class, being the only one to stay the distance.

Thexton took the lead in the final from Wigg and Melhuish. Hodge was giving it all he had in 4th and was promoted to 3rd when Melhuish retired. He then set about catching and passing Wigg on lap 10 and so nearly repeated the performance to claim 1st, just failing to catch Thexton on the line.

Green led the 210's for ten laps before he was forced to retire leaving Austin and Clement to battle for the lead. Austin seemed to just have the edge but spun on lap 13! to hand the race to a delighted Clement.

100 National

The usual full grid of Nationals included the welcome return to racing of Mick Ashton after an enforced lay off. Nice to see you back in the thick of things Mick.

Miles Townshend set off in the lead in heat 1 hotly pursued by Roger Goff, Dave Peachey and Bob Kett. Townshend and Goff pulled out

a gap from Kett who was now 3rd and were involved in a great scrap with both men driving on the limit until a broken coil wire sidelined the unfortunate Townshend, leaving Goff a clear run to the flag. Robert Smith from grid 18 produced a storming drive to finish 2nd followed by Kett and Gary Beaumont. Heat 2 was another cracker as Smith once again picked his way through the pack to eventually take the lead after a six lap battle with Beaumont. P. Reynolds almost emulated Smith's drive, finishing 3rd after being in 11th place on lap 1. Goff took a fighting 4th with Peachey 5th and Ashton 6th. Reynolds led heat 3 from the start to take the flag ahead of Goff who had to work hard to pass Beaumont with Mark Woolford, C. Crouch and Gerry Mallows the next man across the line.

The final looked like being closely fought as Goff and Reynolds lined up on the front row followed by Beaumont, Smith, Peachey, Mallows, Kett and Ashton. From the flag Goff snatched the lead from Smith, Reynolds, Beaumont and Mallows. Smith's challenge was short lived as he retired on the back straight with mechanical trouble, leaving Reynolds to chase after Goff. Further back, Ashton flipped a chain on the pit corner in front of a pack of ten drivers resulting in an almost blocked track. Drivers further back were forced to take some very interesting avoiding action as they picked their way through the maze of men and machines. As a result the front eight were left clear to battle it out for the trophy positions.

Goff steadily pulled away from Reynolds who in turn was well clear of Beaumont while Mallows, Peachey, Woodhouse and Woolford fought over 4th place. Peachey passed Mallows on lap 4 followed by Woodhouse on lap 6 and Woolford two laps later. These three had a tremendous dice for six laps before Woodhouse's engine cried 'enough' at the end of the straight. The way was now clear for Woolford to attack Peachey which he did with success, taking 4th place on the last lap. At the front things were unchanged as Goff romped home to continue his winning ways ahead of Reynolds and Beaumont.

Derek Calver

Results:

Junior National

1st	Robert Cubitt	Dino/F.E. Parilla
2nd	George Cubitt	Mustang/F.E. TKM

Junior Britain

1st	Sammy Hunt	Goff/Arrow
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Novice

	Steven Webb	Spear/Arrow
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100 National Novice

1st	R. Gant	Kestrel/TKM
2nd	P. Turk	Zip/DAP

100 Britain

1st	Charlie Goff	Mustang/Arrow
2nd	Ernie McNally	Kestrel/Arrow

210 National

1st	Paul Clement	Sprint/Upton
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125 National

1st	Gary Thexton	Barlotti/Rotax
2nd	Geoffrey Hodge	Zip/Rotax

100 National

1st	Roger Goff	Mustang/Sirio
2nd	P. Reynolds	DAP/TKM
3rd	Gary Beaumont	Ferrari/Komet

In a Word . . .

● The CIK have agreed dates and venues for most of the 1982 European events;

European Team Championship: Munich, 12/13 June

Junior World Event: Parma, 10/11 July

European Individual Event: Biesheim, 24/25 July

European '140' Event: Luxembourg, 31 July/1 August

Intercontinental C (125cc): Dhaben (W. Germany), 4/5 September

World Championship 1983: Le Mans, September 15/18 (the 1982 venue is Kalmar, Sweden)

No date or place has yet been arranged for the 250cc European Championship.

● Defending SAM series Champion, Terry Williams, stalwart Clay Pigeon Club 100 Britain contender, has it seems retired from the sport — for the moment anyway — and will not be defending his title.

Stop Press

Green Man — Wombwell

1st	Terry Fullerton	Zip/PCR
2nd	Dave Mellish	ART/Arrow
3rd	Alan Gates	TKM/TKM

Championship points: Lane 165, Gates 162, Gravett 155.

Junior wins to Mark Beddall (Britain — Reema/Arrow) and Nick Crabtree (National — ART/ART Arrow). Championship leads to Prior (Britain) and Brogan (National).

Hermitte Masters — Donington, for ITV's World of Sport.

1st	Calvin Fish	AK Dino/AK Yamaha
2nd	John Ball	Zip GP/Rotax
3rd	Brian Heerey	WPT Zip/Smith Yam

Two spectacular, incident-full heats, which should make marvellous television. **NOTE: BROADCAST DATE CHANGED FROM JULY 4th to JULY 25th.**

F1 G.P. DEMO

It seems as though a Superkart demonstration race is on at the Silverstone F1 Grand Prix, July 18th. The top 20 drivers in the Zip Champion of Champions series, after 6 rounds, are expected to be invited to take part.

FRIGGIT

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● The National Schools Karting Association Championships, backed by Esso, take place on 11/12 July at Rye House. Well worth a visit to see the construction techniques in the 9 different classes alone.

● Wigan Kart Centre are initiating a race-hire service using WKC prepared Zip/Rotax 125s. Set up as their own Derek Price driven machine, the service will be available for both long and short circuit events, but especially at Morecambe and 3 Sisters. For details, 'phone Chas at W.K.C.

● News from New Zealand where Auckland driver Graeme Harrison, a Hines' mechanic for some months in 1979, has won the New Zealand Kart Grand Prix, using a Zip/Yamaha TZ 'G' set-up.

Marriage Lines!

Two of England's leading 100 International drivers ruled themselves out of the Jesolo meeting — by getting married. Congratulations to Paul Jackson and Alan Gates, and our commiserations to their two new "karting widows"...

The pair finished third and fourth behind the Lane steamroller at the following Green Man meeting, so married life obviously hasn't slowed them down!...

Letters

Dear Sir,

After the second round of the British Championship at Cadwell Park on June 7th I had a glance through the programme for that meeting and read 'Points for the RAC Championship are awarded 1st: 0 points, 2nd: 2 points, 3rd: 3 points etc.' It was certainly the first I knew of it and the implications are so ridiculous that I telephoned the RAC — of course they confirmed it. It wasn't Mr. Langford — though he seems to be in a permanent meeting.

Consider the possibilities of this nonsense:

1. Any driver who drops a round with a 'no finish' can forget about his chances. With this year's system a driver can win three rounds, drop one and get beaten by a man with four 15th places: whereas under last year's points scoring system, 3 rounds would have given 60 points, and left a driver with some chance, even if a round was dropped.

2. From the point of view of Karting as a spectator sport people want to see drivers battling with each other for a win, but some of the fastest drivers in the classes are already out so may not enter the later rounds. Also the system encourages drivers with points already in the bag to conserve their advantage and just go for a finish in the places.

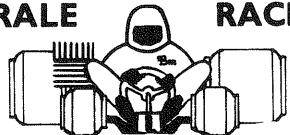
Any points raised regarding this system of scoring naturally assumes that the idea of a multi-round Championship was to get a worthy winner over a season.

I know it appears that I personally have a lot to lose, (this is written before Donington), and am therefore moaning about the system but I don't agree with any method which has a good chance of producing the wrong result. I was not happy to win in 1979 when I was not the fastest man on the track and went into print then to get the system changed.

It seems we so nearly had what everyone wanted last year so why did they change it? (Perhaps it was too good to last)...

BY BARRY FOLEY

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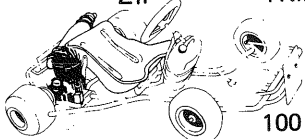
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CLUB SCENE

Novice

Nick Hornsby	Kestrel/Parilla
125 National	
1st Graham Marris	Pit Stop Zip/Yamaha
2nd Wayne Sandford	Sprint/Chat. Yamaha

100 Britain

1st Phil Hogg	Barlotti/Arrow
2nd Kev. Blackburn	UFO/Arrow

210 Novices

1st Dave Stocks	Zip/Upton
2nd Mark Pask	Blow/GBRD

210 National

1st Dud Martin	Sprint/Upton
2nd Rick Butler	Barlotti/Upton
3rd Ivan Wileman	Zip/Upton

250 Nat. & International

1st Brian Reader	Barlotti/Yamaha
2nd Alan Mugglestone	Zip/Bultaco

Boyndie

May

Junior Britain

Clair McArthur had her day at last — she won two heats and came in 2nd in the third. Steven Mitchell won the 3rd heat and came in 2nd in the second. Brian Ross, Brian Tewnton, Nigel Williamson and Andrew Hepworth were also in top places. Clair landed pole for the final with Ross alongside, Mitchell and Hepworth behind. Completing lap one in the lead was McArthur with Ross, Mitchell, Innes, Hepworth and Tewnton close behind. Mitchell took Ross as they bombed up the straight and set his sights on McArthur and the lead! Mitchell could not discount Ross who was stuck to his tail in third place! Hepworth, Innes (Novice) and Tewnton followed close behind. Ross, unluckily, had to drop into 4th to avoid a collision with Innes who made a dramatic exit through the bales at the hairpin. Tewnton repeatedly challenged Mitchell for second place for the remainder of the race, and, on the last lap, he was relegated to 4th as Ross, who had come fighting back, took him unawares going into Caravan Corner. McArthur, meanwhile, won her longed for first meeting!

125 National

As each month goes past the ranks of the 125 drivers are swelling. Latest recruit is Sandy

Taylor from 250s. Several other 250 drivers are rumoured to be going 125 all of which can only provide more competitive close racing for the boys!! Granville Grubb, the existing 125 Scottish Champion, is proving to be the man to beat in this class. He claimed 2 out of 3 heats with Paul Williamson winning the third. Ian Pratt had a second and two thirds, while Sandy Taylor landed a third and two fourths.

For the final the front row had Grubb on pole, then Pratt, Taylor and Pettigrew. The flag dropped and the pack shot off toward the hairpin, all emerged safely with Taylor in the lead and Williamson, Pratt and Grubb in hot pursuit. On lap 3 Grubb took Pratt as they raced into the hairpin and set off after Williamson and Taylor. Grubb closed right up on Williamson and it was "nail biting stuff" to watch as Williamson "shut the door" on Grubb lap after lap. Taylor took the chequered flag with a delighted Williamson breathing a sigh of relief in second, Grubb third and Pratt 4th.

100 Junior National

Brian Ewing took all three heats, maintaining a string of successes so far this season. Kevin Doherty had 2 seconds, Colin Bird a second and two 3rds, Alistair Allan and Michael Barron were also consistently in top 4 spots.

Ewing landed pole in his immaculately turned out outfit, and completed lap 1 in the lead followed by Bird, Doherty, Allan, McLeod and Barron. Ewing began to open out a lead as the race progressed but fighting at his heels came Bird who was challenged by Doherty at every opportunity. Bird held him off and an unlucky Doherty came to grief as he made another desperate attempt to get past Bird as they emerged from the hairpin. With Doherty gone, Allan was now in 3rd, McLeod 4th and Barron 5th and they kept these places to the flag, with Ewing winning by an incredible margin!

250 International

Successes in the heats went mainly to the "North" contingent. Leslie Cranston and Bevan Fraser claimed top places with Roddy Hill always there or thereabouts! Gordon Petrie and Paul Cook were also in the top 3. The numbers were sadly depleted in the final due to an incident in one of the heats causing the early retirement of Ian Grant, Roy Gallant and Paul Cook with battle-scarred and twisted frames.

Off the grid in the final flew Hill with Fraser and Petrie tucked in behind. Another lap on and Petrie was forced to retire joining the sad line of 250 drivers. So it was Fraser and Hill

fighting for first place. Fraser began to open up a lead from Hill and determinedly held his lead to the flag with Hill having to settle for 2nd.

210 National

Sandy Pratt (brother of 125 driver Ian) had a triumphant afternoon winning all 3 heats. Alistair Baillie, just as consistent as the former, took 3 seconds. Closest contenders for other top places were Les Campbell and Peter White. Campbell took an immediate lead in the final followed by Baillie, Pratt, White and Barclay. A lap on and Pratt took Baillie and set after Campbell. Another lap on and a determined Pratt took the lead as Campbell was forced into second spot at the hairpin. These four maintained the first 4 places to the flag — Pratt, Campbell, Baillie and White.

100 National

With a full grid in this class we were provided with some of the closest racing of the day. Old rivals Andrew Buchan and Colin Robson shared top honours in the heats with two and one wins respectively. Andrew Graham was a close contender behind the former claiming 2nd spot in all three heats. Another Southern driver, Sam Brown, was also a driver to watch as he notched up 3 thirds in the heats. George Bertram, George Douglas and Tim Mason completed the front runners as they lined up for what promised to be a closely fought final.

Graham landed pole for the final with Brown alongside. The flag dropped and the pack sped past into the hairpin and completing lap one in the lead was Brown with Graham, Buchan, Robson, Bertram and Douglas weaving their way round and all poised ready to nip past the man in front at the slightest opportunity. The battling duo of Buchan and Robson both made a "dive" for 2nd place as they sped up the straight. Buchan made it and Robson tucked back into third. The jostling for 4th, 5th and 6th was just as close between Graham, Bertram and Douglas. Brown meanwhile was holding off Buchan for the lead and it wasn't until they came up behind back markers that Buchan found the space to slip through into the lead. Robson wasn't allowing Buchan out of his sight and as the first trio weaved their way through the back markers Robson nipped past Brown to close up on Buchan again. The first 6 places were being so hotly contested it was difficult to know who to watch first! Until he took the chequered flag Buchan had Robson practically glued to his back bumper and it was tremendous to watch, as Robson tried the inside, the out-

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CLUB SCENE

continued...

to get into first place. Phil was having none of it though and kept his head under the pressure to keep the No. 1 spot to the chequered flag. Kev took a nice comfortable 2nd and Trevor Faunch finished third.

100 National

For the first time this year, we had a full grid in this class which, invariably, provides some fantastic racing. Andrew Cursley took the first two heats and James Kaye took the third. Tim Wright also showed some very good form in the heats with a second and two thirds. Also showing up well was John Marshall who had a second and a third.

For the final it was Tim on pole, with Andrew alongside. The second row was made up of Nick Hornsby and Carl Sellars. From the start, Andrew went into the lead only to be pressed for this spot by Tim Wright, Carl Sellars and John Marshall. While Andy certainly didn't look like giving up his first place, John Marshall moved up into third with a neat bit of overtaking and immediately started to put pressure on the leading pair. The first four were followed up by Pat Teatum, Nick Hornsby, Jim Thornsby and Jim Kaye. With the race approaching half distance, it seemed as though some sort of order had been established, when John Marshall's motor expired, promoting Carl Sellars to third. The leading pair were steadily pulling away from the rest of the field, and at the final flag it was Andrew Cursley 1st, Tim Wright, Jim Kaye, Jim Thornsby and Paul Beever. First

Novice home was Nick Hornsby.

125s & 250

Another small grid here, with six 125 Nationals and one each of the 250 classes. Brian Reader in his Barlotti/Yamaha outfit romped home first in each of the heats. The honours were shared in the heats for the 125s with Graham Marris, Bill Henderson and Wayne Sandford taking a win each.

In the final, Brian Reader kept his flying 250 International outfit in the lead from flag to flag. Graham Marris led the 125 contingent and was pushed for his spot by Bill Henderson. Alan Muggleston with his 250 National outfit was in fourth. On the last lap, Bill Henderson's challenge expired along with his motor and Graham Marris came home to win the 125 class with Wayne Sandford in second.

210 Novices

A sufficient entry in the 210 class enabled us to run a separate grid for the Novices. In the heats, Mark Pask had a first and a third, Dave Stocks took second in the first heat and a first in the second heat. Rod Harpham took the remaining heat.

In the final, David Moakes led for the first lap, to be replaced by Mark Pask on the second lap, with Rod in third and Dave Stocks in fourth. On lap 3, Dave Stocks was up to second and threatening Mark for first. Dave took the lead from Mark at the start of lap four, and that's the way it stayed to the end with Dave Stocks and Mark Pask taking home the trophies. Both of these lads should give the established 210 brigade some bother once they get their black plates off.

210 National

14 competitors in the red plate brigade all seemed to be evenly matched and provided some entertaining racing. In the heats, Dave Green, Dud Martin and Alan Gow shared the honours.

For the final, Dud Martin led away from the flag closely followed, and pressed by, Dave Green. Ken Spooner was in third and Simon Jenks was in fourth. Rick Butler began his surge forward on lap 2, and by the next lap was up into second as Dave Green disappeared from the circuit with a sick motor. Ivan Wileman also put in his bid for the trophies with a fine bit of driving that took him to third spot from way down the field. That old veteran campaigner, Alan "WEE Shugie" Gow was also intent on moving up from a bad start and by lap 9 had moved up into 4th spot. The order remained unchanged to the final flag, so at the end it was Dud Martin 1st, Rick Butler 2nd, Ivan Wileman 3rd and Alan Gow 4th.

John Stocks

Provisional Results:

100 Junior National			
1st	Phillip Woolley	Birel/Parilla	
100 Junior Britain			
1st	Jeremy Griffiths	Bear/TKM	
2nd	Jason Elliott	Sprint/Hewland	
100 National			
1st	Andrew Cursley		
2nd	Tim Wright		
3rd	James Kaye	Premier/Hewland	

continued...

In conclusion I think; 1) all drivers should have been made aware of the scoring system before the Championship started and 2) it should be the best three from four results to count, with scoring as last year. 3) I cannot believe that this new system is what the majority of long circuit participants would vote for.

Finally, why did the supplementary regulations for the first round at Snetterton say nothing about this and those for Cadwell quote the same system as last year? ...

Once again, a word of thanks to all the hard working organisers, scrutineers and marshals for all our meetings this year.

John Newton
Surrey

Every competitor involved in the Long Circuit Championships would agree. As we go to press, the RAC are about to meet to discuss the possibility of implementing a third different system — with three quarters of the Championship gone!

Obviously, the 1981 Championship is a mess. Hopefully, enough people will attend the forthcoming RAC Open Day (see page 2) to convince our governing body that they need to try a little harder. ...

Dear Sir,
May I, through the columns of your magazine, thank those members of the Northumberland Kart Club who visited me during my recent stay at Ashington General Hospital. I have almost completely recovered from my back injury, and like a lemming will be throwing myself into a kart once again. ...

Paul Dennis
London

Y'KNOW, IF I DIDN'T KNOW
US SO WELL, I'D SAY WE WERE
INCOMPETENT.



Sir,

Surbiton Town Kart Racing Club

I would like to thank everyone who has made the effort to put pen to paper on the Club's behalf regarding the recent closure of Surbiton after twenty-one years. Your support is very much appreciated. The events leading to the closure are as follows:

On January 14th 1981 the Magistrates Court ruled that S.T.K.R.C. had not been causing nuisance by noise as was alleged by Epsom and Ewell Council and should continue running. During an appeal hearing less than twelve weeks later the Crown Court Judge ruled karting constituted "TORTURE BY NOISE" and closed the Club.

The Club has written to the Law Society suggesting that if judicial matters are dealt with in an unbiased and impartial manner then surely these two rulings should have been a bit nearer to each other. We are awaiting a reply to this letter.

A more disturbing fact is the following reply to a request for help received from karting's governing body the RAC Motor Sports Association Limited:

"The RAC MSA Limited reluctantly feels that no useful purpose can be served by pursuing the matter further."

A simple mathematical sum of the total amounts of money paid by karters in licence fees and Clubs in race fees etc. every year will give a total of over £1 million paid to the RAC MSA Limited during the sport's short history. I would have thought that these massive resources were for such an occasion as this, with Surbiton, Camberley and Temple Manor all fighting for their very existence. Perhaps karting is subsidising the more lucrative, glamorous areas of international motor sport that the RAC MSA Limited allow to be televised regularly. ...

Whilst it is very fashionable to complain on environmental grounds (and that is what has closed Surbiton), I thought the environment was for everyone to enjoy ... not just the quiet ones! It is sad that out of a possible 1,800 people who could have complained the total number referred to during the court hearings was thirteen, which represents less than 1% of the local residents. The alleged nuisance by noise lasted for an equivalent of 2.38 hours per week — the same length of time as one evening rush hour!!

Jonh Thorne-Jones
Karting Manager, Surbiton Town K.R.C.

An awful lot of people must now be feeling very sad at the loss of those famous Surbiton 'Bank Holiday' meetings. Hopefully a few of them will be at Belgrave Square on August 12th. ...

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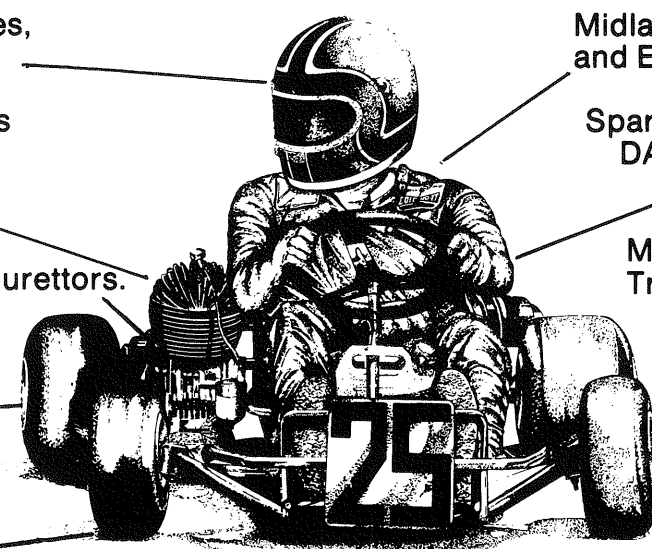
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continued...

Junior National
A rather depleted field of Junior Nationals ran in front of the Junior Britains (our regulars were at Dunkeswell, Green Man). Charlie Brown led from the flag. Vincent Young (Novice) went well in the heats but he was beaten in the final by Eric Symons. Charlie Brown won the Junior National final without any challenger.

100 Senior Britain
Eric Butler and Adrian Cotterell were all set for an epic battle with a heat win each. Cotterell made the better start but Butler soon repassed when Cotterell went wide into the top hairpin. Butler was making ground and, then as so often happens, got caught behind a Novice at the entrance to the chicane. Cotterell caught up and re-challenged the leadership. Paul Rixon lying third was being caught by Jim Marshall, but Marshall, though he tried hard, just could not get up enough steam to pass. Eric Butler was first home but only by a hair's breadth from Adrian Cotterell.

100 National
There was no doubt that by the time the 100 National final was due the track was drying. The sun was also shining weakly. Heat winners were Stephen Wright, Bob Owen and Roger Rowe (we were glad to see Roger back in the pilot's seat so soon after his accident). Pole man was Dominic McGee with Roger Rowe on second. It was Rowe who was the early leader with Chris Redwood tailing him. Redwood made his move into the chicane and passed Rowe and then held the lead to the finish. Ashley Browning and Stephen Wright were chasing Dominic McGee, now in third. Browning spun off and Wright passed McGee. Wright made his bid for the lead but his motor gave up. Russell Powell drove exceptionally well and was pushing forward all the time. On lap 5 he passed Rowe on the back straight to gain third. Charlie Royston and Ray Lewis were having a ding dong battle for fourth. Nigel Keats put in another good performance. He was involved in a crash on lap one which put him to the back of the pack. He came through well to take 6th with a badly bent up front end. Browning's spin was bad luck but he made it to 8th. Royston and Lewis were still duelling until the finish. On the last lap they got tangled up in the bottom hairpin and I did not expect either to finish. Chris Redwood had a well deserved win and Dominic McGee had gone well to finish second.

125 National
Chris Lord won both heats and was on pole.

Hemswell

7th June

Almost 70 drivers signed on for the Borders Kart Club's meeting on Sunday 7th June, which wasn't a bad total when you consider that the Superkarts were on at Cadwell just 25 miles down the road! The meeting was run in conjunction with Castrol, and our thanks to them for the equipment they supplied. Anyway on with the racing.

100 Junior
Only 8 Juniors (2 Nationals & 6 Britains) signed on, but they provided some excellent racing throughout the day. Phillip Woolley,

Keith Bisp was first away with a stream of karts bumper to bumper behind him, Lord, Cooke, Reeve, Schoen, Sorrenson, O'Connor, Duncan Bisp, Cox and Crawley. Chris Lord was trying hard to relieve Keith Bisp of the lead. O'Connor passed Sorrenson and Schoen and caught Reeve. Duncan Bisp was hammering Sorrenson but unluckily came off. Keith Bisp and Chris Lord were on their own up front when John Cooke took up the challenge again. Cooke was losing it down the straight but definitely catching them through the bends. The race winner was Keith Bisp who had led throughout but Chris Lord and John Cooke had never let him off the hook.

210 National
Derek Randall and Mark Allen were the heat winners. Mark Allen went into an immediate and commanding lead which he extended throughout the race. In second place was Ray Randall shadowed by Glen Clarke and Derek Randall. Bill Brookes and Alex Pittaway had a spectacular prang, with luckily both drivers unhurt. The dice for second was very tight. Glen Clarke and Derek Randall really pushed the pace. Phil Hemes was lying fifth. Rod Ellis close behind looked dangerous. Rod Ellis however had motor problems and gradually dropped back. Maggie Dell had soon caught him and was challenging. The drivers were spreading out by the middle of the final except for a midfield bunch which included Ridge, Wright, Bridgeman, Clements, Clive, Bisp, Browning, Rawden (Novice), and Pryce. By lap six the bunch in the middle had reshuffled, we lost Clive Bisp, and they now looked like this – Ridge, Clements, Browning, Pryce and Wright. On the last lap the only changes which occurred were when Maggie Dell passed Rod Ellis and Phil Hemes passed Glen Clarke, allowing Mark Allen another splendid win with Ray Randall 2nd, and Derek Randall 3rd, Phil Hemes 4th.

250 National
The front row line-up for this final was Terry Clewes, Jack Ayriiss, Stewart Eason and Terry Hinton – it was going to be a tight one! Stewart Eason took the lead with Ayriiss second and Clewes third. Eason, Ayriiss and Clewes were nose to tail from the start but try as they may neither Ayriiss or Clewes could improve their positions. Eason looked like the winner. As the three leaders came into the final bend they met a Novice. Jack Ayriiss grabbed the opportunity and passed Eason, and reached the chequered flag first. Jack Ayriiss was overjoyed and poor Stewart Eason had to settle for second.

250 International
Errol Johnson had put in the best performances in the heats with a win and a second and was

Paul Dukes and Jeremy Griffiths took one heat each, with Jason Elliott having two fine second places in heats one and two and Matthew Charlton finishing 2nd in the third heat.

For the final, Paul Dukes went straight into first place hotly pursued by Phillip Woolley and Jeremy Griffiths. Phillip set about putting the pressure on Paul, who in turn was doing his best to keep Phillip firmly in second. For three laps this pair diced it out and it was obvious that something had to give. On lap four it did! Paul's throttle cable snapped, letting Phillip and Jeremy through. Paul drove the remaining distance operating the throttle with his right hand, but brave as this was he couldn't stop Jason Elliott from taking third spot. Now that there was no other Britain outfit in front of him, Jeremy

all ready on pole for the final. Pete Hammond was the other heat winner, a blown engine had prevented him finishing his second heat. Stan Harvey made an excellent start and Pete Hammond was right after him. These two were soon leaving Errol Johnson and Guy Hammond passed Harvey on lap three and he clung onto the lead for two laps. Harvey took him in the chicane by robbing him of the line and forcing him to concede. Harvey's water-cooled motor was truly on song. Hammond's aircooled motor just was not quick enough. Hammond must have been reflecting how different things might have been if the crank hadn't gone in his watercooled motor. Stan Harvey was the winner with Pete Hammond second, Errol Johnson third.

Many thanks are due to all the officials who braved the appalling weather on our behalf. As we packed away all our sodden equipment the sun began to shine on us. It was hard to believe just how shocking the weather had been.

Maggie

Results			
Junior Britain			
1st	Dave Pope	DAP/Arrow	
2nd	Steven Bennett	Zip/Arrow	
3rd	Richard Wormwell	Barlotti/Arrow	

Junior National			
1st	Charlie Brown	Birel/TKM	
2nd	Eric Symons	Birel/Komet	

Senior Britain			
1st	Eric Butler	Keg/Arrow	
2nd	Adrian Cotterell	Zip/Arrow	
3rd	Paul Rixon	Keg/Arrow	

100 National			
1st	Chris Redwood	Dart/TKM	
2nd	Dominic McGee	BM/Parilla	
3rd	Russell Powell	Reema/Parilla	

125 National			
1st	Keith Bisp	Barlotti/Rotax	
2nd	Chris Lord	Zip/Yamaha	

210 National			
1st	Mark Allen	Dino/Villiers	
2nd	Ray Randall	Barlotti/Upton	
3rd	Derek Randall	Barlotti/Upton	

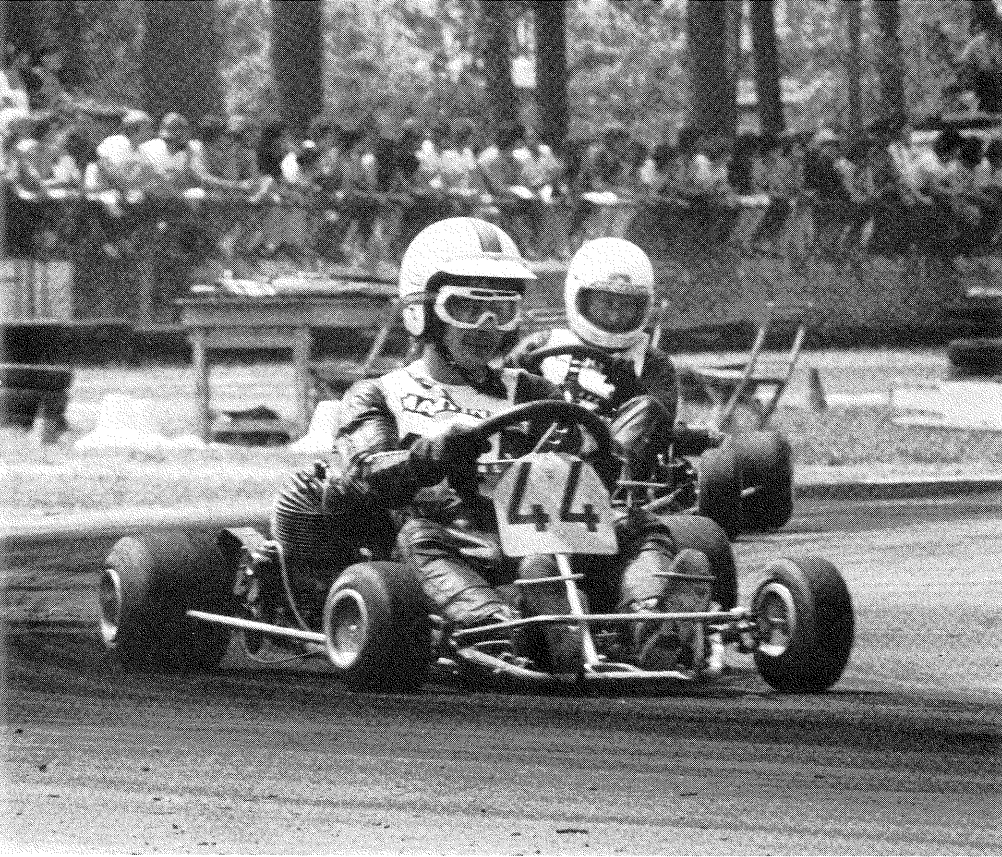
250 National			
1st	Jack Ayriiss	Dino/Barlotti	
2nd	Stewart Eason	Zip/Yamaha	

250 International			
1st	Stan Harvey	Dino/Yamaha	
2nd	Pete Hammond	Zip/Yamaha	

eased the pressure on Phillip (who was driving National) and the pair of them cruised to the flag. Unfortunately there was no trophy for Phillip due to the number of entries, so it was left to Jeremy and Jason to take home the pots. Come on Juniors! Give us a try.

100 Britain
Again a low entry in this class, but some very good close fought racing resulted. Phil Hogg and Kev Blackburn shared the heats between them. Paul Richardson also showed well in the heats taking a second and a third place.

In the final, it was Phil Hogg who took up the running, closely followed by Kev Blackburn, who tried every (legal) trick in the book



DUTCH DUET

Champions Cup 1-2 to Dutchmen Schuurman and de Bruyn. Boulineau takes third with consistent class. Modena and Wilson set the pace, but both drop heats. Fullerton looks set for a place, but drops his last heat. Disastrous return by da Silva. 135cc race a flop.

Jesolo – the Italian holiday resort with it's own international kart circuit – oozes atmosphere during the last weekend in May. Europe's leading 100 International drivers gather for the first big event of the year, the Champions Cup.

There was a time when English drivers travelling to compete in Italy could expect hassles, but not any more. Bruno Grana of I.A.M.E. heads the organisation of the event, and what a superb job is made of it – with a mouth-watering pile of karts and engines waiting to be distributed as prizes.

Italians love their motor sport, and the sizeable crowd of exciteable spectators, combined with the emotional antics of by now famous starter Gianfranco Riva, create an arena unequalled in the world of karting. No wonder the racing itself reaches fairly dramatic heights! . . .

The Dutch 'arrival', heralded by Koene's 1979 World Title and de Bruyn's 1980 crown continued, this time headed by that wiry little powerhouse Harm Schuurman. A fine display of controlled, confident driving, and in the end sheer tenacity, reaped its reward.

Jesolo also provided the setting for the first 135cc race. Not very well supported, and with a lack of engine reliability, it must go down as a non event, and point ominously towards a possible lack-lustre World Championship. . .

Entry & Practice

Only a few changes of allegiance seemed evident as the field assembled for unofficial practice, although two of them affected leading contenders.

World Champion Peter de Bruyn has changed chassis and arrived with a pair of Techno karts. The Techno, along with the DAP "Jesolo", you will recall, are built under the same Italian roof as the Fullerton karts were, and are in fact identical in every way, much to the disgust of the latter gentleman. . .

Fullerton himself is now of course on Zip chassis, but had also switched engines. Perhaps as a result of the chassis fiasco above, he preferred to leave his DAP engines in his van, and instead ran PCR engines supplied by the Italian factory.

Other English entries making the trip were Chris Needham (Zip/Parilla), Jackie Brown (Zip/Parilla), John Herbert (Cobra/Yamaha) and Derek Higgins (DAP/DAP). For the second year running, the Lane Racing van failed to match the performance of team drivers Lane and Grice, coming to a halt somewhere near

Schuurman (44) leads countryman de Bruyn – note the thick layer of rubber on the racing line. . .

Paris! Martin Homewood was unable to enter due to his Dunkeswell injuries, while both Paul Jackson and Alan Gates were on honeymoon duty! . . .

Timed practice involved each driver in 12 laps – 3 warm up followed by 9 timed, the average of the fastest six making up the official time.

During final free practice Brazilian Ayerton Senna da Silva taking a short break from Formula Ford, had a horrific shunt. Circulating rapidly in his usual two-wheeling style, he slightly overdid it on an almost flat out right hander, rolling, and smashing heavily into the steel barriers. Fortunately, he was only bruised and battered, and badly winded for a while, although bravely able to take out the spare for timed practice.

Wilson and Modena confirmed their obvious pace by heading the practice list, but there were a few surprises in the top ten, and a few notables missing. Lars Forsman could manage only 15th fastest, while European Champion Toni Zoserl did not even qualify, seizing in both his first and last-chance attempts.

Timed Practice			
1	Mike Wilson (I)	Birel/Parilla	45.27
2	Stefano Modena (I)	Techno/PCR	45.31
3	Harm Schuurman (N)	Dino/DAP	45.33
4	Terry Fullerton (GB)	Zip/PCR	45.40
5	Marc Boulineau (F)	Birel/Parilla	45.43
6	Fred Skoghag (S)	Hutless/Petry	45.45
7	Paul Gudel (CH)	Hutless/Petry	45.46
8	Ayerton da Silva (Br)	DAP/DAP	45.51
9	Reine Andersson (S)	DAP/DAP	45.52
10	Peter de Bruyn (N)	Techno/Parilla	45.55
40	Jackie Brown (GB)	Zip/Zip	46.30
41	Chris Needham (GB)	Zip/Parilla	46.38
51	John Herbert (GB)	Cobra/Yamaha	46.61
60	Derek Higgins (GB)	DAP/DAP	47.05

The top 36 qualified for the main event, whilst the remainder underwent a further timed practice to determine grids for the consolation event – the Jesolo Trophy – in which Brown, Needham and Herbert took part. With 'O' levels on the following Tuesday, and having spent most of his practice running in six of Da Silva's blown engines, a thoroughly – and justifiably – disgruntled Higgins set off immediately for home, if nothing else a little wiser in the ways of the "factory" karting world. . .

135's Unimpressive

The only racing on the Saturday was the three race 135 event. Two heats had pre-drawn grids, with the third grid allocated on best performances in the first two.

Most of the leading 100cc drivers did not take part – a little wary of the frailty of the new engines on a circuit as dangerous to go off as Jesolo. However, Modena, Forsman and Demollin turned out for their respective factories – Moden on a PCR, and the two others with Komets – making up a field of 20. The only Englishman competing in this event was Herbert, running a Komet on his spare Cobra chassis. After a well judged start from the second row, he earned the distinction of leading the first ever 135 race, for two laps. But then pace-setters Modena and Demollin breezed by to run up an easy 1–2.

The first corner at Jesolo has a fairly lethal double bump at it's apex, with a wall of tyres only feet off the outside edge. Heat two pro-►



John Herbert finished third in the 135cc race with a consistent run. The three races for this class were hardly stirring stuff though. . .

continued . . .

duced one of the horrific looking mass pile-ups as one unfortunate was bounced back into the path of the oncoming midfield. Modena moved rapidly into second spot behind Raphanel, only to have the Frenchman's engine blow right in front of him. He climbed spectacularly over the luckless Raphanel, somehow keeping it all together as he bounced off the fence, and went on to his second heat win. . .

Modena raced away from pole in the final heat, with Herbert making another fine start to hold second in the early laps. Lap five, and the leader clattered to a disbelieving halt. All three races counted, and Modena looked to have blown it, but as Forsman worked his way through to lead Haase, Herbert held Demollin at bay for third, depriving him of the odd point needed to take the event. Modena's 12th classification in this race was just enough.

Only 9 finished this third race, fairly well strung out. On current form, the engines certainly do not seem reliable or quick enough to justify their World Championship status. Prospects for Parma in September look bleak. . .

Stefano Modena	Techno/PCR	12 pts
Danny Demollin	All Kart/Komet	13 pts
John Herbert	Cobra/Komet	15 pts

Harm-less . . .

Intermingled with the 6 Champions Cup races were the 3 Jesolo Trophy races. Each was led from start to finish by Filippo Bertuzzi, the son of the owner of the huge Astra company, who should really have made the main event. With an incredibly sweet and rapid Baroni prepared Sirio, he merely pedalled off into the distance each time, to take an easy overall victory.

A well deserved, and morale boosting second overall went to Chris Needham, coping competently with some at times hairy Continental opposition. His fourth, plus two seconds clearly put him well ahead of third placed Italian Tamburini.

The two other Englishmen fared less well. After a good sixth in the opening heat, Jackie Brown was taken off on the opening lap of the second, and suffered a da Silva-style accident in the third, totalling destroying his chassis, but without serious personal injury. John Herbert's eventful day included finishing one heat with only 3 wheels still connected to the chassis.

Result: Jesolo Trophy

Filippo Bertuzzi	All Kart/Sirio	0 pts
Chris Needham	Zip/Parilla	8 pts
A. Tamburini	Birel/Parilla	19 pts

And so to the main event. Six races — three 12 lappers in the morning and three 15 lappers in the afternoon — all to count, meant something of a test of endurance for man and machine. The grid for the first would be as per timed practice, with each subsequent grid in the finishing order of the preceding race.

As usual, the opening heat, run in the cool mid-morning air under a clear blue sky, was frantic. Wilson burst through the first corner,

Snetterton

"PEACHEY SPORTS SPRING CLASSIC" 3rd May

An entry of over 90 drivers arrived early at the Snetterton Kartway on May 3rd to contest the "Peachey Sports Spring Classic".

Practice and the early heats were run in near perfect conditions but then the heavens opened turning the track into something resembling a river. Undeterred, the drivers got their heads down to produce some of the best 'wet weather' driving that I have seen.

Juniors

Saville's two wins and third place gave him pole for the final and it was difficult to see anyone beating him on this form. Alongside him sat Hunt with the next two rows being occupied by Palmer, Bowes, Woolford and S. Webb. Saville got a good start to lead into the first corner with Rogers storming through to follow him in. This is the way it stayed for two laps when Rogers, trying a little too hard, spun out, handing second place to Hunt who was comfortably ahead of Woolford and Bowes. Rogers restarted in 5th place but was unable to make any impression on the lads in front and the order remained the same at the chequered flag. Saville winning from Hunt, Woolford and Bowes.

100 Britain

With three wins out of three starts Nigel had made absolutely sure of pole for the final and it was certainly no surprise as he went on to win the final very much as he pleased. With Charlie a race long second it was another Goff 1-2, repeating last month's result. Germain held third, holding off the attentions of Skinner before being out-manoeuvred on lap 6 to finish fourth while Novice Ernie McNally drove a good race to claim fifth.

100 National Novice

Heat one was led easily throughout by Chris Barnet with M. Fitzgerald a race long second. R. Gant held third for eight laps only to see G. Bush sneak through and hold on to the end. Barnet repeated his first heat performance in heat two, winning by a mile from Bush, Gant and Mark Dunham. Again it was Barnet who led heat three but he overdid it on lap eight and spun, handing a win to Bush. Gant also went by before Barnet could restart, with Fitzgerald taking fourth spot.

Barnet found himself in the lead once again in the final but it was short lived as he was brought to a halt by engine trouble. Fitzgerald became the new leader only to throw it away two laps later when he spun. This promoted Bush to the top spot and he made no mistake, splashing round with care to win from Fitzgerald who had quickly restarted but driven with more caution to finish in a trophy position.

100 National

With 50 entries it required six heats and two finals to sort this lot out.

A Final

Herbert and Goff were the lucky ones who occupied the front row, leaving the rest to contend with the spray. Heath and Smith sat on row two followed by Crouch, Lovell, Woolford, Townshend, Johnson and Pickup. From the flag Herbert took an immediate lead, quickly establishing a buffer over Goff in second. A little way behind came Simpson, Lovell, Smith and

Kett involved in a great nose to tail tussle. Smith got the better of Lovell on lap three and immediately set about Simpson. Under tremendous pressure Simpson made the mistake Smith was looking for and he was through in a flash followed by Lovell and Heath as well, before Simpson recovered to continue in 6th place. The next casualty was Lovell who spun two laps later, restarting in 9th position. Meanwhile Smith was closing the gap on Goff who in turn was closing steadily on Herbert. With four laps to go Goff was only a couple of lengths behind while Smith was causing him to keep an eye open behind. Reading the situation perfectly, Herbert stepped up the pace a bit to leave Goff to contend with the tremendous challenge being made by Smith, which he just managed to do. Heath and Simpson were safe in 4th and 5th while Lovell had climbed back up to 6th.

With equipment packed away and dry clothes donned it was time for the prize giving. David Peachey presented the superb trophies on behalf of our sponsors to whom our thanks are once again extended. Let's hope the weather is a bit more favourable next time.

Last, but by no means least, a very special thanks to the race officials and marshalls who did a fantastic job. It takes a special breed of person to take such a soaking without complaint and the effort was greatly appreciated. Well done also to the drivers for putting on yet another fantastic show.

Next month the Norfolk and Suffolk Kart Club present the 'Castrol Club Support Trophy Meeting' which will be followed in July by the 'East of England Championships'. Make it a date folks. See you soon.

Derek Calver

Results:

Junior National	
1st Ian Saville	Cobra/Parilla
2nd Howard Rogers	Le Spectre/Arrow

Junior Britain	
1st S. Hunt	Goff/Arrow

Junior Novice	
1st K. Bowes	Bedford/Arrow

100 Britain	
1st Nigel Goff	Mustang/Arrow
2nd Charlie Goff	Mustang/Arrow
3rd P. Skinner	Zip/Parilla

100 Britain Novice	
1st Ernie McNally	

100 National Novice	
1st G. Bush	Zip/TKM
2nd M. Fitzgerald	

210 National	
1st C. Paul	Zip/Upton
2nd Bob Green	Zip/Upton
3rd Chris Prue	Barlotti/Villiers

125 National	
1st D. Tyler	Barlotti/TVP Yamaha
2nd Paul Melhuish	Zip/Yamaha
3rd Geoffrey Hodge	Zip/Rotax

210 Novice	
1st R. Mennell	Barlotti/Villiers

100 National	
1st John Herbert	Sisley Cobra/Arrow
2nd Roger Goff	Mustang/Arrow
3rd Robert Smith	Zip/Parilla

CLUB SCENE

Hemswell

May 17th

A slightly larger number of drivers than we got last month, signed on for the Borders Kart Club race meeting on 17th May, with the gearbox brigade being well represented and reasonable numbers of 100cc competitors. There's always room for more though, so if you've never been to Hemswell before why not come and give us a whirl. We've got acres of hardstanding for the pit area, and literally miles of room for test purposes. Anyway enough of that! Let's get on with the racing.

John Stocks

Final Results:

Junior National	
1st Phillip Woolley	Birel/Hewland

Junior Britain	
1st Jeremy Griffiths	Bear/TKM
2nd Martyn Gilbert	Goff/TKM
3rd Tim Turner	Sprint/Arrow

100 Britain	
1st Tim Wright	UFO/Arrow
2nd Chris Stoney	UFO/Arrow

Novice	
1st Dave Bunn	Premier/Arrow

100 National	
1st John Marshall	Dino/Parilla
2nd James Kaye	Premier/Arrow

Novice	
1st Grant Sharman	

125 National	
1st Chris Stoney	Barlotti/Rotax
2nd Gary Hill	Zip/Chat. Yamaha
3rd Mick Parker	Bullitt/Aspes

210 National	
1st Rick Butler	Zip/Upton
2nd Ian Eastwood	Barlotti/Villiers
3rd Ivan Wileman	Zip/Upton

Novice	
1st Dave Stocks	Zip/Upton

250 International & National	
1st Richard Dean	DMA CTRP/Yamaha

Shenington

May 17th

Rain, rain and more rain and all destined to fall on Sundays. The track was so wet it was decided to move the start onto the back straight. The track repairs are now finished and no further problems were experienced.

Junior Britain

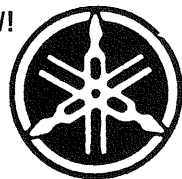
It was Dave Pope's day, he won both heats, the final and took fastest lap. Steven Bennett's first visit to Shenington was impressive and we look forward to seeing him again. Dean Roberts, who drove well in the second heat, bogged down at the start of the final. Dave Pope led the Britains in the final followed by Steve Bennett, Richard Wormwell and Adrian Chapman. Chapman's bid for third nearly ended in disaster when he came off at the chicane but he was restarted so quickly he kept his fourth place.

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RUMOUR!

of the Month No:3

RUMOUR!

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FACT:

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Above: Modena (94) and Wilson (93) fought out a breath-taking first heat as Schuurman watched closely. Right: Wilson demonstrates the spectacular way that most handled the bumpy first corner, while (below) Forsman (49) and an errant Italian were two of many to discover the result of getting it wrong...

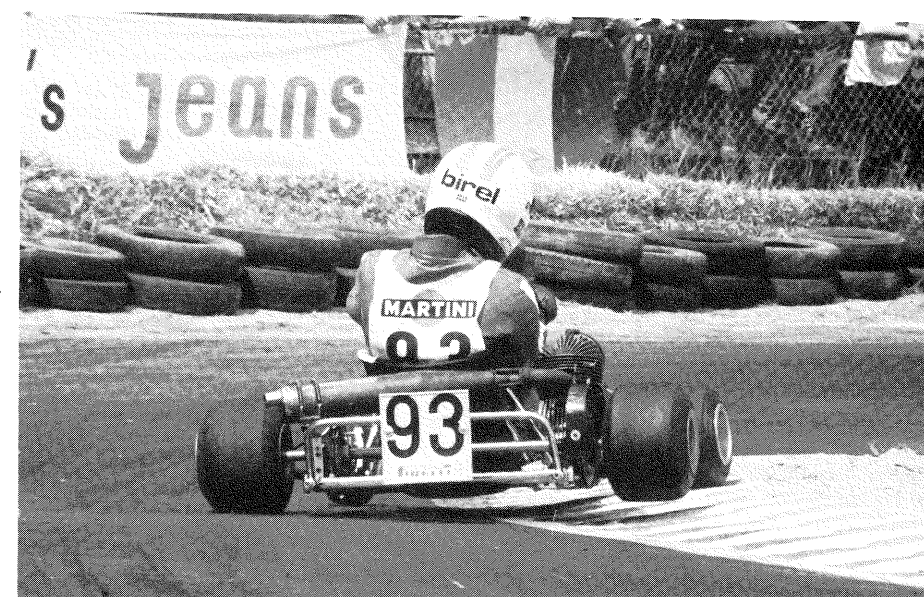
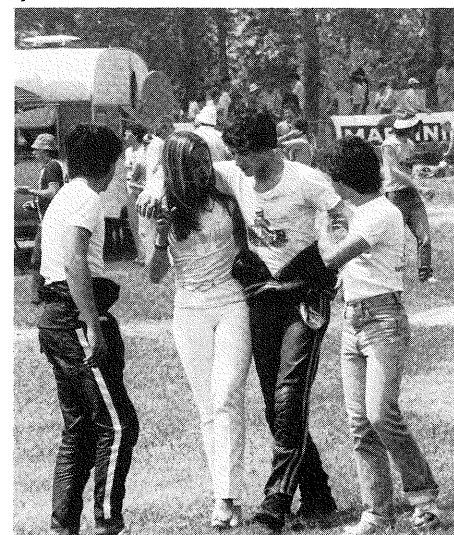
taking second row Schuurman with him. Modena, Fullerton, Boulineau and a fast-starting da Silva filed through next. The midfield scraped through that tortuous first corner, but a lap later, all hell was let loose as karts flew in all directions, leaving Swede Johansson lying injured on the circuit. Officials lifted him to the infield safety as the scream of high revving engines announced the arrival of the race leaders.

Wilson, Schuurman and Modena had pulled a small gap over the flying da Silva, now shadowed by World Champion de Bruyn as Fullerton struggled a little with a kart set up to come on stronger in the later laps.

The days of testing had left the familiar Jesolo predicament of one super grippy, rubber-coated racing line, with the rest an ice-like trap for the unwary. As de Bruyn nosed inside da Silva, the latter slid gracefully into the fence, to restart and finish 20th.

Modena had now slipped past Schuurman and began a superb duel with Wilson — each in turn would commit himself to a plunge down the inside under braking at the end of the main

Da Silva's weekend ended after his second spectacular accident...



straight, and it was very spectacular, knife-edge stuff. And then Schuurman gathered himself and passed both!...

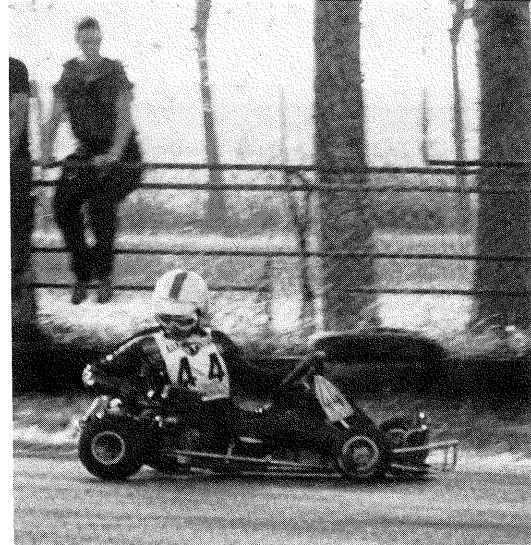
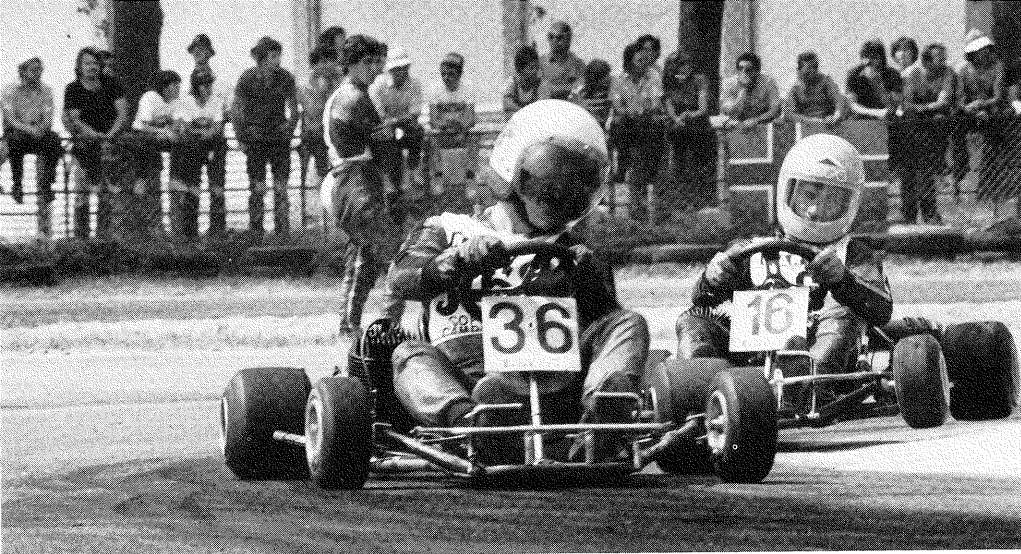
A short distance back, De Bruyn was being pushed by Boulineau, while Gudel was about to fall under the Fullerton charge.

Modena crashed to a dejected halt — the PCR belt drive had broken — for the first time ever... Schuurman towed Wilson over the line to finish the twelve lapper, whilst Fullerton's late run netted third, from Boulineau, Gudel, and a demoted De Bruyn.

After such a frenetic first race, nerves settled a little, and the second was much less destructive — especially in midfield.

Wilson made the demon start and simply led all the way, gradually putting a few feet between himself and De Bruyn, who led the chase. He retained second in a blanket finish, after Schuurman and Fullerton had closed in over the closing laps. Boulineau was consistent in fifth, while Forsman now began to come into the picture, picking up places steadily for sixth.

1st Schuurman 2nd Wilson 3rd Fullerton



Left: Fullerton (36) and Boulineau (16) seemed set to dispute third until the former dropped his last race. Above: Schuurman replaces the hot, dislodged exhaust by hand! . . .

One to go, and although Schuurman was now well clear on points, with all six races counting, nothing was certain. He judged the start well and once again led.

Fullerton led the chase, having discovered his spare chassis now to be better than his first. De Bruyn and Modena followed in close formation, but the drive to catch the eye was coming from Wilson. A fresh engine and new tyres in the cooling evening produced one of the great charges – from grid 29 to sixth in as many laps. It was stirring stuff!

Up front, Fullerton had towed his pursuers up behind Schuurman, and as the latter's supporters held their breath, burst down the inside to lead for the first time. Schuurman offered no resistance, content to let De Bruyn and Modena by as well, secure in the knowledge that anything better than 14th place would be enough.

Fullerton's lead was short-lived, as De Bruyn sliced past within a lap, and then the Englishman's challenge ended, with the chain flipping off.

Boulineau and the flying Wilson had now passed Schuurman, with Wilson gradually closing on the Frenchman. Modena had a lapse, and lost three places as he collected it all together. Suddenly the commentator's staccato blare changed note – Schuurman was falling rapidly backwards! The spring mounting flange on the exhaust manifold had broken away, detaching the exhaust – he would undoubtedly be black flagged. But the Dutchman is nothing if not hardy, and as he slowed, he reached back, grabbed the hot exhaust with a thinly gloved hand and jammed it back in! You could almost feel the burning. . .

As De Bruyn fended off Wilson's last lap attack, all eyes followed Schuurman – cruising in around tenth spot, continuously tapping the hot exhaust to keep it in place. It was dramatic, but he made it. . .

inch on each side, thus widening the front track considerably, and obviously beneficially.

The fourth final began with the Dutchman going straight into an ever increasing lead – after three laps he was choking the engine and cruising. . .

Behind him it was all action as De Bruyn fended off firstly the challenges of Boulineau and Forsman, and then had to contend with the arrival of Modena and Wilson, who had charged through together from midfield.

Modena went off as he attempted to go through, delaying De Bruyn enough to let Boulineau and Wilson get clear. The latter slipped inside the Frenchman on the last lap to snatch second, with De Bruyn hanging on to fourth ahead of Fullerton and Forsman.

1st Schuurman 2nd Wilson 3rd Boulineau

Race 5 would be critical. If anyone was going to do anything about Schuurman's continuing success, it had to be fairly soon. Schuurman obviously appreciated this, for as the field came up to the starter, he seemed to brake – there was instant chaos as Fullerton slammed into the back of Boulineau. The Frenchman flipped, and a chain reaction began. With several karts on the circuit, the race was stopped. A hard man, Schuurman. . .

The restart was clean, and as Wilson slotted in behind Schuurman, the mind wandered back to the first final of the 1979 World Championships, when the Dutchman had taken leader Wilson clean off. This could be interesting! Certainly Mike shadowed the leader closely, more intent on looking for a way by, but on lap five it was over – the engine seized and he whacked the fence. . .

Fullerton and De Bruyn had watched from close quarters and now tailed the leader, but as the laps stretched out, the gap between all three gradually increased. They finished in that order, with Boulineau and Capelli together, and Modena re-appearing on the leader board in sixth.

1st Schuurman 2nd Fullerton 3rd De Bruyn

1st De Bruyn 2nd Wilson 3rd Boulineau

Final Result – Champions Cup 1981

				1	2	3	4	5	6	Total
1	Schuurman	(N)	Dino/DAP	0	3	0	0	0	11	14
2	De Bruyn	(N)	Techno/Parilla	6	2	2	4	3	0	17
3	Boulineau	(F)	Birel/Parilla	4	5	3	3	4	3	22
4	Wilson	(I)	Birel/Parilla	2	0	10	2	29	2	45
5	Sutter	(CH)	Hutless/PCR	15	9	4	8	5	5	46
6	Fullerton	(GB)	Zip/PCR	3	4	6	5	2	27	47
7	Danielsson	(S)	Hutless/Yamaha	17	19	13	10	8	7	74
8	Forsman	(S)	Birel/Parilla	10	7	5	6	27	28	83
9	Melgrati	(I)	Birel/Sirio	7	8	8	19	25	26	93
10	Haase	(DK)	Sirio/Parilla	22	15	11	26	13	8	95

continued . . .

Da Silva picked his way forward to tenth, putting himself in a challenging position for the next heat.

1st Wilson 2nd De Bruyn 3rd Schuurman

From the outside lane, De Bruyn carved across to lead race three away, with Schuurman getting by Wilson to slot in behind. Fullerton was passed by a clearly hyped-up da Silva as they plunged down the straight for the first time, with the latter closing rapidly onto Wilson's rear bumper.

For a couple of laps he sat there, looking for the way past, and then in frustration, hurled himself down the inside, where there was really no gap. The Brazilian's machine rode up over Wilson's and flicked into a series of bouncing rolls, thudding into the fence hard. For an already battered da Silva, this was to be the end of the meeting.

The collision had damaged one of Wilson's front tyres and with it gradually deflating, he did well to drift back only as far as tenth at race end.

Meanwhile, Fullerton, Boulineau, Sutter and Forsman had been nose to tail, some distance behind De Bruyn, who was now shadowing his countryman at the front. By now, there was absolutely only one racing line – a few inches off it lay 'gripless' disaster, as Fullerton discovered, the entire trailing threesome snaking by as he teetered on the ice-like perimeter.

Schuurman made a small break from De Bruyn to win in comfort, with Mr. Consistency Boulineau heading the crocodile home in third.

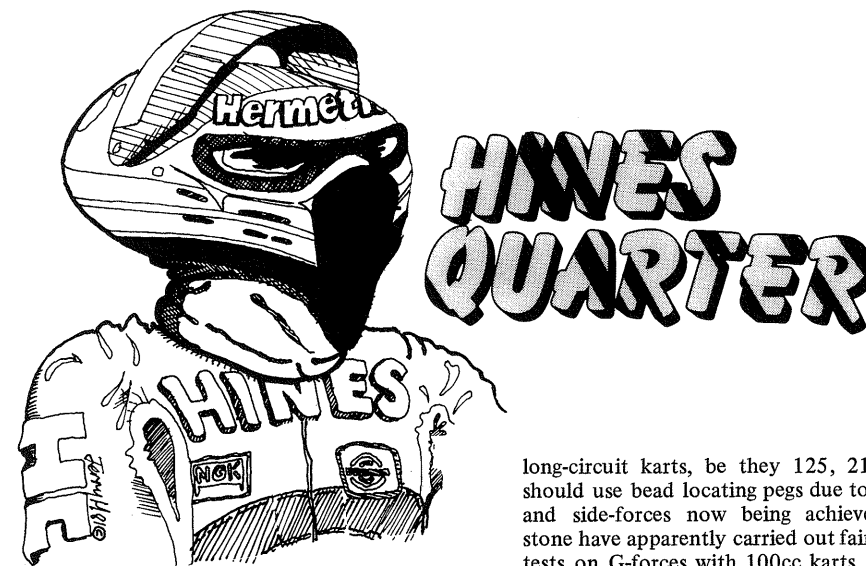
1st Schuurman 2nd De Bruyn 3rd Boulineau

There was now a long four hour break, to avoid the heat of the mid-day sun, the first of the three longer 15 lap races getting under way at 3.30. Time to reflect on equipment set up and decide whether the longer races would need any change.

Apart from the fact that the entire field was on Bridgestone rubber, it was interesting to note that several of the leading contenders – notably Wilson and Schuurman – had used YBC fronts during some of the races (the meeting was run on open tyres and not under 1981 CIK tyre rules).

On the engine front, things seemed fairly balanced, although Wilson's Parilla sounded fabulous – one prophetic observer was heard to suggest that it sounded just a fraction too crisp. . .

Small detail changes in dimension are hard to pick up, but one noticeable change was on Schuurman's Dinos. The detachable front kingpin supports had been spaced out a good



Well here we are, back from the beautiful West Indies with just a slight skin colour change – which is rapidly being washed away by our beautiful English Summer. . .

Good to see Simon Quance in the pits at Cadwell after his terrible shunt there at the previous meeting. He's not quite fully recovered yet, but it won't be too long before he's out on the circuit again.

While I've been away, Reg Gange certainly seems to have stolen the limelight. Indeed, his performance at the World Cup was outstanding – winning all his four heats as well as the final by a huge margin. Reg has, over the last couple of years, had numerous aggravations and problems, that I am sure would have driven a lesser person to despair and possible retirement from the sport. But not Reg, who has kept battling away and now come up trumps – re-establishing himself as one of the main threats at Superkart meetings, a fact emphasised by his pole position at Cadwell. Unfortunately his engine blew a big end on the line, quite a few seconds after my clutch gave up the ghost. . .

Cadwell confirmed the status of the Rotax as the engine to beat – apart from Butty's winning engine, there were four more in the top eight. . .

You may have noticed our little Japanese helper at Cadwell. He was a Bridgestone technician whose name was shortened to "Don" for the week in order that we could communicate with him – his full Japanese name is quite impossible for our western tongues to pronounce. . .

The aim of his visit to Cadwell, and the other circuits we tested at that week, was to see exactly what Superkarts are all about. No matter how much you tell people, or show them on video films or pictures, it is still difficult for them to grasp how quick Superkarts really are. Well, "Don" has certainly got the message now, and given 9 months or so we could, as a result, see a new breed of Superkart tyre emerging from the Japanese factories, which can only be to everyone's benefit.

The 11.5 x 7.5 x 5 tyre was designed with Superkarts in mind, and when I first tested them back in May last year – although we never used them in a race – it was noticeable that they ran some 8–10 degrees colder than the equivalent 11 inch tyres – of importance in today's world of racing. This enabled the same soft compound as used in 100cc racing to be used without fear of overheating under the severest conditions.

Some drivers put more strain on their tyres – I had problems in the past with tyres coming off rims, until we put retaining bolts or "bead stoppers" in. "Don" confirmed that indeed all

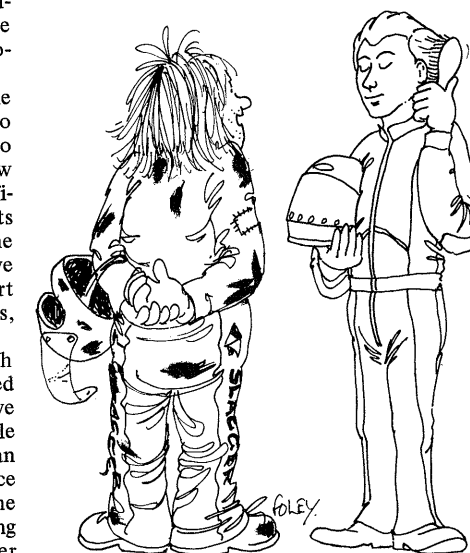
long-circuit karts, be they 125, 210, or 250, should use bead locating pegs due to the speeds and side-forces now being achieved. Bridgestone have apparently carried out fairly in-depth tests on G-forces with 100cc karts, and intend to do the same on Superkarts at Silverstone. It's reassuring that they seem to be approaching things the right way, to keep in step with the development of the sport.

"Don" noticed that some people are still running their tyres in the wrong direction. All the CIK tyres have directional arrows on them. When a tyre is mounted on the rear, the arrow next to the word "rear" should point in the direction of rotation. Similarly if mounted on the front, the arrow next to the word "front" should point in the direction of rotation. The arrow is *not* there to point to the front or rear of the kart as some people think! . . .

I have, as some of you have noticed, been testing some new, wider front tyres. The compound is YBE, but the tread is wider (5.5) and the diameter larger (11), once again to reduce tyre temperatures. At the moment there doesn't seem to be any lap time improvement, although when the weather warms up we'll see what happens.

The long-awaited International Superkart meeting in France looks set to happen. I've just had a phone call as I write, to say that it will be at the Paul Ricard circuit on 25th July.

The circuit is some 3.26 kilometres in length, and the lap record for 500cc bikes is around 1:23, which I can see taking a hammering! The track is 40ft wide all the way round, with the main straight some 800 metres.



'AVE YER DECIDED WHETHER TO DO THE TELEVISED MEETING AT SILVERSTONE YET?

Apparently, the two main events on the programme will be the Formula 3 French Championship round and the Superkart events. Prize money in the region of £2,500 has been mentioned. . . At this time of year, they are expecting a good crowd, and if the prize-money is as mentioned it makes the trip a viable proposition. The £10 entry fee is refunded when you arrive at the circuit.

With the track virtually on the coast near Marseilles, I would imagine that swimming costumes rather than wet tyres would be standard equipment for this event. The only drawback with the whole trip is that it involves a 600 mile drive when you get off the boat.

Obviously it would be nice to get about 20 or so British drivers to go, so we can show them the best of British Superkarting. They might even get a glimpse of Vaughan McNealey's best cheek. . .

It is completely unconfirmed (but will have been decided by the time you read this), but it has been suggested that the points system for the RAC Championships may be altered. While remaining at 0,2,3, etc., there could now be a cut-off at 14th, with other finishers and non-finishers getting 15 points. This would leave the positions, after Cadwell, as:

1st Nigel Smith, 11; 2nd Chris Lambden, 12; 3rd= Dave Buttigieg and myself, 15; 5th Carolyn Grant-Sale, 16; 6th= John Ball and Reg Gange.

It makes you wonder why the 1980 system was ever changed – it would appear that it was based on the request from one of the clubs running a 100cc Championship. It's perhaps okay in their case – a non finisher in a field of 24 getting 25 points – but it certainly doesn't work when you have 60 starters, in a long-circuit final, and non finishers get 61 points, in effect putting them right out of the Championship. . .

As a final thought, the decision to change from the 1980 system appears to have been taken after many had entered the first Championship round, based on the original system. Obviously, someone is going to have to give things a lot more thought next time. . .

Don't forget to tune into the Hermetite Masters on ITV's World of Sport this weekend – 4th July. Hopefully the event will have gone off well, and everyone at ITV will be as impressed as most other people who see Superkarting for the first time.

I must finish by confirming that Nick Brittan was entirely responsible for arranging this opportunity for TV coverage, with financial backing from Hermetite. It was suggested that I put the deal together, but when I phoned Nick on hearing of the cancellation of the Rye House 100cc event, he was already several jumps ahead, and had it almost organised before I'd lifted the phone. Well done Nick.

Who remembers Nick Brittan from the years of the Parilla S13 and BA13? I do, because in those days, he & I were on the same team. Nick then took over as Team Manager before he left karting to race the "Green Bean" – an attractive 105E Anglia, sprayed in metallic emerald green. It's a small world, and here we are, 15 years later, and once again Nick is Race Director. . .

Don't forget Thruxton this weekend (5th July). It's a compulsorily counting round in the Zip Champion of Champions Series. Hopefully this year it is going to be dry. . .

Marten



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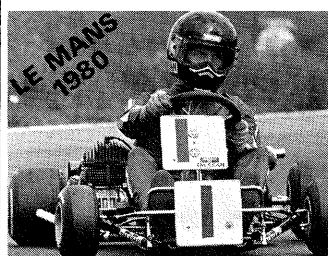
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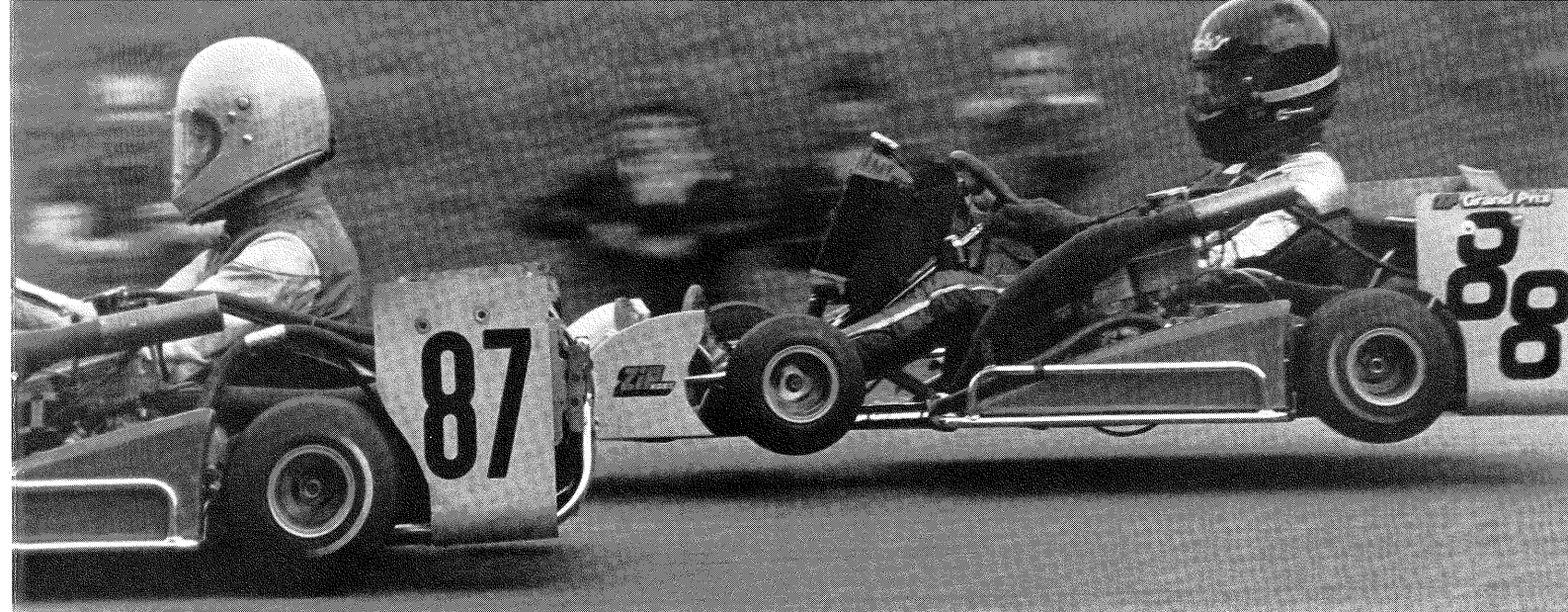
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Left: The 125 field snakes up the Mountain — Hall (45), Wooldridge (2), Price (37) and winner Hill (44). Above: Low flying over the Mountain as Ball (88) moves past Collier (87) for an eventual second place. Right: Best race of her year netted 5th for Carolyn Grant-Sale (25), here leading Graham Roscoe. (Photos: R. Calvert)

worked himself slowly onto the leader's bumper. Last time into the woodlands past the pits, Smith was under serious pressure, but it was Hines who failed to emerge — a big end blow-up leaving him to coast over the line sixth. Brian Heerey impressed with his Yamaha, leading John Ball home for second.

Paul Elmore blasted the AK Dino off the back row to good effect in the third, passing Buttigieg en route to a win, a new track record, and a trophy for being the first ever vehicle to average over 90 mph on the full circuit. His lap of 1:28.7 averaged 91.31 mph. John Rees took a competent third.

Hines and Gange spent the fourth heat in close formation for the entire distance, at the same time allowing Hines to knock a further tenth of a second from Elmore's time — 1:28.6 (91.42 mph). Third was similarly closely fought out by Smith and Ball, who finished in that order.

The sixty kart field lined up on the dummy grid, with all the favourites having made the front rows:

Elmore	Buttigieg	Smith	Gange
Hines	Dalgarno	Ball	Heerey
Collier	Lambden	Grant-Sale	Rees
Dean	O. Jones	Olden	Ansell
King	Johnston	Bushell	Childerh'se
Lowther	T. Jones	Arnold	Chapman
Ridley	McNealy	Brown	Liddle
Merritt	Davis	Leverdier	Morton
George	Bates	Goy	Crompton
Gillespie	Smith	Huxtable	Rodgers
		etc. . .	

Slowly they wound round to the startline, and as they stopped in position, Hines' hands shot up — his clutch had gone and his engine stalled. The starter waited . . . and waited . . . and waited. The RAC Steward was standing on the circuit, clutches were burning, and still no start. Up went Gange's hand — his engine had blown! . . . Finally the flag fell. Some thought it was for a rolling lap! Nigel Smith didn't, and blasted the Stocksigns' Zip up the hill ahead of Buttigieg, Elmore, Ball and Collier.

Round they came, unchanged, with a fast-starting Dean, Rees, Lambden, and Ansell streaming through next. Hines had been re-



started, and driving clutchless, came through in 27th spot. . .

The leading trio edged clear over the next couple of laps, still nose-to-tail, but leaving Ball heading the bunch. Down the start/finish straight and Elmore jinked the AK Dino out of Buttigieg's slipstream and simply pulled past both to lead up the hill. The next couple of tours saw Elmore and Smith ease away from Buttigieg and by lap 6, the British Champion was alone in third, well clear of Ball, in turn clear of Collier, Ansell, Lambden — and Hines, charging up the order, flinging the Hermetite Zip around in a determined bid to get amongst the points.

The seventh lap saw the race pattern change dramatically. Elmore, not for the first time, slowed and retired with a rear tyre deflated. Almost instantaneously, further back, Dean seized, and Hines' engine coughed and stopped with a broken rotary valve. Lambden's brief excursion allowed Carolyn Grant-Sale, driving her best race of the season, through into 6th.

Surely it was now all but over? But no. An errant back-marker (how about some blue flags, Cadwell??) caused Smith some heartburn and allowed Buttigieg to close right up. One lap to go. . .

Round they came, Smith still leading, but as they approached the Mountain, Butty went in wide, out tight, and neat as you like slipped inside Smith as they powered down past the pits. What happened at the tight right hand elbow wasn't clear, but only Buttigieg emerged

to take the chequered flag. "Dave threw it sideways going in, and I just locked up in avoiding hitting him," said Nigel. Dave just grinned. . .

Six more karts had gone by before the distraught Smith could get back on the road to finish. Ball collected a competent, if lonely second, while ex-210 pilot Ansell had eclipsed Collier for an impressive third, with Carolyn G-S delighting race winning husband with her thoroughly deserved fifth, ahead of late-charger Goy.

1st	Dave Buttigieg	Hermetite Zip/ Rotax
2nd	John Ball	Zip/Rotax
3rd	Phil Ansell	Zip/APV Yamaha
4th	Donovan Collier	Zip/Rotax
5th	Carolynn Grant-Sale	Hermetite Zip/ Rotax

In the days following this second round of the RAC Championship, much criticism was aimed at the points system as it was realised that a non-finish in any one round effectively wiped any driver's chances of victory — even if he won the 3 remaining rounds. The RAC Secretariat's reaction was to consider changing the points system, even though the Championship was over half distance.

As this incredible state of affairs was due to be discussed and sorted out by an RAC Kart Committee meeting as this issue was going to press, it is not possible to publish the up-to-date points positions. . .

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tail formation. Molloy had gone in the third lap, so the chase was led by Boyd Barrington, with Stuart Zienelis and Dick Lockwood keeping him close company.

The second place foursome continued together, no-one particularly keen to set the pace, all waiting to move on the last lap. Wooldridge got the tactics right, pulling past Price to take the second place points, with Doble similarly outmanoeuvring Hall for fourth.

But this day belonged clearly to Hill, cruising away, with his Chatterton Rotax sounding particularly sweet.

1st	Brian Hill	Zip/Chatterton Rotax
2nd	Roy Wooldridge	Zip/Merlin Rotax
3rd	Derek Price	Zip/WKC Rotax

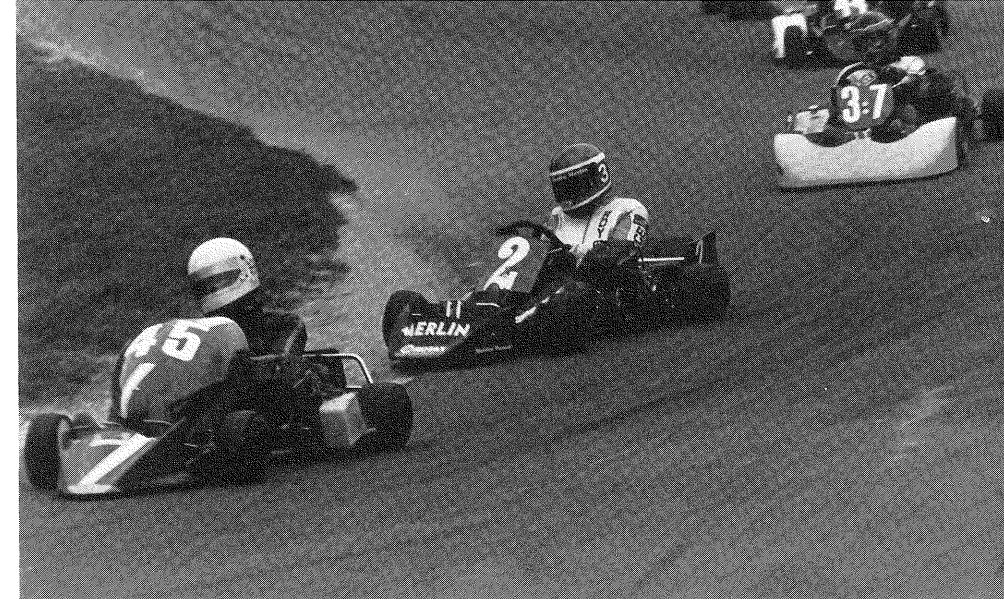
More Newton

Both 210 heats saw the same half dozen pace-setters come through to decide the outcome. Current 210 man to beat, John Newton led both, but pulled out of the first at half distance, committing himself to a 6th row final start.

Mike Gardiner took that first heat, and with third in the other occupied pole. The remainder of the front row was made up of Bill Longden, Peter Haywood's driver Gordon Douglas and Scot George Bett.

Away they went, and after a nippy start, Gardiner led Bett, second row starter Phil Hemes, and super-starter Newton round to complete lap one. Douglas had already gone.

Inevitably it seems, Newton took just three tours to work past the three in front, but it



was going to be no easy walkover — the old campaigner himself, Bill Longden followed him through, and after tailing the leader for three laps, plunged by with two to go.

Gardiner had fallen away to retirement after losing the lead, so it was multiple Scottish Champion Bett running third, despite the attentions of Hemes and Robbie Kellett. The midfield were in steady, unchanged order, headed for most of the journey by Messrs Train, Billingham and Graham Hemes.

Eyes were on the front pair however, as Newton slipped by again to lead into the last tour. Up the Mountain, he was still in front, and then a helpful back-marker delayed Longden enough to make the last yards a formality.

A close finish, but with no lap as quick as Newton's lap record in heat two — 1:42.3 (79.17 mph).

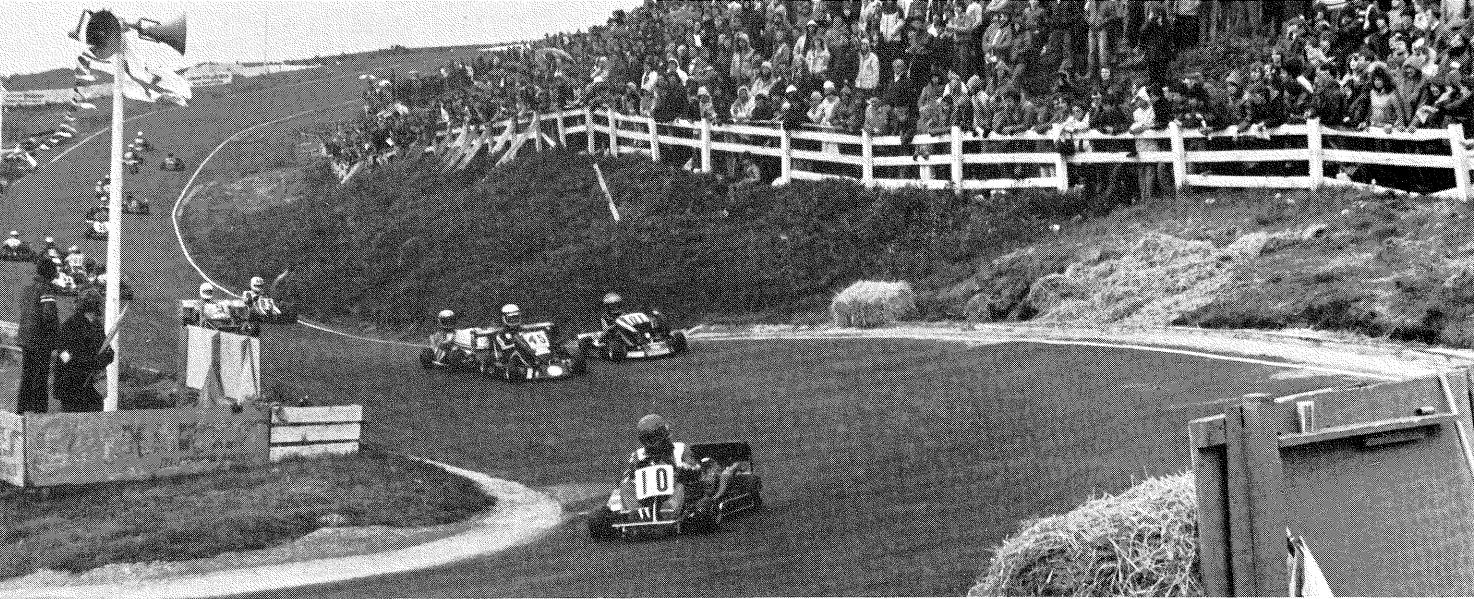
1st	John Newton	Zip/APV
2nd	Bill Longden	Barlotti/Villiers
3rd	George Bett	Barlotti/Bett

Butty — just . . .

Each Superkart heat produced a different winner, and pointed to a fairly close final battle.

Complete with shiny new 'O' number plate, Reg Gange powered the Vingt-Trois machine from the back row to win the opening heat from pole-man Phil Ansell and a fast closing Dave Buttigieg.

Stocksigns' Nigel Smith made the flyer in the second to lead all the way. The latter stages produced excitement as Martin Hines



First time down the hill, and Gange already has a worthwhile lead from Johansson, Bohlin, and Elmore. (Photo: C. Merlin)

Reggies Back!

World Cup victory for the second time to Reg Gange after unbeaten heat run. Superb charge by Martin Poole nets second ahead of Paul Elmore. Defending Champion Lennart Bohlin makes the front row, but falls to sixth on a semi-damp Morecambe circuit. Class victories to Price (125), Allen (210), Kennedy (250 Nat) and Lilley (100).

Reporting: Chris Merlin.

The Laker Skytrain World Cup, the fourteenth such event, took place over the Bank Holiday weekend at the end of May. As twenty karts rolled onto the circuit to take their hard earned places on the grid, for what everyone anticipated would be one of the closest fought finals for years, I couldn't resist making a confident prediction to RAC Steward Les Needham, standing next to me: Bohlin again, with Elmore second and Rodgers third. Why no Gange? Quite simple — the torque of the Rotax on the wet circuit would make it a handful, and I couldn't see the Zip, developed basically for fast circuits, getting round the hairpin, which in the previous 125 and 210 finals had caught out so many people. Also, it was obvious that Gange, starting from pole, probably had the greatest pressure on him, having been supreme in the heats, and therefore the most likely to make a mistake. For the accuracy of that prediction, read on! . . .

The psychologically all-important first heat for Gange on Sunday was a wheel banging, bumper-bashing affair, from which he emerged unscathed, a wiser man and over his first heat nerves. He won comfortably and resolved to take himself in hand. He knew that he had the gear to win with now that he had won the first race from the back of the grid, provided he kept out of trouble for the other three heats. His fourth heat on Monday morning saw a very different 1973 World Cup winner in action. Starting

behind Bohlin, he passed him with reasonable ease and then spent the rest of the heat glancing over his shoulder to demoralise the 'Superswede' into the realisation that the final would be best settled by not getting in his way! This was before the weather took a hand in things, and tyres played their all-important part.

The rain which was falling before the 210 final, turned the rubber covered track into a skating rink. The Clerk of the Course put the "Order" out making wet tyres obligatory, though I counted at least four drivers braving the conditions with slick tyres. By the end of the race the rain had stopped, but menacing dark clouds were still coming in from the South West urged on by a brisk wind. The outcome of the big race was going to be dependent on an agonising decision of what boots to wear.

Elmore, Bohlin, Rodgers, Pedersen and Johansson all followed the majority view, and fitted wets. Gange took the wisest gamble of his life and fitted wet weather rubber, but in the form of untreaded YAT Bridgestones.

The flag dropped and he was instantly assured of the prudence of his choice. Johansson, behind Gange on the grid, tucked in behind him, followed by Elmore, leaving room for Pedersen from the third row to momentarily claim fourth spot. Bohlin made the worst start of them all, disappearing up the hill in fifth place.

As the first kart came into view, it was Gange by a 'country mile', followed by Johansson, Bohlin making a good recovery, shadowed by Elmore, then a gap to Pedersen and Derek Rodgers, followed by Stylin, Dalgarno, Ashe, and having made up nine or ten places, coming up from the 'B' final, Dennis Crompton on an aircooled Yamaha.

As they came into the hairpin British Short Circuit Champion Paul Elmore expressed the desire to displace Bohlin and Johansson and claim second place from the Swedish Champion, and the European and World Cup '80 man. This he succeeded in doing as they exited the hairpin with Poul Pedersen remaining in fifth place. Rodgers was missing and so was Stylin, whose race lasted a lap longer than it did the year before — a coming together up at the top apparently!

The order remained like this for three laps. By lap four, Crompton was up to sixth, followed by Dalgarno, with Gange out of sight and Elmore beginning to look more comfortable in second place in the AK Dino.

By lap five, Poul Pedersen had muscled his way past Bohlin and then Johansson. Rodgers was circulating distantly, having restarted, and was the first to be lapped by the relentless Gange who never looked like making a mistake.

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M. Turner (GB) Zip/Yamaha	Ansell (GB) Zip/APV Yamaha	Poul Petersen (Den) PVP/PVP Yamaha
Stan Harvey (GB) Dino/Yamaha	John Ashe (GB) Star/Star Yamaha	Stylin (GB) Aero/GBRD Yamaha
Dean (GB) CTRP Yamaha	Svend Esplund (Den) Dino/Smith Yamaha	Poole (GB) Aero/Yamaha
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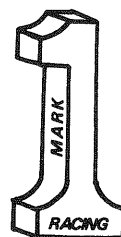
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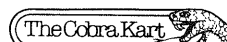
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Buttigieg blasts up the Mountain to nose inside Nigel Smith's Stocksigns Zip on the last lap. (Photo: R. Calvert)

Buttys British

Buttigieg wins RAC Championship second round after last lap bid. Race leader Smith goes off only seconds from home. Ball and Ansell take the places from Collier and Grant-Sale. Several favourites, fail to finish — or start! Hill ends Wooldridge's 125 dominance, while Newton (210) and Collard (250 Nat) take the other classes.

It was again a day of records as the long circuit brigade returned to Cadwell Park on 7th June to sort out the second round of the RAC Long Circuit Championships. This was the first meeting this year on the full circuit, and as such, records were set to tumble. . .

The previous meeting, on the club circuit, had seen a Superkart become the first ever vehicle to lap at over the 90 m.p.h. average, and the same milestone seemed likely to fall again during the day on the exciting full length circuit.

One or two changes of equipment were notable in the pit lane:

Both Steve Styryn and Jon Dixon had made the change to Rotax power in the four week break since Snetterton. Both were to suffer first-time-up teething problems as they adapted to the Rotax way of doing things.

Interestingly, Brian Heerey, after a handful of meetings with a Rotax was making the reverse transition — back to a TZ Yamaha, prepared for his WPT backers by Tony Smith. He was to prove pacey in the heats, but like several would be an early casualty in the final.

Collard's points.

Gary Deal set the trend for the day by breaking the 250 National record in the first heat, and then breaking it again in the second, to take pole position with consummate ease. Runner up in both heats, Alan Collard joined him on the front row.

But it wasn't the familiar white machine

that led them round to complete the first of the ten final laps. Deal had gone missing, and Collard it was who led through Eddie Cortijo and Bob Phair. These first three positions were to remain the same for the entire distance. However, behind them, John Taylor and Mark Newby were to work their way through the pack to eventually claim 4th and 5th, after the late retirement of Brian Kennedy.

Deal's fastest lap in heat two — 1:39.3 (81.57 mph) was to survive the final and go down as the new lap record.

1st	Alan Collard	Barlotti/Yamaha
2nd	Eddie Cortijo	P&S Lynx/KTM
3rd	Bob Phair	Aero/AA Bultaco

Alan Collard (104) took his Barlotti/Yamaha to the 250 National win after regular pacesetter Deal (GP) went out. (Photo: R. Calvert)

Hill overcomes

The 125 final was to produce one of the best races in that class for some time — due mainly to the fact that the previously unbeaten Roy Wooldridge was unable to show his usual complete domination.

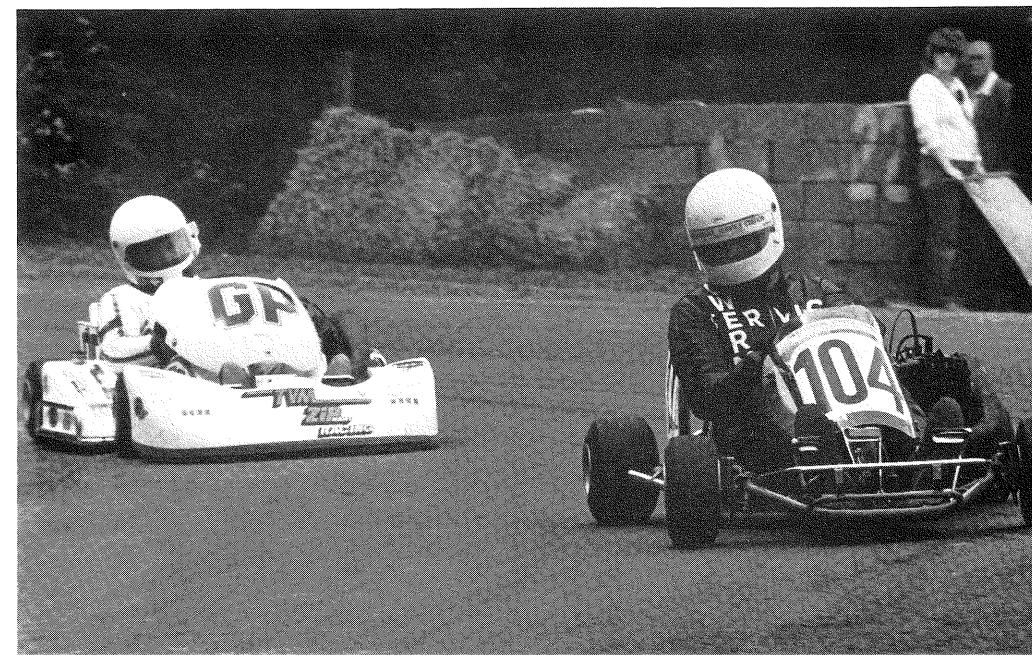
The entry was large enough to split the 125's into two groups, and so a total of four qualifying heats were run, providing a pair of wins and pole position, for Peter Hall's Bassett Dino, with individual wins for Brian Hill, debuting his new Zip chassis, and Paul Molloy.

Hill followed Deal's lead and broke the lap record in both his heats — but it was due to take a further battering in the final! . . .

Having dropped his first heat, Molloy took part in the qualifier, which he won with ease, to line up for the 10 lap final in midfield. . .

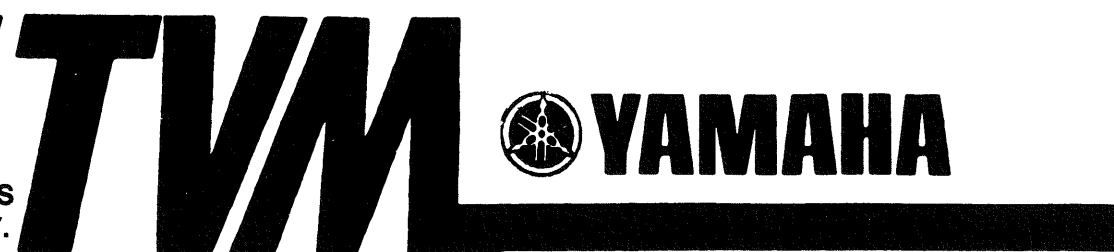
Sixty screaming 125's left the line in unison, and as the leading gaggle appeared up the Mountain, it was Wigan Kart Centre's World Cup winner Derek Price showing the way from Hall, Mike Doble, Wooldridge, Dick Lockwood, and a superbly starting Molloy. Hill was next, having made a bit of a dog's breakfast of getting off the line, but once into the swing of things, worked through to lead on lap 4, leaving the bunch to sort out second place. As Hill rapidly put space behind himself, he knocked a further chunk off his morning's record, leaving it at 1:39.0 (81.81 mph).

The second place scrap became the focus of attention as Price, Wooldridge, Hall and Doble snaked through the woodlands in nose to





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continued . . .

Taking the hairpin on a very generous outside dry line was nearly his undoing, though I don't think he realised it at the time!

At the end of lap eleven Reg lapped a whole gaggle down the hill, who were very intent upon their own scrap. Stan Harvey, who had moved up to the elevation of having Bohlin in his sights, overdid his late braking somewhat and missed 'T' boning a 'wide lining' Gange by what could only have been the 'thickness of a fag paper.' My heart stopped and I am quite sure a few others did. Reggie continued unruffled however. . .

By half distance, the people with rain tyres were fighting an unequal struggle, and hitherto unnoticed numbers were up on the lap chart. Although Elmore was in real trouble, with his tyres having overheated and 'gone off', he was still struggling on in second place. When a certain number 63 displaced "OE" (Bohlin) on lap 10, a few programmes were consulted to see who 63 was — Martin Poole driving his Aero Yamaha with veteran confidence then reeled in Pedersen and found himself fifth. After a few more circuits, he was not only lapping people but had moved up to third place. A couple of laps from the end and he was past Elmore, coming out of the hairpin in a confusing jumble of back markers.

By this time Elmore (who had put up the fastest time in the heats, establishing a new lap record of 21.9 seconds — approx. 66 mph average) was a pathetic sight, struggling round the circuit with cooked tyres — a nearly flat near-side rear and slowly deflating near side front. A great disappointment to all Yamaha supporters, and no doubt for Elmore and the AK camp.

At this point it was all over bar the shouting. A very popular and well deserved win for Reg Gange, a superb drive for low budget Martin Poole and hard luck for Paul Elmore, the only three to complete the 25 laps full distance.

For a few minutes after the race was finished, there was a certain amount of doubt about Martin Poole's second place. Presumably it was thought that when he passed Elmore he may have been unlapping himself, but I had him on my lap chart from the fifth lap onwards. There was no mistake — a very gutsy drive up from the fifth row of the grid on slick tyres.

Many people went away with the conclusion that the Rotax was the prime ingredient in Gange's superb drive. Whilst it obviously played a strong part, the choice of tyre was the biggest factor, together with the ability of a driver who knows the secret of survival at Heysham Head — after 14 World Cups there are still only six men with the magic required, who can say they know what it takes. The Graham Liddle/Lennart Bohlin record of 4 wins apiece has not been bettered, and one was left to ponder whether Bohlin might have made it five wins if he hadn't made a last minute switch to the new 'H' type Yamaha which wasn't even fired up until the Tuesday before the meeting, and was running in totally unmodified trim.

The racing as a whole seemed a lot safer than normal with only 20 karts on the grid. The only serious accident was to Dave Calland in 125's and didn't involve another kart. He suffered a broken leg as a result of brake failure at the top end of the circuit — the kart incidentally was a secondhand one which used to belong to Malcolm Byrom. Last year when I drove it on a number of occasions, the brakes worked okay! Another case of brake failure beset Joey Grubbs all the way from Florida U.S.A. when he shot off the track. He emerged unhurt, but the kart was badly bent and was straightened up by a hard-pressed Kelvin Hes-



The 125 race was distinguished by a full-length duel between eventual winner Derek Price (17) and Stuart Ziemelis (29), both Rotax powered. (Photo: N. Burton)
Right: The Ganges celebrate victory — the second for Reg.



Past Winners:

1968	G. Liddle	Zip/Bultaco (200)
1969	G. Liddle	Zip/Bultaco
1970	K. Hesketh	Blow/Bultaco
1971	G. Liddle	Zip/Montesa
1972	G. Liddle	Zip/Montesa
1973	R. Gange	Barlotti/Bultaco
1974	D. Cullimore	Zip/Bultaco
1975	L. Bohlin	Poker/Husqvarna
1976	D. Buttigieg	Barlotti/Yamaha
1977	L. Bohlin	Star/Yamaha
1978	L. Bohlin	Star/Yamaha
1979	D. Buttigieg	Sprint/Yamaha
1980	L. Bohlin	Star/Yamaha
1981	R. Gange	Zip/Rotax

Class Results:

125 International		
1st	Derek Price	WKC Zip/Rotax
2nd	Stuart Ziemelis	Aero/PH Rotax
3rd	Paul Molloy	Zip/Merlin Rotax
210 National		
1st	Mark Allen	Dino/Allen
2nd	Fraser Barbour	Barlotti/Villiers
3rd	George Bett	Barlotti/Villiers

250 National		
1st	Brian Kennedy	Barlotti/Montesa
2nd	Ken Tibbs	Barlotti/Bultaco

100 National		
1st	Terry Lilley	BM/Ferrari Parilla
2nd	Phil Foster	Ferrari/Wright Parilla
3rd	Mark Appleton	Lane/Hewland

keth, who reckoned it would be less like hard work if he raced himself next year!

As already mentioned, Reg Gange in his Martin Merritt/Vingt Trois sponsored Zip Rotax won all four of his qualifying heats. Bohlin scored two wins and two seconds. Elmore had two firsts, a third and a nothing. Johansson had one win, a second and a fourth, Dalgarno was consistent with three seconds and Derek Rodgers scored a second, a third and a win in the last heat on Monday. Poul Petersen managed a win, a second and a fourth. Other heat winners were Tommy Falth from Sweden on his Star/Rotax who then didn't feature again and Thorbjorn Ljunglof on a Sprint/Yamaha, also a Swede. Torger Kleppe from Norway won a heat in his Dino/GBRD Rotax. Steve Styryn won a heat in his last outing on a Yamaha, and Phil Ansell in his first year of 250 won a heat and achieved two thirds.

The 210 and 125 finals were good races. In atrocious conditions the 210 race underlined the versatile prowess of all rounder Mark Allen, with his self prepared Villiers, in a Dino. Anyone who could drive round the circuit as faultlessly as he did is a maestro. I await with interest his results when he gets sorted out in 250. Morecambe specialist John Burns looked set for a good second place, but even he spun it away at the hairpin at two thirds distance. . .

The 125 race once again was a British benefit with a race long scrap between Derek Price on the Wigan Kart Centre entry and Stuart Ziemelis on the Aero/Haywood Rotax, with last year's winner Price coming out on top. British Short and Fast Circuit Champion Molloy, after trouble in his heats, finished a strong but distant third place.

Results:

World Cup — 250 International

1st	Reg Gange	Zip Vingt Trois Rotax
2nd	Martin Poole	Aero/Yamaha
3rd	Paul Elmore	AK Dino/Rodgers
		Yamaha
4th	Bo Scherman	Star/Chippa Yamaha
5th	Richard Dean	CTRP/Yamaha
6th	Lennart Bohlin	Loctite Star/Star
		Yamaha

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continued . . .

produce dramatic results. . . Waldron made the best start and led Prior, Edwards (Zip/DAP JM), Hann (BM/Hewland), Foster-Jones (Lane/Parilla) and Carr (TKM/TKM) as they wound down the infield straight to the hairpin.

There, Waldron, first to arrive, made the important discovery — it was like ice! As he spun like a top, there was chaos. Round went Prior, Marsden and Christo. Karts went everywhere. . .

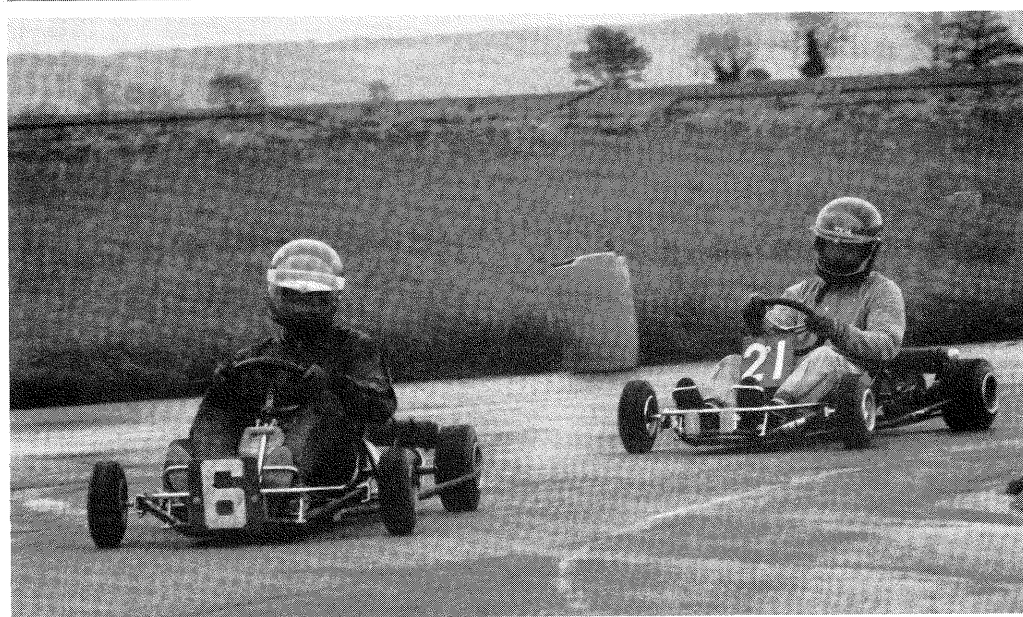
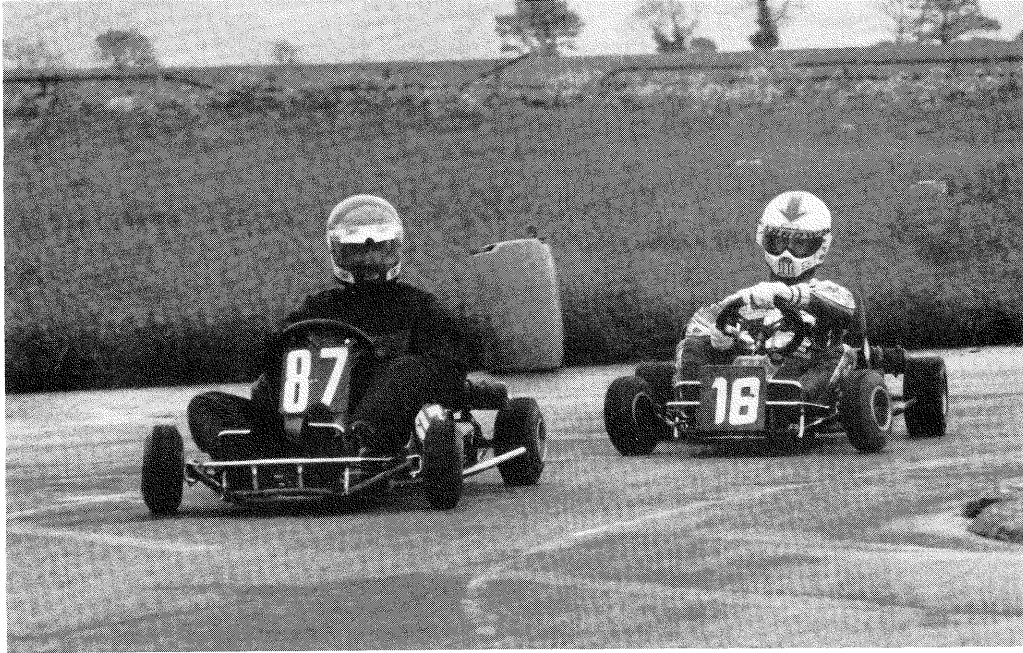
GRID	
Waldron	Prior
Edwards	Foster-Jones
Marsden	Hann
Carr	Christo
Crookes	Wilkes
Elliot	Stapley
Parias	Homer
Knapfield	Mulhearn
Egan	Carvill
Wright	Sutton
Ross-Johnson	King
Henderson	Matthews

Out of it all emerged Edwards and Hann, with a good 30 yards back to Wilkes, Foster-Jones, and . . . Ross-Johnson — from the back of the field, slipping past Stapley to rapidly relieve Foster-Jones of fourth!

Waldron restarted extremely rapidly, resuming in tenth, while at the front, Hann nosed briefly ahead of Edwards, only to be retaken at once.

Two more laps, and excited onlookers began to notice something changing rapidly — Waldron's position! The "local lad" was avoiding the rubber-coated apex of the corners, running out wide — where all the grip was — and reeling in karts rapidly. Lap four — 4th; lap five — 3rd. Two more and he was with leaders Edwards and Hann. As they looked on, Waldron drove round the outside of the infield left-hander to lead. . .

The lead trio now split up as the race settled down — Waldron gradually easing clear, Edwards with a small gap over Hann, with a similar distance back to the fast-starting Ross-Johnson. Foster-Jones was doing a masterly job with his slicks, on his own in fifth, clear of Wilkes — about to spin out of contention — Homer, and Crookes.



Photos: Above: Contrast in styles on the slick, damp, Rissington surface. Top: An understeering Edwards (87) does his best to fend off Neil Hann (18) coping with a bit of the opposite. Above: Paul Wilkes' (6) machine looks fairly neutral, while close behind, Ross-Johnson (21) exhibits a trace of understeer. Below: Third place in the SAM final was hotly disputed by an understeering Paul Browning (3) who eventually gave best to Nigel Goff (6).

As the laps ran out, the surface began to dry in places, causing the occasional squeal from protesting rain tyres. This suited Hann's wider rear wets, and he closed in and passed Edwards. With time running out, Foster-Jones caught Ross-Johnson, and they both reached Edwards. But despite a fairly hectic last lap, no positions changed. Homer took a lonely, but competent 6th, followed at regular distances by Crookes, Matthews, and Stapley.

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

POINTS AFTER TWO ROUNDS

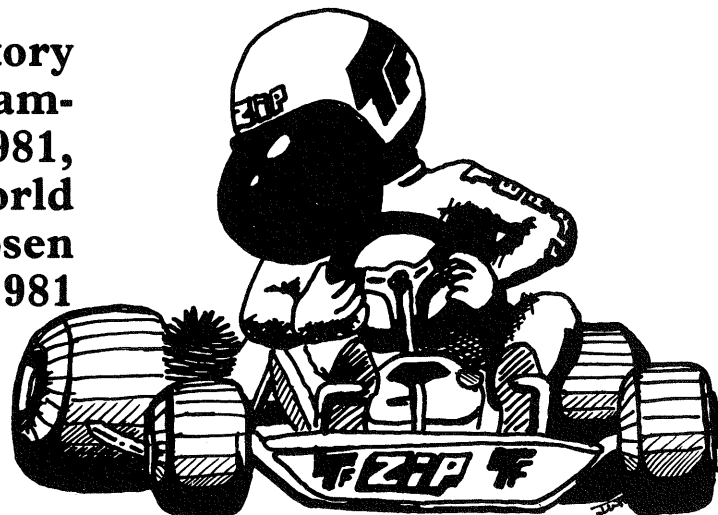
	1	2	Total
G. Waldron	134	135	269
G. Foster-Jones	130	128	258
N. Edwards	126	126	252
G. Prior	108	116	224
G. Matthews	115	108	223
S. Sutton	116	106	222
P. Elliot	108	113	221
L. Marsden	93	105	198
R. Wright	101	97	198
P. Carr	81	112	193
N. Box	122	69	191
S. Tillett	113	77	190
M. Rose	108	73	181
K. Warner	112	67	179
G. Till	121	51	172
P. Christo	64	107	171



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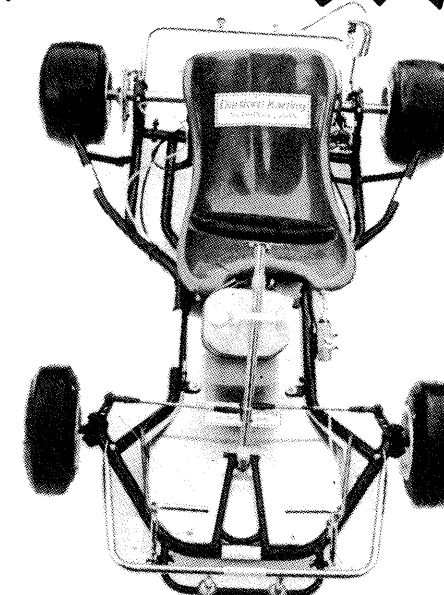
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After the disappointing entries over the three RAC Championship rounds, it was reassuring to find 110 National drivers preparing to practice at Little Rissington on May 24th, along with 70 Britain Class entries - a measure of the regularly increasing popularity of the latter class.

It was a day of firsts: the first time in 2½ years that a K&S final has been other than a bone dry race; and the first time that anybody has won two rounds in the same year - never mind consecutively. That distinction went to Graham Waldron, recovering from a disastrous first lap spin to demonstrate a complete knowledge of where the grip is on a wet Rissington surface. . .

Bundy's First

As usual, the National final was preceded by the SAM 100 Britain event.

The field took their places on the grid with a new face occupying pole for the first time. After running in the places for most of 1980, Andy Bundy certainly put his heats together and sat his Barlotti/Manx set-up on pole. Andy Stapley's continued promise found him on the other front row spot, with the regular Britain class Hewland power on his Kestrel chassis.

Paul Browning (Gillard/Hewland) and British Champion Adrian Mills (Jeta/DAP T80) shared the second row, followed by David Germain (Kestrel/Hewland) and Nigel Goff (Mustang/Hewland). As it transpired, these six, plus one charger from the back - 'B' final qualifier Pete Studer (Reema/Hewland) - would decide the race, run in damp conditions.

Bundy nosed ahead as the flag dropped to lead Stapley and Mills through the first sequence of corners and down to the hairpin. Further back, Peter Rochford (MM3/Hewland) and Andrew Wood (Lane/Hewland) gyrate themselves out of the order, to restart at the back.

As they came round for the first time, Browning slid neatly inside Mills, with Goff and Germain queued up for their chance to do the same.

Bundy had already opened up a small margin as they slipped and slid towards the starter for the second time. Stapley had Browning for close company, and Goff had succeeded



First corner, and Waldron (briefly) leads the National field before his discovery. . .

History Man....

Waldron makes history as the first to win two K&S rounds in one season. Hann second - again - from a consistent Edwards and back of the grid charger Ross-Johnson. Deserved first SAM victory to Bundy.

in slipping by Mills - not looking his usual confident self - who now had Germain's attentions to worry about. Defending Champion Terry Williams (MM3/Hewland) had been next in line, but was now restarting well down, having been caught out by the slick surface.

As the race settled into its middle stages, with leader Bundy reeling off the neat, precise laps required in the conditions, Goff began to close on Browning, aided by the stabilising effect of his four-wheel braking system. At half-distance, he succeeded, but try as he might, could not shake Browning off, and they remained glued together to the finish.

Studer now arrived on the leader board. Having patiently picked his way through, he pushed past Mills and Germain on consecutive laps. The gap to the Goff/Browning duel was,

Andy Bundy led all the way for his first SAM 100 Britain victory.

however, too daunting and the rapid ex-Junior had to settle for fifth.

Bundy reeled off the laps to finish some 4 seconds up on Stapley, himself a large 10 seconds in front of Goff and Browning.

1st	Andy Bundy	Barlotti/Manx
2nd	Andy Stapley	Kestrel/BPH Hewland
3rd	Nigel Goff	Mustang/Goff Arrow
4th	Paul Browning	Gillard/Hewland
5th	Pete Studer	Reema/Hewland

Waldron's Second

It took some time to get the National 'B' final underway, and it was only after the field had been stopped on the circuit and second row starter Pete McCallum had been singled out for demotion to the rear, that it got underway.

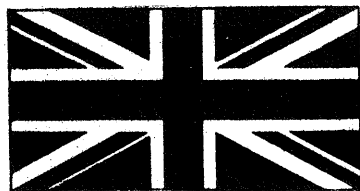
Again, the surface was "mixed", and after 12 hairy laps, Messrs King, Ross-Johnson, Matthews and Henderson joined the tail of the main final. Kevin Warner tried hard on slicks - not the right choice - but 5th was just not enough to make up for the carburettor problems suffered during the day.

The grid for the 15 lap final - shortened due to the oncoming evening gloom - took their places. A change of chassis had obviously been to Gary Prior's liking, and he parked his Sisley Karting Swiss Hutless on pole. First round winner Graham Waldron (Zip/TF DAP) joined him, and they led the field round.

The surface was still damp, and with the drying sun setting behind cloud cover, most of the field plumped for wets. The optimists on slicks were Foster-Jones, Elliot and Parias.

At Rissington, the rolling lap cuts out the hairpin section, something that was about to





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ROUND 2 — Little Rissington

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3rd Nigel Goff 4th Paul Browning

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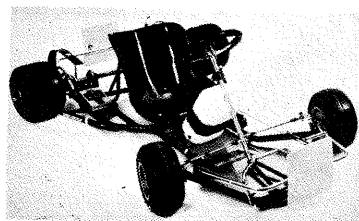
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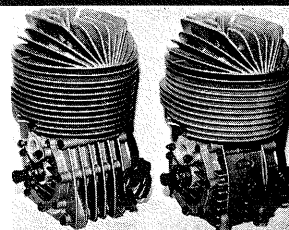
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Father Gange announced to the Vingt-Trois ensemble that there was no way he could bear to watch the final — he was shouldering the nervous strain for the whole team, and some. The three or four hours wait from the last heat to the World Cup final at 4 o'clock are the longest hours in the life of a top karter in with a chance. With the indecision of the wet track thrown in, it was all too much for Gange Snr! He just wanted to get away from the hub of all the action. He did watch it though — quietly and unobtrusively. Halfway down the hill on the bank, he found an undisturbed refuge. The last lap he spent with his head in his hands, not daring to break the dream!

There is a lot more to that man than is immediately apparent — a big heart and a tireless worker for the lower echelons of racing. Senior Gange's working life now revolves around the Surbiton Town Sports & Social Club, in which he has a controlling interest. 'Hines might be the King of Karting, but he ain't got a bleedin' kart track!' Regrettably, neither now has Gange. After 20 years of having an active and well supported club track, the local residents have at last succeeded in closing down the karting activities at Worcester Park. A small party of 'kill-joys' have been on the war-path since the mid-sixties — I remember going around with a petition to the nearby residents many moons ago, and all but a few were quite undisturbed by the karting. Small minorities in all spheres of life seem to be able to have their way these days. . .

Whilst young Reggie was receiving his trophies and laurels at the Official Prizegiving, 'Big Reg' was pouring his heart out over just what *had* led up to the residents successful court action, and how much help the club *didn't* get from the RAC over the matter. He has been left with the very definite feeling that the Gnomes of Belgrave Square have little intention of getting involved in protecting kart clubs, large or small, as an unsuccessful test case appeal, costing something like £10,000 (unbelievable how the vultures of the legal profession seem to value their time on a completely different strata to the man in the street), would cause unwanted attention if lost, and could cause a frightening precedent which could affect motor racing tracks, which are the 'Big Apples' as far as the RAC collar and tie mob are concerned. . .

Surbiton Town Sports & Social Club is and has been for many years, as the name suggests, not just the home of the kart club. It has archery, cricket, football, judo and many other sections as well as a sizeable village of residential caravans — a large and successful concern. In a conversation that Gange had with Alan Burgess, subsequent to losing the court hearing, Reg was asked why he was so upset — was it that he had just bought a kart club which now didn't have a track? In other words, had he bought a "pig in a poke?" The poignancy of Reg's reply I won't repeat, but I trust that A.T.B. got the message that the kart club was just a small part of the operation, though very dear to Reg's heart. There are many people who make our sport possible who *aren't* purely motivated by the 'quick buck', Mr. Burgess. R. Gange and many others are amongst those. Gange also pointed out to Burgess that though it was one of the closest tracks to Chislehurst, he didn't seem to know much about it, if indeed he had ever visited it — amazing though that may be. . .

A few months ago I touched on the subject of television coverage of karting, and the unlikely possibility of Superkarts on a fast circuit being televised. Wrong again! Partially as a result of Rye House deciding not to accommodate the TV cameras, they have switched their attentions to recording a couple of 250 races, being run in

conjunction with a motor cycle meeting at Donington which will then be shown in July on "World of Sport" — all very gratifying. A couple of sour notes have arisen from the arrangement of the races though. The Ian Rushforth/Peter Carter team who have very successfully run all the Donington meetings to date, including two Championships, were totally passed over when it was decided who would recommend the 40 invited competitors and organise them at Donington. Some of the 40 select few haven't been seen at a fast circuit this year, and good middle of the pack regular members of the fast circuit circus have been totally ignored. . .



As was mentioned in the World Cup report, Steve Styron, who has been rather in the wilderness since this time last year after starting the 1980 season so strongly, has abandoned his Yamaha and has turned his attentions to a Rotax. After a mediocre first outing at Cadwell, Donington saw the return of the hard-driving and entertaining Styron that is a joy to watch. He had a race long duel with Buttigieg in his new Richard Grant works Aero, the Barry Loakes' smile has returned, and whilst at the time of writing the motor has yet to be "Kerkhovenised", he doesn't seem to be far off the pace.

The extra engine torque of the Rotax was giving Steve some exciting "wheelie" type moments up the Mountain at Cadwell. Barry Loakes informed that minor aerodynamic additions to the front of the kart have now overcome the front lifting and the chassis is now behaving well.

Twenty years ago, Hedley Mickleburgh built his first chassis, and now two decades later he has started again. Hedley shared the winning drive of the last ever 9 hours at Snetterton with Ian Rushforth and John Cooper in his own design of chassis — the Bullitt. The manufacture of this kart was later handed over to Zips — not many were built, but the present Zip engine mountings were obviously influenced by the Mickleburgh design.

What he is now offering, is what must be a very attractive package to a certain section of the market. He is building a 125 chassis incorporating variable castor, track and wheelbase which is offered at about £280 and takes all the running gear currently available, and common with the leading other manufacturers. All parts such as stub axles, rear axle, fibreglass and brakes come in the price tag and represent quite a reasonable way of up-dating ageing equipment. The prototype first raced at the Snetterton meeting in May and finished 3rd amongst very respectable company driven by Boyd Barrington. Also involved in this venture is Dennis Barker, who is a name in the world of grass track racing.

Weather permitting, I can see the Isle of Man from where I live, but until last month I had never made the trip to this little gem in the middle of the Irish Sea. The TT races persuaded me I must have a look at this controversial annual classic. I haven't quite been the same since, nor have I ever seen so many motorcycles per square foot in my life! True "road racing" is a mind blowing spectacle. Out in the country sections, the gate posts, walls and telegraph poles are softened with an abundance of straw bales in plastic bags, but through the residential area of Douglas and Ramsey, telephone kiosks, street lamps and garden walls are the first thing to 'stop' a mistake. It makes a certain kart track in the North West of England look about as dangerous as a 'clock golf course.' I'll never be rude about the safety aspect of Morecambe again! . . .

The racing is both picturesque and exciting — such a welcome change from the modern vogue of the constant radius bend, 'mickey mouse' circuits. The solo bikes start off in pairs at 10 second intervals for obvious reasons, which would make the race progress hard to follow but for an excellent and well informed race-long commentary on Manx Radio. You take your position in someone's front garden about twenty minutes before the race starts, at which time the roads are closed by very *un-official* marshals and white helmeted policemen, tune in your radio full blast to 217 metres, and before you is one of the greatest racing spectacles in the world, fought out between the ►

250 TT winner Steve Tonkin, Armstrong Rotax (15), after starting 50 seconds behind 350 World Champion Jon Ekerold (6) catches him on the road, at the bottom of Brae Hill.



continued...

two-wheeled high priests of the bike world – contrasting with their four-wheel “cash register” counterparts!

These fellows, many at the top of their chosen tree, love racing for racing’s sake and will ride any bike in any capacity class, just to race round the 37 mile course that is the Mecca of their sport. Anyone who puts his leg across a racing machine on the island becomes an instant hero.

I asked AK engine genius Alan Rodgers where to watch – Alan himself achieved a second place in a Manx TT in days gone by. One good position, he suggested, was the jump about 100 yards after the descent of Brae Hill, and a spine tingling place it was to watch the 250 race. Hitting the hump at over 100 mph, the bikes “wheelied” for about 50 yards, with sometimes a fair amount of ‘direction change’ (wobble) thrown in!

The race was won by a Rotax-powered Armstrong bike by the fresh-faced Steven Tonkin – Rotax’s first significant international win, with exactly the same motor as we are using in karting. Yamahas usually win this class, and it was the first time a European engine had won the lightweight class for twelve years. . .

Before the cacophony of howling two-strokes has died down, the streets are re-opened and the racing starts again – upward of 10,000 spectators take to the tarmac on their Laverdas, BMWs, Yamahas, Kawasakis, Hondas and Ducatis. The marshals have gone, and the white-topped coppers turn their backs on a hopeless task! We spluttered round in our borrowed Datsun with slipping clutch and whining diff., marvelling at how you could possibly circulate at 115 mph average! . . .

The scoring system for this year’s RAC Long Circuit Championship has come in for a certain amount of criticism leaving one rather uncomfortable seat for the Editor of this magazine. Chris Lambden, ex New Zealand 100cc Kart Champion, finds himself in his first year of Superkarting in the lead of the 250 Championship on the basis of the present curious points system, after scoring at Snetterton and Donington with two fifths, and a seventh at Cadwell, whilst his Boss Hines, after two wins and a nothing, no longer has a realistic chance.

The scoring method of 0 for a win, 2 for a second and so on is unusual enough, but the penalty for not finishing is somewhat drastic – any unfortunate not finishing accumulates the points equivalent to the number of starters in the final plus one, effectively ruling him (or her), in a field of 60, out of the final reckoning, regardless of any success in the other three rounds.

No-one can dispute that this turns the affair into something of an endurance or reliability contest. No-one is discontent with the Championship revolving around a series of meetings basis, but the scoring system, which has been altered once already, before the first round, is not conducive to producing what my ‘book of words’ defines as a Champion – “Athlete or beast that has defeated all competition.” Excellent though Mr. Lambden’s first season performances have been, with his LBF backed Zip/Rotax, he hasn’t accomplished the confines of this definition.

It looked at one time, after two rounds, as though Nigel Smith was in with a chance to take the title, but at Donington mechanical troubles ended his hopes. A shame, as it looked before then that Merlin Developments might have scored a double in the two most competitive gearbox classes, with Wooldridge almost home and dry in the 125 class. The last time

they did that was ten years ago – they won 250 International and Gange won the Villiers Championship at Cadwell Park, on one of their engines.

If the present points system remains, which will have been decided by the time you read this, it will undoubtedly result in various top names not bothering to attend the final round at Oulton Park, but doing the European Championship in Sweden, the dates of which clash. Surely the all time ‘balls up’ in an international racing calendar! Either way, Oulton Park is always a favourite meeting of mine.

There are whispers of an intended ‘bloodless coupe’ taking shape in a new political power struggle to control karting. Moves are thought to be afoot to amalgamate the Southern Karting Association with the Northern Karting Association. If this should come about, the scene could then be set for a break-away from the RAC as the governing body, with a certain gentleman, currently trying to establish himself in a position of power in both Associations, at the helm. The RAC may regard the divorce benevolently, as being a pleasant way of abandoning the ‘enfant terrible’ – karting must present them with a fair number of headaches. I have a feeling that this move would be welcomed by the Class I world, but would undoubtedly be a disaster to the gearbox, fast-circuit contingency. . .

It has always puzzled me why, often, people who have never sparked in any aspect of a sport, and very rarely attend any race meetings, should devote a large part of their energies in an attempt to dictate to people who do ‘sparkle’, how the sport should be run, and what liberties the businesses that make karting possible should be permitted. A sort of Wedgwood-Benn syndrome? What is it they say about power corrupting? . . .

C.M.

ing on what might have been. . .

This had opened out a gap in the middle of the pack, and two distinct groups developed. Needham, Weatherley, Jackson, Wright, Gates, Herbert, Gravett, Austin and Allen formed the first, with South now holding off Martin Homewood and Richard Smyth just behind Dougie Spencer (making a sort of guest appearance in between his motor racing commitments).

Simon Wright dropped suddenly to the back of the group just before John Herbert peeled off into the pits to get a new chain fitted. As Bob Herbert said afterwards, “only four laps this time, we’re getting quite good at this! . . .”

South took Spencer under braking at the pits hairpin to lead his foursome and at the same time Wright had scrambled back past Roy Austin, while Allen was trying to get past Gravett. Still this whole group were inseparable. A bit of shuffling saw Gates take the lead of this bunch and third place, hotly pursued by Jackson and the rest, while Homewood, who had taken Spencer, now achieved the same thing with South. The race between Gates and Jackson was reaching dramatic proportions with both drivers twitching from side to side in their efforts to detect some advantage. The Driver of the Day judges were nearly going cross-eyed as they tried to watch all the action at once in a fabulously entertaining race. . .

Gravett and Wright retook Mickey Allen who had slipped past them almost unnoticed in the excitement, and then as Simon tried to get the inside line across the start line John was moving across to shut the door. At maximum speed Simon found himself with nowhere to go and he dropped a wheel off the edge of the track. In a split second he was out of control, spinning wildly across the track amid miraculous avoidances by the pursuing traffic. How they all missed him neither I nor Simon will ever know! He got restarted but well away from his previous position.

This left Gates still holding Jackson and the rest at bay, while South outraked Homewood very neatly to get back into the lead of that group (8th to 11th places now) but, try as he might, he couldn’t pull clear. Jackson at last scrambled past Gates at the far hairpin and proceeded to employ exactly the same tactics as had been used on him, driving hard down the right-hand side of the road approaching the hairpins to force the other driver wide, these two now being two or three kart lengths clear of Gravett and Austin, Allen’s challenge apparently beginning to fade.

The excitement still stayed with Jackson and Gates, while South was doing an excellent job of holding no less than three World Championship Team Members at bay in only his first season of International racing. Suddenly Mickey Allen’s race ended abruptly as his motor expired across the start line and he pulled his kart out of the way, elevating the South/Homewood/Spencer/Smyth group to a fight now for 7th place. Gates was pressing Jackson very hard indeed, including driving right round the outside of him at the pits hairpin, still without getting past! Doug Spencer took advantage of an attempt by Homewood to outrake South to move ahead of him as they exited the far hairpin to challenge Paul directly and at the same time Gates found a way past Jackson to retake third place. . .

With just a couple of laps remaining, Dougie managed to squeeze inside Paul at the pits hairpin, though it wasn’t being made at all easy for him, and it wasn’t until they entered the next left hander that Doug actually gained the place – but only for a matter of yards. . . Going into the next chicane with Paul scant millimetres behind him and Doug right on the limit he got just a tiny bit out of shape, lifting what seemed to be a fraction early to hold his line. Paul couldn’t avoid just tapping his bumper



Top: The third place International battle was intense – at this stage, Jackson (82) shows the way from Gates, Herbert (78), Gravett (25), Allen, and the rest. Above: Seventh place battle was led for some distance by Paul South (47), here being shadowed by Martin Homewood (15). (Photos: V. Heslop)

shall be most surprised if they have to be altered when the samples have been checked.

100 International		
1st	Alan Lane	Lane/Parlla
2nd	Ricky Grice	Lane/Parlla
3rd	Alan Gates	TKM/TKM
4th	Paul Jackson	TKM/FRED Parilla
5th	John Gravett	Zip/TKM

which was enough to spin Dougie completely and in the ensuing muddle Homewood and Smyth got past down the far straight.

Lane and Grice performed faultlessly to take their second consecutive one–two, though with the order reversed this time in spite of Alan’s signs to Ricky to go past, and not so very far behind, Gates and Jackson flashed across the line in that order chased still by Gravett and Austin (having his best race for a very long time). Homewood, Smyth and South completed their exciting race still nose to tail in spite of Paul’s strenuous efforts to redress the situation, while Wright had recovered well to take Needham for tenth place with just two laps remaining. All in all a most exciting race by any standards, once again heavily underlining the success of the equal tyre opportunities. After a race, rubber samples were taken from the tyres of the two leaders for analysis against a known sample so the actual results are provisional for the moment, but I

The judges met to decide on the Green Man Driver of the Day awards and had no hesitation in giving it to Alan Gates, with Paul Jackson as runner-up. Third place was an almost impossible choice between Paul South and Dougie Spencer, both of whom had performed extremely well. On a split vote it went to Spencer so he took the remaining point but it was certainly a most difficult choice.

Next stop is Wombwell in only two weeks time, so by the time you read this, the result should be known. Who can stop the Lane double act? Can Mickey Allen recapture his race winning form? Will John Herbert’s pit crew break the four lap record for his now mandatory pit stop? Can he or Paul South spring a surprise result? Will Martin Leach and Dave Mellish get the luck to match their speed? Watch this space for the next thrilling episode of the GREEN MAN SHOW. . .

Peter Wardle

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continued . . .

Nick wasn't letting go though and as this group of four drivers pulled away from the rest he shot down inside at the far hairpin to rescue second place again. The next group settled into Phil Foster ahead of Lee Cranmer, and then Mark Bailey scuttled past Millward just as Dunne drew a blank on a similar attempt on Crabtree, only to succeed half a lap later at the other end of the track! Nick took it back again, Hugh nearly losing third place as well to Bailey, these three with Millward enjoying a fabulous race. All this though was helping Cotterill to pull further ahead, his engine sounding glorious as it streamed down the straights on an obviously bigger gear than most of the others. . .

Paul Andrews was making great progress from the back and was already up to 11th place, apparently lapping every bit as fast as Cotterill until, with a resounding crack, his engine seized solid as it took in a stone which wrecked the piston, and he slid to a disappointed halt across the start line.

Hugh Dunne had been dropped briefly by Crabtree while he worried about Bailey, but then Mark came under attack from Millward, and Hugh caught and took Nick at the pits hairpin, sorting out the resulting muddle still just ahead. Behind these four, a long gap opened out before Lee Cranmer came into view in a lonely 6th place, well clear of Ian Smith and Nick Harvey. Nick C. lost another place to Bailey but it was still anyone's race for second. Mark made it to the front of this group and then Nick tried to retake Hugh only to misjudge it and emerge from the far hairpin behind Jonty — what a race! Jonty got through into third place and then Nick too got back past Hugh which left all four of them still packed a hairs breadth apart. . .

The drama continued — as they lapped some backmarkers Nick managed to outfumble Jonty to retake third, and all four of them were now closing visibly on Cotterill. Suddenly this race for second took on a new dimension as Jeremy's engine locked dramatically with what sounded like a rod breakage which even my tape recorder picked up! Half a lap later and the four cornered fight was suddenly reduced to three as Nick failed to anticipate the path of a backmarker sufficiently and leapt into the air to instant retirement with a broken chain. It didn't damp down the efforts of the other three at all, and still Bailey led from Millward and Dunne. Repeatedly Jonty attacked Mark, tucked right into his slip-stream down the straights and with Hugh only inches away from the pair of them. Out came the last lap board and still Mark held on — just. Round the final lap and Jonty couldn't make it anywhere, finishing only inches away from first place with Hugh third. Lee Cranmer completed an uneventful race in fourth place to move into the Championship lead from a surprisingly off-the-pace Steve Brogan (7th at the end after struggling throughout with a clear lack of power) while Ian Smith and Nick Harvey kept circulating at an ever increasing distance from the leaders to retain 5th and 6th. William Hewland took 8th ahead of a persistent Phillip Bailey, while Phil Magrison completed the top ten ahead of Phil Foster.

Junior National		
1st	Mark Bailey	Sprint/Sirio
2nd	Jonty Millward	DAP/Sirio
3rd	Hugh Dunne	DAP/DAP

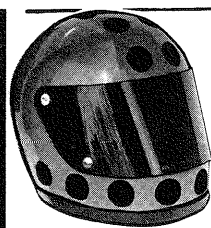
A 100 National race preceded the Internationals which produced a win for Ian Williams, and then it was the turn of the main feature. With Alan Lane and Mickey Allen on the front row as the field came out for their rolling lap the start was going to be electric, and looking

at the whole phalanx of talent behind them, this was surely going to be a terrific race. Remembering the Dunkeswell shemozzle everyone held their breath as the grid approached the flag. Up it shot and already Mickey had the jump on Alan, tearing into the first hairpin just clear to cut across in the lead. But surely he couldn't make it on cold tyres? His kart slid into the corner and out, well wide of the apex while half the field streamed past inside him, relegating him from the lead to 15th place in only one corner!

At the end of lap one, Alan Lane had opened up a discernable gap to Chris Needham, Ricky Grice, Simon Wright, Dave Mellish, Richard Weatherley, Paul Jackson, Martin Leach, Alan Gates, Roy Dickson, John Gravett, John Herbert and the rest, all in an inseparable snaking train. Mickey was looking very determined indeed to make up for his indiscretion, still 15th, just ahead of Paul South.

Second time across the line and already Lane was pulling clear, now with team mate Grice for company. Needham, Wright, Weatherley, Jackson, Mellish and Gates made up the next group, but really everyone was still so tightly bunched that it was difficult to separate them. Simon Wright took Chris under braking for the pits hairpin to lead the bunch.

Coming out of the same corner a lap later Martin Leach got alongside Dave Mellish and they approached the next corner side by side. Neither would give way and the inevitable happened, both drivers spinning off to a halt, but an unfortunate Roy Dickson, travelling very close behind them, couldn't get out of the way in time and he found himself launched into a spectacular somersault and instant retirement, luckily without injury. Leach restarted quite quickly, but Mellish took a couple of laps, though he then circulated just as quickly, eventually just behind the leaders, without being caught again by the next group, reflect-



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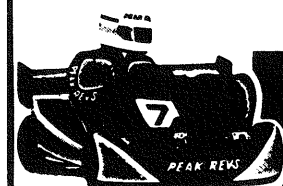
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Encore....

Another 1-2 for Lane and Grice at third Green Man round, from Gates and Jackson. Superb midfield dices. Plato (Britain) and Bailey (National) take the Junior classes.

To we Southerners, Felton does seem a long way away, particularly when there are over three hundred miles to go after a hard day of racing and an early start to business the following morning. Having made the trip for their first round of the RAC Junior Britain Championships only a month before, this obviously daunted some of the Britain drivers from getting there a second time, though the entries for International and Junior National were fully up to expectations.

Once there however, the Northumbrian Kart Club once again performed their usual brand of friendly service to make us all feel welcome and that the trip was worth it (though a disappointed Gary Moynihan might not agree. He was unlucky enough to have his kart written off in an incident in the heats and, in spite of all the competitors agreeing to allowing him to run another chassis, the Stewards decided that they had to stick to the rules).

As I think I have mentioned before, the object of the Green Man Championships, apart from providing the very best racing there is, is to allow as many local drivers as possible to have a chance at pitting their skills against the cream of British talent. There is no other way that many drivers can get this opportunity presented to them, and the alternative of simply plugging away at their local tracks against the same opposition can never really tell them how good they could be. Craig McWilliam, for instance, joined in the Junior Britain brigade at Felton to finish a very competitive 6th and is obviously now thinking of taking in the Rowrah round as well.

It is the regular drivers though who create the backbone of these Series, without whom they could not be so successful. Every round sees the top sixty or seventy drivers in the country continuing their battle for supremacy and, though the actual racing is fiercer than ever, in the paddock a unique 'family' atmosphere exists which I haven't found anywhere else in karting. It isn't just a class by class segregation either. Most of the Juniors and many Internationals are out watching each other racing as soon as their own race preparation has been completed. I have now bowed to popular demand by providing the International results as well in all the Junior Green Man News Letters! Once the recession eases, we are going to see a big rise in the popularity of both these and the K&S/SAM Championships, which can only be extremely healthy for karting.

Main topic in the paddock seemed to centre on the Junior National Goodyear tyres, as Phil Hilton was in attendance to check the 'legality' of the brands. In the event, so many tyres proved

to be 'technically' illegal that a moratorium had to be agreed which allowed anyone who had tyres of a recognised (by Phil) batch number to use them!

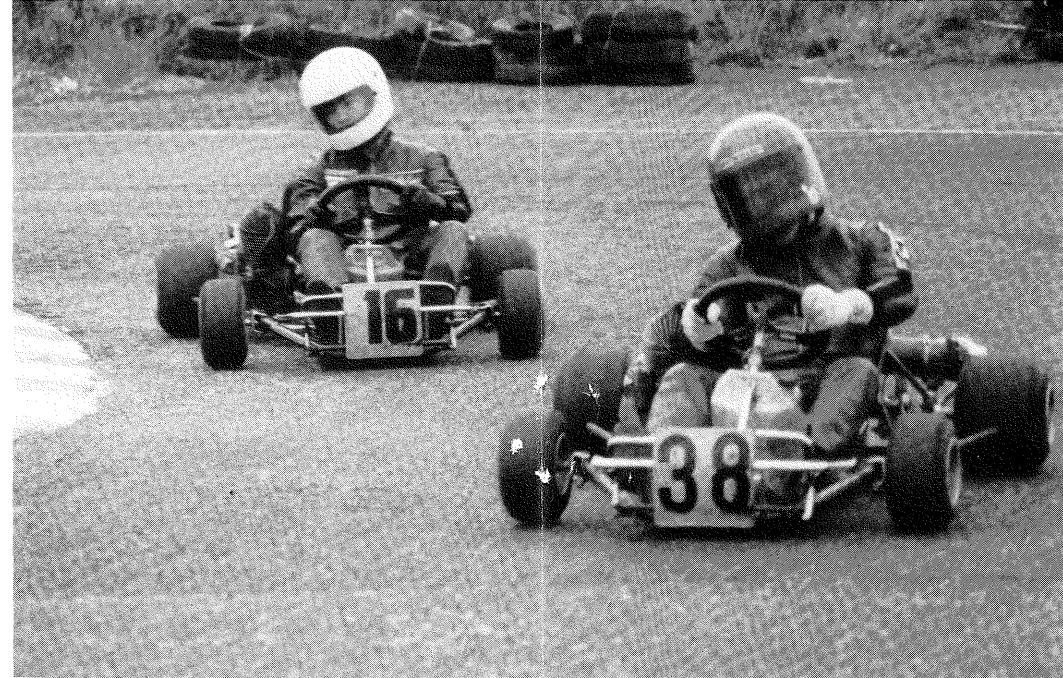
It really is about time that this farce over the National tyre rules was resolved in favour of the downtrodden competitors. Drivers are buying tyres, sometimes at very economic prices, which should be good in reducing the overall costs of their racing, only to discover that many are 'technically' illegal.

The problem is two-fold. First, the way in which the rules were originally introduced was excessively hasty and sloppy, proving to be controversial and devious — let alone impossible to police fairly. And second, the variation in performance of what should be identical tyres has resulted in a Goodyear versus Goodyear tyre war which makes the recent past of International tyres look like basic sanity!

What a sharp contrast to the 1981 Green Man International scene. The CIK Dunlop and Bridgestone tyres are so good that they seem to be completely consistent in performance throughout their useful life, have excellent wear properties, and have produced the best International racing yet seen at an arguably lower real cost than 100 National! Tyre homologation seems to have been the one decision that the CIK have actually got right recently, at just the right time. . .

I understand that the RAC are currently conducting a tyre evaluation of a whole range of possible National tyres to resolve this problem — and about time too. This is how it should have been done in the first place — all the necessary information was at hand — but the then Kart Committee decided they knew best and this silly muddle is the result. I do sympathise with Robert Langford who has inherited this situation and is now doing his best to resolve it. We shall see how it works out in due course, but in the meantime we are still faced with this continuing unhealthy hassle. For my part, trying to run a Championship within RAC rules, it is a nightmare. Karting is about people and their racing, and it must be kept straightforward and clean if we are going to see the expansion of our sport that so many of us wish during the next few years. . .

But back to Felton. The usual Saturday practice saw virtually every team at the circuit sorting out their equipment, plus one unfortunate accident. Biff Harris had had his engine seize and his kart had come to a halt at the side of the straight. He got out and had a look at it and was just about to try to restart it when Kerry Thorpe, who was about to tow past another driver, flicked out of his slip-stream, straight into Biff and his kart. Both karts were immediately wrecked (Biff's steering wheel rim pulling right off the spokes, as he happened to be holding on to it, in a most alarming way — I wouldn't like to use one that came apart so easily at all) and Biff was left limping but otherwise intact, racing his spare kart. Kerry wasn't so lucky, breaking a bone in his foot which has put him out of action. Not for long though I'm sure, with Championship points at stake!



With the intermittent rain holding off as the day wore on, the first finals got under way, and first of the 'A's featured Junior Britain.

Local boy Jason Plato started in pole for the second round in succession, flanked by an on-form Mark Beddall, but just behind, Martin Prior was determined to hang on to his Championship lead. Out on the rolling lap and already Mark Jennings ground to a halt for a plug change. As the flag went up Jason made no mistake and took the lead, pressed hard by Beddall, then Piers Hunnisett, Prior, Steve Murphy, Graham Kershaw, Dunkeswell winner Darrell Beasley and the rest still tightly together.

Jason and Mark had pulled out about five yards on the second group by the end of the second lap and continued to drive away, locked together in a stern battle for the lead right throughout the race. All round the track Mark was trying fit to bust but Jason coolly held him off, driving all the way down the right hand side of the straights to force Mark to the outside, then successfully holding onto his line at the hairpins. A fabulous race by any standards. As the race started to resolve itself into groups, the battle for third place fell into a fight between Hunnisett, Prior and Murphy, and they in turn were followed by Beasley, Kershaw, and Gary Chapman going for sixth. Kevin Keith and Green Man newcomer Craig McWilliam were holding off a charging Scott Banks for 9th.

Martin Prior squeezed by to lead his group but couldn't break away from Piers Hunnisett, and then Steve Murphy swooped past Piers to take 4th at the pits hairpin. Gary Chapman managed to break away from the front of his group only to find that Kevin Keith had done the same thing and closed back up to him again, leaving Kershaw, McWilliam and Banks battling amongst themselves. Then Banks succeeded in getting through as well! Lapping some back-markers, Prior managed to open up a gap between himself and Steve Murphy, but just as rapidly this closed up again as Steve found a piece of clear track to do it.

While all this was going on the leaders were still holding the rapt attention of the spectators with a superb display of tactical driving. Mark Beddall seemed to have the edge in sheer speed, which allowed him to close up quickly every time they got slightly separated round the back-markers, but Jason's skill at holding on to his lead was an excellent demonstration of just how it should be done — nothing out of order or dangerous, simply well thought out moves which made Mark's every attempt to get past a fruitless effort.

Suddenly Murphy seemed to lose his competitive edge because he dropped away from

Above: Alan Lane (38) led Ricky Grice (16) home to the second successive 1-2 for the team. Top right: Winner Mark Bailey (51) leads the Junior National contenders through one of Felton's chicanes. Middle: First corner of the International final, and Lane (38) has the inside running, from Allen (3) and Needham (29). Bottom: Jason Plato three-wheels his way to Junior Britain victory. (Photos: V. Heslop)

Prior and came under fierce attack from Hunnisett. For a couple of laps Steve held Piers off, both of them now being caught by Kevin Keith. Piers was really determined and on one lap he drove all the way down the straight with his kart virtually brushing the marker tyres on the outside as Steve tried to avoid giving him enough room to get by. Twice Piers got past under braking only to be repassed as they came out of the far hairpin. Then, at the pits hairpin, he finally got it right to take 4th place and pull clear, leaving Steve now fending off a three-pronged attack from Keith, McWilliam and Chapman to which he succumbed by the time the flag came out. Completing the top ten Graham Kershaw stayed ahead of an unusually placed Steve Dart, though with the standards of racing in Junior Britain this year if you get into the top ten at all it is a good result!

Junior Britain

1st	Jason Plato	MM3/Arrow
2nd	Mark Beddall	Reema/Manx
3rd	Martin Prior	Zip/Arrow

With the Junior Nationals now on the grid as the Britain final was cleared away, Irish driver Hugh Dunne occupied pole position with Nick Crabtree beside him on grid 2. Setting the scene for a tremendous race, row two consisted of Mark Bailey and Jonty Millward, row three Jeremy Cotterill and Ian Smith, while row four had Simon Blessed and Miles Hall waiting to see what they could achieve. Right at the back Paul Andrews had won the 'B' final to have a go at repeating his Dunkeswell form. I can't wait to see him start from the front!

Away into the first corner and it was Crabtree, driving neatly round the outside, who had all that clear road in front of him, pursued by Dunne, but then Jeremy Cotterill had made a beautiful start to grab second and then first to lead at the end of lap one! As Jeremy eased minutely clear Hugh Dunne dived for the inside at the pits hairpin and took second from Nick with Millward, Bailey and the rest streaming after them. Miles Hall had his chain guard come loose and was black flagged to get it fixed a few laps later. ▶

