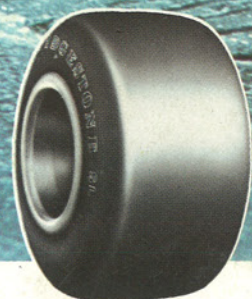


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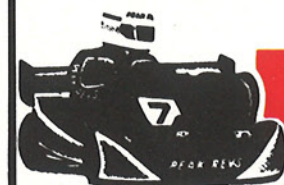
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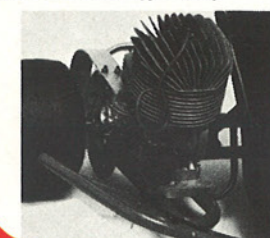
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S.W. ENGLAND: Ron Shone, 323, Chickwell Road, Weymouth, Dorset. Tel: (03057) 86096/71117
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It is perhaps not insignificant that of our eight representatives at the World Junior Championships recently (See *Just Heard*), the sole pair who were able to qualify for the finals were the two who had spent all of 1981 racing on International grade equipment — "seniors" under British regs., but still eligible for Junior events under European age rules.

Ever since Junior racing in Britain became subject to 'National' tyre rules, our status in Junior racing at World level has stumbled, and the prospects of producing any leading young International class drivers in the near future has taken a tumble with it. It is unrealistic to expect anyone to perform miracles with one week's testing on International equipment after months or years of regular 'National' competition.

If we consider it important enough to re-establish our Juniors at World level — and our future at senior International level would seem to depend upon it — there are a couple of possibilities to help. With the International tyre situation having settled down tremendously with homologation, consideration could be given to returning our Junior Nationals to International rubber. Alternatively, and probably second choice, a Junior series such as the Green Man could utilise International tyres to at least give the leading Juniors some experience of them and all the associated differences in chassis set up etc. necessary.

Any move to implement a change comes best from within the ranks, but very much depends upon balancing the desire for International success against the record of a good, established, British Junior National class. I wonder which way that balance would swing at present ...

Don't forget to be at Silverstone over the weekend of August 22nd/23rd for long circuit racing's big day of the year. If you've never seen Superkarts in action, the atmosphere of the Silverstone weekend is just the place to start!

CHRIS LAMB DEN

FRONT COVER:

It's GP time, and once again the defending Superkart GP Champion features on our cover — but this time, thanks to special effects, there's more than one of them! Can Martin Hines become the first to successfully defend a GP title? See for yourself — be at Silverstone on August 23rd ... Our preview and feature centrespread begins on page 24. (Photo: Rodger Calvert.)

Published by Kart & Superkart Ltd., Pindar Road, Hoddesdon, Herts.
Telephone: Hoddesdon 44201. Telex: 817675 G TEL EXP MAG
Directors: MA and MW Hines

EDITOR: CHRIS LAMB DEN **ADVERTISING: JAYNE SPEIRS**
GRAPHICS: JEREMY HUGGINS

Distributed by Surridge Dawson Ltd., New Kent Road, London.
Printed by Creaseys of Hertford, Castlemead, Hertford, Herts.

Contributions, including pictures are welcome. Although every care will be taken, the magazine assumes no responsibility for safety of contributions. Opinions expressed in this magazine are not necessarily those of the Editor or staff.
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KART AND SUPERKART

Monthly

No. 32

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Clay Pigeon Green Man
RAC 100 National Championship

PUBLICATION DATE: THURSDAY 3rd SEPTEMBER

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



Styrin Moves Camp

After an association going back as long as most can recall, Superkart pilot Steve Styrin has left the GBRD fold, taking with him the Richard Grant Racing backing.

Having recently changed to Rotax power after a lean start to the season, the former GP and British Champion has allied himself with Merlin Developments, in a deal that is shortly expected to see Merlin's 125 supremo Roy Wooldridge in Richard Grant Racing colours. Styrin will continue to run his current Richard Grant Aero.

The move has coincided with changes at GBRD itself, with Rob Kerkhoven about to return to racing, combining with Scottish driver Sandy Dalgarno, under the "Rob Kerkhoven Racing" banner and using a pair of Zip Rotaxes.

European 250 Shocker . . .

Superkart Afficionados will have noticed in these pages last month that a list of 1982 European events supplied to us by the RAC contained the statement "no date or venue yet for the 250 European Championship." This was apparently re-iterated at the Kart Committee meeting late in June.

Yet a CIK document which we received, dated 2 weeks before that meeting, clearly states: European 250 Championship, 5/6 June, Oulton Park — a venue hosted by a club headed by the Vice Chairman of the Kart Committee. As Oulton Park is unavailable for 2 day meetings, it comes as no surprise to learn that the same club have booked Donington Park for June 5/6th . . .

Another club, which runs regular Donington meetings and has applied to the RAC for 3 years for a European Championship event (without so much as a reply), seems to have been completely overlooked, and in what appear to be rather odd circumstances.

No doubt the subject will come up at the Open Day . . .

Cleveley's 100 Brit.

Our coverage of the 100 Britain RAC Championship, held over 1 round at Little Rissington had unfortunately failed to arrive as we went to press. However, we can tell you that Nigel Cleveley scored a convincing win, reaching top form at just the right time of the year.

Andy Stapley, in his first senior year, continued an impressive run with the runner up spot, ahead of Paul Browning.

1st	Nigel Cleveley	Barlotti/Hewland
2nd	Andy Stapley	Kestrel/Hewland
3rd	Paul Browning	Gillard/Hewland
4th	Andy Bundy	Barlotti/Komet
5th	David Germain	Kestrel/Hewland
6th	Andy King	Kestrel/Hewland

100 National RAC Points

A by-product of the recent upheaval over points systems for British Championships, has been a check with the RAC on what system is being used for the other main "series" Championship — the 100 National RAC Championship.

Whereas most competitors thought the 20, 15 . . . system was in operation, the Championship is in fact being run on the 0, 2, 3, . . . system. With fields of 24 at the first two rounds, a non finish thus scores 24 points.

The leading scores then, with the final round to come at Clay Pigeon on August 16th are:

1	Ian Ross-Johnson	4 pts
2	Kevin Warner	8 pts
3	Graham Waldron	12 pts
4	Ian McCallum	18 pts
5	Neil Hann	21 pts
6	Mike Ballantyne	23 pts
7=	Ashley Sparks	25 pts
7=	Paul Carr	25 pts

After this year's series, 100 National competitors will have no doubt been relieved to learn that all 1982 RAC 100cc Championships will be back to the one race format . . .

In a Word . . .

● We understand that subsequent to the initial stir, about non-homologation of DAP 'Jesolo' chassis at the European Team Championship, the paperwork emerged from somewhere, having been 'misaid'. So all users of the chassis were reinstated forthwith.

● Further details are available now concerning the Isle of Man Road Racing Week. Entrants may utilise subsidised ferry travel from Heysham on a night sailing on Sunday September 6th. Monday is free, with the Ramsey Superkart Meeting on Tuesday, the Peel Kart GP on Wednesday, and a possible hillclimb on the Thursday. That evening is the prize presentation buffet/dance.

● Friday and Saturday is the Rothmans Isle of Man Car Rally, and ferries return to Heysham on Sunday 13th September at 7.30 or 18.00 hours.

● Total prize fund is in excess of £2,500 and start money may be available.

Entries and more information from R. Leeke, 334 Nantwich Road, Crewe, Cheshire.

● At the October 25th meeting at Lydden, a 125 class race will be run for the first time. Registration and regulations from Brenda Harris, 71 West Street, Sittingbourne, Kent. Tel. (0795) 71978/72926 (office hours).

● Burgess Racing's two works GP entries — Colin Mills (125 Zip GP/Burgess Rotax) and Vaughan McNealy (250 Zip GP/Burgess Yamaha) — will be assisted by *Britains Toys*. "Britains Toy Models Team Burgess" marks the first involvement in karting by the firm, who manufacture a wide range of toys.

● Talasan Insurance advise that they can now offer life insurance that specifically *includes* kart racing, at no extra cost. Enquiries to Talasan Ltd., Freeport, Bournemouth. Tel: (0202) 294345 or London (01) 435 3835.

● AK Racing advise that they are now sole agents for Dino karts and equipment.

● Alan Lane is out of hospital after his nasty accident at Wombwell, in which he apparently cracked a vertebrae. As we go to press, he has every intention of competing in the European Individual Championships, at Horrem, West Germany.

● The rest of the team for this event is: Terry Fullerton, Alan Gates, Ricky Grice, and John Gravett. Paul Jackson is the non-travelling reserve.

● The 20 kart Superkart demonstration at the Silverstone F1 meeting was well received, slotted between a parade of Cooper cars of all eras and one of Jaguars. Nearly 100,000 people saw the show — hopefully some of them will be back on August 23rd . . .

Mini Ads

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

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SIRIO INTERNATIONAL KART, 2 Parilla SS20TT's Roy Mailer tuned, K88TT, tyres all RAC coded, carbs., sprockets etc., plus box trailer. All open to best offer. Business forces sale. Tel. St. Albans 60668

YAMAHA 250, TZ rods, complete TZ box inc. 1st, RD crankcases, TD3 barrels and heads, all in good order inc. T.A. racing mag. Very fast £300 o.n.o. Might p/e Komet engine K77. 8 Duddingston Ave., Edinburgh 15

ZIP GP YAMAHA 125, 6 months old, £650. Will split. Zip Espada rolling chassis, discs, fairing, Villiers plates, suit 125, 250 National £175. Sprint K77 just rebuilt, v.g.c. £265. Tel. Shoestring Racing, Framingham Earl 2638

210 MOTORS: 2 Ansell, 1 Haywood, 2 Motiv exhausts, Lectron carb. Sensible Offers 01-673 5322

PEGASUS KARTING OFFER THE following race ready equipment: Zip Shadow/Manx £275, Sirio Silver Star/TKM £495, Lane Aerospace/TKM £375, Zip Shadow/K77 £250, Lane 2-bearing Green, excellent £175, Zip Shadow Silver, trophy winner this year £130. Tel. Leighton Buzzard 381220 daytime or 374203 evenings.

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Open Day!

You must have gathered by now that August 12th is the day that you can personally confront the Kart Committee and let them know how you think they should be running the sport. No invitation is required — just arrive before 11 am at the RAC Motor Sports Association, 31 Belgrave Sqaure, London. With things as they are at present, a few hours of your time is a small price to pay to convince the RAC hierarchy that there are a number of important aspects that very badly need sorting out! . . . See you there? . . .

Kalendar

AUGUST

9 CLAY PIGEON (Midway Yeovil & Dorchester on A37) Round 5 Green Man 100cc Championships.

KIMBOLTON (10 miles s.w. of Huntingdon)

TILBURY (Dunlop Road)

CHASEWATER (Pleasure Park, Brownhills, off A5)

WOMBWELL (Dorothy Hyman Stadium, nr. Barnsley)

16 CLAY PIGEON Round 3 (final) of RAC 100 National Championship/100 Junior Britain Championship.

ELLOUGH (2 miles south of Beccles, Suffolk)

SHENINGTON (8 miles from Banbury)

NUTHAMPSTEAD (On B1368 Cambridge-Ware Road)

23 SILVERSTONE (Nr. Towcester, Northants) Daily Express Hermetite British Kart Grand Prix — heats Saturday, finals Sunday.

RYE HOUSE (Hoddesdon) RAC 100 International Championships.

LLANDOW (4 miles s.w. of Cowbridge)

FULBECK (8 miles from Newark)

CRAIL — Traders' meeting.

29 OULTON PARK (Nr. Tarporley, Cheshire) Round 4 (final) of RAC Long Circuit Championships.

30 KIMBOLTON (10 miles s.w. of Huntingdon) Round 5, Kart & Superkart 100 National Championship, and SAM 81 Britain Championship.

DUNKESWELL (5 miles from Honiton, Devon)

ROWRAH (Nr. Frizington, Cumbria)

SEPTEMBER

6 LITTLE RISSINGTON (Air force base, nr. Stow-on-the-Wold)

SNETTERTON (Nr. Norwich) Short circuit.

FELTON (8 miles north of Morpeth, on A1)

HEMSWELL (6 miles east of Gainsborough)

8-9 ISLE OF MAN — Kart road races.

10 JERSEY — Hillclimb event.

13 JERSEY — International Day Meeting.

TILBURY (Dunlop Road) Final round, Kart & Superkart, and SAM Championships.

continued . . .

testing both the 125 and 250 National classes). Alec got away to a good start and although Andrew had him in his sights, he was never able to get on terms with him. Tony Wilkins was third in both classes!

250 International heats were won by Pete Hammond and Andrew Scott. During the final, Pete was following the leading 125 National drivers but stayed out of their race and won the 250 International after a rather easy race.

210 National

The 210 event again attracted over forty entries. Our heat winners were Phil Hemes and Mark Allen, placing them on the front row along with Paul Robinson and John Browning. We had a B final and drivers repercharged were Martin Wall, Glen Clarke, Rod Brown and David Phillips.

The flag was raised for the final and out of a great cloud of oil smoke sped Mark Allen, making a superb start (congratulations are in order for Mark as he has just won the coveted World Cup at Morecambe). The karts behind Mark were four abreast and nose-to-tail and almost inevitably three karts came off just after the lap scorer's caravan. Wall made an exceptional start and found himself lying third after only half a lap had elapsed.

Allen walked off into the distance leaving a tight contest for second between Hemes and Wall. Dave Ridge was performing well and was moving forwards all the time, until he caught Brent Gilkes. He and Brent were locked in combat, passing and repassing. Glen Clarke, repercharged from the B final, drove hard and consistently and reached sixth. On the last lap Gilkes managed to get ahead of Ridge once again and he stayed ahead and took fourth. A duel down the pack was settled when Paul Woodward slipped past Simon Jenks to take eighth. It was another superb win for Mark Allen and on this occasion he had also broken his own lap record — 49.50 secs. Phil Hemes kept Martin Wall at bay and came in second.

A very thrilling day's driving — many thanks to all who contributed to this. It was very pleasing to see so many new faces, while several visitors took home trophies — we hope to see them again soon. We also had a large number of Novices competing, several of whom put in very promising performances. Special thanks to all the race officials who make it all possible, for once they went home with a sun tan instead of frost bite.

Maggie Filkin

Results:

Junior Britain

1st	Steven Filkin	ART/Sirio
2nd	Steven Bennett	Zip/Arrow
3rd	Dene Roberts	Eagle/Arrow

Junior National

1st	Paul Andrew	ART/TKM
2nd	Derek Shields	Dino/Arrow

Senior Britain

1st	Andrew Pallister	Kestrel/DAP 80
2nd	Ron Shone	Kestrel/DAP 80
3rd	Eric Butler	KEG/Arrow

100 National

1st	John Spencer	Dino/Parilla
2nd	Mark Appleton	Lane/Arrow
3rd	Roger Rowe	Special/Parilla

125 National

1st	Keith Bisp	Barlotti/Rotax
2nd	Jack O'Connor	Barlotti/Rotax
3rd	Tony Wilkins	Barlotti/Maico

210 National

1st	Mark Allen	Dino/Villiers
2nd	Phil Hemes	Barlotti/HTV
3rd	Martin Wall	Zip/Upton

250 National

1st	Alec Pittaway	Dale/Ossa
2nd	Andrew Joss	Barlotti/Bultaco

250 International

1st	Pete Hammond	Zip/Yamaha
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BLOW HUSTLER ROLLING CHASSIS. Rebuilt, with new discs etc. trophy winner. 210 plates £150. Tel. Garry on Lutterworth 4275 anytime.

BELSTAFF LEATHERS BLUE/WHITE, medium size, new £50. Tel. Longsutton (0256 81) 414

250 INTERNATIONAL — AERO chassis c/w wing, nose, tacho, etc. One Beckett Suzuki engine, Mikunis, Femsas, fatty pipes. One Fyson Suzuki. Lots spares. Trailer. £500 the lot. No offers. Tel. Cambridge 358096 (work) Dennis.

Calvin Takes The Masters

Millions of ITV viewers recently saw AK Racing's Calvin Fish snatch a last corner victory from John Ball in the Hermetite Masters Superkart event, filmed some few weeks earlier at Donington Park.

The Masters consisted of two seven lap races, with grid positions for both — arranged by promoter Nick Brittan — putting the acknowledged aces at the back, in order to create more spectacle. With the starter letting them go both times with the back rows still moving, spectacle they got! Machines cannoned off each other as the back-markers brought off more-or-less successful avoidances . . .

Martyn Merritt, off a generous front row spot, expectedly led the survivors into the chicane for the first time, headed by a rapid starting John Ball, pole-lady Carolyn Grant-Sale, and last-but-one-row starters Nigel Smith and Chris Lambden. A few corners later, Ball and Smith were in front, to begin a race-long duel that would preoccupy the cameras throughout. As they passed and repassed, the Hermetite pair — Hines and Buttigieg — were working their way through the midfield, to arrive in fourth spot by the third lap, gradually closing on, and passing, Merritt over the next two tours. The gap to the lead pair was now considerable, and there was no way anyone was going to close it.

Last time into the main straight and Smith led. A gentle drift across the straight was enough to deter any passing move by Ball, and so the yellow Stocksigns Zip took the points. Hines and Buttigieg crossed the line together, while Calvin Fish had come on late for fifth.

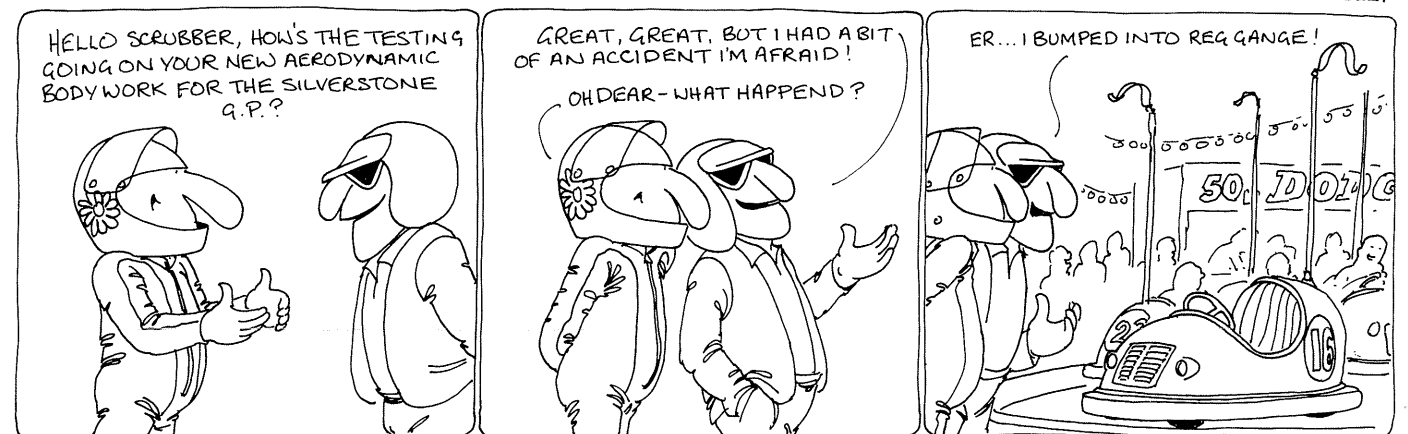
STOP PRESS

The EUROPEAN CHAMPIONSHIP (100cc) has been won by World Champion Peter de Bruyn (Netherlands), with Lars Forsman runner up. Best English finisher was Terry Fullerton (5th) after qualifying via the last chance race. Ricky Grice was reported to be rapid, but blew up in the finals.

The TROPHY PAUL RICARD (for Superkarts) has been won by Dave Buttigieg with Hermetite team-mate Martin Hines second.

LENNART BOHLIN is rumoured to have made a last minute entry for the British Kart Grand Prix. The European Champion is expected to use a Yamaha 'H' powered Aero chassis . . .

FRIGGIT



BY BARRY FOLEY



A mere 15 minutes later, and after a slight shower, they rolled out for race two. The first corner would be interesting . . .

It was. In they turned, and Heerey nosed into the back of Smith's machine spinning him into Hines. Both went off, with only the former able to restart, but well down. Back on the startline, Buttigieg was getting under way again after a long, loopy spin, avoiding the startline carnage! . . .

Graham Roscoe wound out of the chicane first, with Sandy Dalgarno and the amazing Ball in tow. Grant-Sale and Merritt led the pack, some fifty yards in arrears. Ball and Dalgarno slipped by on the second tour, but Roscoe wasn't to be outdone, scything down the inside at the chicane to lead again! Dalgarno lost it and gyrated, Ball avoiding a collision well.

Yards later and Roscoe was out, looking dejectedly at his engine. Ball now had it made — clear in front, with Fish and Elmore together some 100 yards in arrears. Heerey had moved past Carolyn for fourth, which became third as Elmore's hand went up . . .

One to go, and as they wound round the back, Fish was noticeably closer to the leader, moving in to pass easily down the main straight. Even Heerey hurled the WPT machine inside Ball at the chicane as he hesitated, with what turned out to be petrol starvation — they hadn't topped up after the first race! . . .

Fish and Ball tied on points, but the tie-breaker (second race result) gave the AK man the decision, Heerey's recovery from two incidents earned him third, with a consistent Styrian fourth from Merritt.

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

The moment that decided the Masters. As Ball (28) flounders with fuel starvation, Fish (14) and Heerey (4) push past. Below: With any amount of luck, ATV's cameras will be back before long. (Photos: R. Calvert).



The Hermetite Masters was a first, and depending upon the reception, will hopefully not be the last.

The coverage seemed to convey the colour and general atmosphere of Superkarting, the one criticism being the concentration on the lead, at the exclusion of some fairly torrid action a little further back.

Nevertheless, we await the evaluation of the ITV people with interest . . .

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Axle bearing 25mm or 1"	£2.00
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Ring set super.	£3.80
Exhaust bend Komet or Par.	£4.95
Gudgeon pin light weight.	£1.91
C/Case complete SS20 or K88.	£75.00
C/Case complete K78/K80.	£72.00
C/Case complete TT22/27.	£72.00
Oil seal K88.	£0.48
Oil seal Parilla or K80.	£0.48

Valve cover K78/K80.	£9.07
Valve cover K88.	£9.07
Valve cover SS/TT Par.	£9.07
Rotary valve TG/SS TT.	£3.80
Rotary valve K88.	£3.80
Rotary valve K80.	£3.80
C' Shaft 1/2" sprock side Komet.	£21.25
C' Shaft 1/2" sprock side Komet.	£21.25
C' Shaft 1/2" sprock side Parilla.	£21.25
C' Shaft 1/2" mag. side Parilla.	£21.25
Con rod TT22 (new type).	£20.00
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Crankpin Komet.	£1.91
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Crankshaft shim, all.	£0.18
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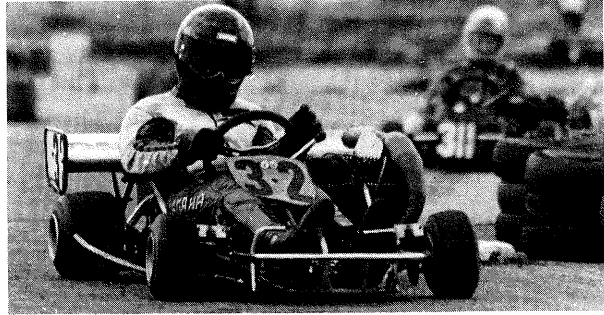
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CLUB SCENE

continued...

Mick Parker also had a good run in the heats as did Chas Lambert.

For the final, it was Bob Lambert who led the field away from the Union Jack. Colin Kay was not going to be denied though and from the outset the pressure was on. At the end of lap 2, Colin got past Bob and looked like he was going to make sure of the first place 'pot'. Bob tried, but couldn't quite get back within striking distance and had to settle for second. Graham Marris who was in a nice comfortable third place, threw it all away on lap 6 when he got into difficulties at the second chicane. He managed to rejoin the fray, but was a lap down. Mark Higgins at his first ever meeting drove well and held onto the vacant third spot. At the flag, then, it was Colin Kay first, Bob Lambert second and Mark Higgins third.

210 National

The 210 boys gave us some of the best racing of the day. Rick Butler had a first and two seconds, Dave Stocks and Brian Finn had a first apiece, and Ken Spooner and Dud Martin were also showing that you couldn't disregard the pair of them.

In the final, it was Ken Spooner who led the pack into the first corner followed by Alan

Shenington

21st June

Flaming June e is here at last! Glorious sunshine greeted us, dry weather was forecast and the track conditions were perfect. An exciting day lay ahead. . .

Junior Britain

There were twenty Junior Britain drivers taking part in this event. The Junior Britain heats were won by Steven Filkin.

Steven Bennett got the jump at the start of the final and went into the lead, though he was under continuous pressure from Filkin who drove inches from his bumper. Lying third, fourth and fifth were Dean Roberts (who had gone particularly well in the heats), Adrian Chapman and Lloyd Hunt. Midfield, Tim Needham, Alexis Peake and Russell Tyre were exceptionally well matched and were enjoying some very close racing.

The two race leaders were pulling out a considerable lead when the race for the leadership was resolved as Filkin outbraked Bennett into the bottom hairpin and then created a comfortable buffer for himself. Steven Bennett had driven well to survive the pressure. It was a convincing win for Steven Filkin.

Junior National

Paul Andrews won both heats and led the final throughout and was never challenged. He extended his lead lap by lap, while Derek Shields in second was followed by Lance Cooper and Eric Symons.

Senior Britain

This class was well supported fielding a full grid. Jimmy Marshall and Eric Butler were the heat winners.

Butler was on pole for the final and made a very good start. The first few laps were extremely nerve racking - from first place to tenth, every kart was glued to the kart in front. Amongst the leading pack some changing was occurring, notably Paul Rixon and Chris Ridge,

Gow. Before long though, Brian Finn, Rick Butler and Dud Martin came through the pack and on lap four it was Rick who went through into first, pursued by Brian Finn and Dud. This trio set a cracking pace and Rick looked set for a first place until the start of the last lap, when Brian Finn pulled off a superb outbraking manoeuvre into the paddock hairpin and nipped through into first place and held this spot to the flag. Second was Rick Butler, Dud Martin was third and Alan Gow fourth.

250 National

A small grid in this class, but some very good racing all the same. Stuart Eason and David Hemingbrough shared the honours in the heats, with Alan Muggestone taking a fine second and third places.

In the final, it was Stuart Eason who went into an immediate lead chased by David Hemingbrough. Stuart opened up an ever increasing lead lap by lap and was first across the line at the chequered flag. Second was David and third went to Carl Lockyer.

John Stocks

Official Results:

100 Junior

1st	Scott Banks	UFO/Arrow
2nd	Steven Key	Premier/Arrow
3rd	Dale Milton	

who were moving forwards from uncharacteristically lowly grids. Until lap five Martin Sears was going well but unfortunately his race finished in the chicane. Duncan Kier was another loss when he came off into the pit's bend leaving the leaders to fight it out amongst themselves.

Eric Butler led the race for the first seven laps (setting a new lap record) and then was passed by Ron Shone as they went into the bottom hairpin. Shone and Andrew Pallister were driving superbly on their first visit to Shenington circuit. Pallister then slipped by Eric Butler into the chicane, taking second.

Two laps from the chequered flag and Shone went wide round the pit's bend. Andrew Pallister took advantage of the error and took the lead, was never challenged, and was first past the chequered flag. Ron Shone took second and Eric Butler had to be content with third. However Eric Butler must have been pleased, taking fastest lap and especially having done it on his own home built and designed kart. Jimmy Marshall finished fourth after an untroubled race.

100 National

The front positions on the grid for the final were held by Mark Appleton and Dominic McGee, both with a first and a fourth to their credit. The front bunch were led away by Appleton, tailed by McGee, Stephen Wright, John Spencer and Bob Owen. On the second lap, McGee took the lead. As they made their way down the back straight there was quite a re-shuffle, and Appleton dropped back to fifth. Spencer took the advantage and moved to second as Bob Owen passed Stephen Wright.

Moments later Wright's motor gave up going into the pit's bend. McGee held the lead for three laps and then his motor quit! A very exciting struggle was developing between Robin Chuter, Ray Lewis, Simon Pain, Roger Rowe, David Crocker and Alan Quirke. Rowe looked like the man to watch, improving his situation all the time.

The loss of McGee gave the lead to John Spencer. Bob Owen now lay in second position and he looked as though he was in with a chance of a win, when with an almighty bang,

100 Britain

1st	Eric Smith	
2nd	Dave Bunn	Premier/Arrow
3rd	Sue Luke	UFO/Arrow

100 National Novice

1st=	Kevin O'Horan	
	Martin O'Horan	
3rd	Simon Klippel	Zip/Komet

100 National

1st	Stephen Sykes	Premier/WRE Parilla
2nd	Andrew Cursley	Premier/Parilla
3rd	James Kaye	Premier/Hewland

125 National

1st	Colin Kay	Barlotti/Yamaha
2nd	Bob Lambert	Barlotti/Yamaha
3rd	Mark Higgins	Zip/Yamaha

210 National

1st	Brian Finn	
2nd	Rick Butler	Barlotti/Upton
3rd	Dud Martin	Sprint/Villiers

1st Novice

Kevin Routh - Barlotti/Patterson Villiers

250 National

1st	Stuart Eason	Zip/Yamaha
2nd	David Hemingbrough	
		Barlotti/KTM

his engine ceased as well. Reliability was obviously proving to be a key factor in this event! The hot, dry conditions were having a devastating effect on the motors.

Lap nine found Roger Rowe in fourth after a most consistent drive. Alan Quirke had to tag on behind and was lying fifth. We'd lost Ray Lewis and Simon Pain from the midfield contenders - it was Simon's best race this season and he must have been disappointed not to finish. Lower down the finishing positions were Gary Constable and Carl Sellars, both drivers having put in good performances.

John Spencer hung on to the lead though Mark Appleton managed to keep on the pace and was really closing the margin through the chicane. Spencer was our winner finally, a well deserved win, with Mark Appleton second. On the last lap Roger Rowe relieved Robin Chuter of his third place. What an eventful race. Those drivers who had managed to finish must have been very relieved to have survived as the engine casualties were so high. . .

125 National/250 National/250 International

These classes elected to race together for the final. 125 heat winners were John Cooke and Keith Bisp. In the 125 class, John Field made an excellent start, taking the lead, but it was short lived and Bisp was soon through and in the lead, these two gradually beginning to pull away. John Cooke was lying third and behind him was Mac Reeve and John O'Connor. These three were having quite a dice for third. Mac Reeve passed John Cooke into the bottom hairpin on the fifth lap.

We lost John Field three laps before the finish - he had always been in contention and it was good to see a visitor from up north going so well. On the penultimate lap, John Cooke's chain flipped in the chicane, costing him his third place and ending his splendid drive. Keith Bisp had once again driven very well and was first to reach the finish line, John O'Connor was second and Tony Wilkins third.

250 National heat wins went to Alec Pittaway. The action in the final was between Alec, Andrew Joss and Tony Wilkins (who was con-

KART & SUPERKART 100 NATIONAL CHAMPIONSHIP ROUND FIVE ENTRY INFORMATION

Venue: Kimbolton, 5 miles west of A1, north of Bedford.

Date: Sunday, August 30th (practice Saturday, August 29th)

Entries: Fee £8. All entries must be on the official form, and close on Friday, August 21st.

Entries to: Martin Farrow,
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Programme: Saturday

8.30 onwards :	Signing on
9.00 onwards :	Scrutineering
12.00 - 17.00 :	Practice (fee £3)

Sunday

8.00 :	Signing on
8.30 :	Scrutineering
11.00 :	Practice
12.30 :	First race

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World Junior Brings No Joy For UK

As has been the unfortunate case for a few years now, our Juniors met with little success at this year's World Junior event at Locarno, in Switzerland. Until more racing is available here along the European format, and with similar equipment, the prospect of British success at this level is not high . . .

Swede Patrick Lunden (All Kart/PCR) proved fastest in timed practice with a 26.83 second lap, from countryman Peter Hellberg (DAP/DAP), with eventual winner Michel Vacirca 12th, with 27.02. Best Englishman was Herbert (Cobra/Yamaha), 31st with 27.23, although Dane Sorenson, who lived and raced here all last year, managed 10th, with 27.01.

The short, 612 metre circuit produced mixed qualifying heats for most with 6 each - all counting! Derek Higgins (DAP/DAP -43rd with 27.37) managed best, qualifying 18th and only Britain to make it direct to the finals, though Sorenson managed 9th. Herbert qualified via the qualifying race, to join the main finals.

Vacirca had worked hard to earn pole, alongside Hellberg, but the latter it was who took the first final, Vacirca second. Vacirca came back to beat the Swede from behind in the second. All even. The last final would decide it.

Tense though it was, the last final finished with the top 5 in grid order, so the title was 15 year old Vacirca's - 2nd last year, and now number one. Sorenson was classified 17th, Herbert 19th and Higgins 21st.



World Junior Champion - Michel Vacirca

1st	Michel Vacirca (Netherlands)
	All Kart/PCR
2nd	Peter Hellberg (Sweden)
	DAP/DAP
3rd	Leendert de Groot (Netherlands)
	Techno/Parilla

In conjunction with the Individual event, was a four man European Junior Team Championship, made up of drivers not nominated for the Individual event.

The Great Britain team - Phil Foster, Dave Chitty, Jonty Millward and Nick Harvey - finished third, behind Italy A and Germany A.

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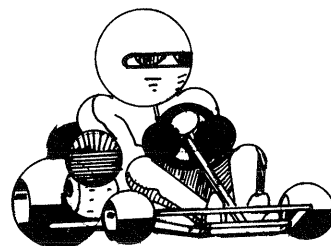
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CLUB SCENE

continued . . .

Brian Tewnton, Alisdair Polson, Clair MacArthur and the rest of the merry band. Unfortunately in the closing stages Ali went off at Bevan 2 and had to run the length of the long straight as he was also entered in the class 100 Junior Nationals who were already formed up on the grid. Heat two got off to a nice clean start and warmed up to some fine racing. Unfortunately Ali Polson went off and left Alan Innes from Keith in the lead with Brian Tewnton and Brian Ross battling for second position. Brian Ross managed to pass Brian Tewnton and went after leader Alan Innes. Unfortunately coming down from Beach to Pit corner Brian Ross came in contact with Alan Innes and in the ensuing melee Brian cartwheeled down the track breaking a stub axle in the process and getting away with nothing worse than a cut finger. Could have been nasty though. . . Heat three saw Brian Tewnton and Alan Innes go off at Bevan 2 and Clair MacArthur spun off approaching pit corner. Local lad Ali Polson also was unfortunate at Bevan 2.

The final started with Brian Tewnton taking a quick lead only to be passed later by Nigel Williamson. Alan Innes again spun off but got restarted and chased after the pack but too late to be up with the leaders. The race was won by Nigel Williamson with Brian Tewnton second and that determined lass Clair MacArthur from Forres a worthy third.

During the interval there was a demonstration run given by the Dunn Racing Formula 2 Chevron which was the centre of attraction in the pits before the start of the finals. At the end of the meeting Mrs Henderson, wife of local Editor James Henderson, presented the trophies to the winners, with a special prize for Roy McQueen for best Novice.

C. Baird

Results:

100 Junior National
1st Brian Ewing DAP/DAP T70
2nd Michael Barron Sprint/TKM
3rd Colin Bird Lynx/TKM

100 National
1st Andrew Buchan Zip/Arrow
2nd Colin Robson Birel/TKM
3rd Pete Cartwright Zip/TKM

250 International
1st Bevan Fraser Zip/Yamaha

125 National
1st Sandy Taylor Zip/Rotax
2nd Ian Pratt Sprint/Yamaha
3rd Paul Williamson Lynx/Yamaha

The Boyndie winners. (Photo: C. Baird)

210 National
1st Sandy Pratt Sprint/Upton

100 Junior Britain
1st Nigel Williamson Sprint/Arrow
2nd Brian Tewnton Zip/DAP
3rd Clair MacArthur Zip/Arrow

Best Novice
Roy McQueen Zip/Yamaha

DUE TO SHORTAGE OF SPACE, SOME CLUB COVERAGE HAS BEEN HELD OVER UNTIL NEXT MONTH.

Hemswell

5th July

A warm, dry morning greeted the 90 drivers who signed on for the Borders Kart Club's meeting on Sunday 5th July. Practice was soon over, and it was time for the racing to begin.

100 Junior

For the first time this year, the Junior grid was into double figures and most of the youngsters got through the heats with a minimum of mechanical problems. Jeremy Griffiths had a first, second and a third place, as did Steven Key (although not in the same races as Jeremy). The third heat went to Scott Banks. Also driving well were Darren Scott, Brian Gill and Andrew Hepworth.

In the final, it was Jeremy who led away from the flag, followed by Key, Dale Milton and Hepworth. Banks worked his way forward through the field and was soon putting pressure on Key in second. Griffiths never really looked like being passed, and as they started the last lap, Scott Banks eventually found a way past Steven Key to take second place at the flag.

Unfortunately, at the final inspection, Griffiths was found to have an oversize restrictor fitted and was excluded from the results. Scott Banks then found himself to be declared the winner, second went to Steven Key and third spot to Dale Milton.

100 Britain

Dave Bunn took all three heats with a superb bit of driving, and also showing well were Kev Blackburn, Adrian Williamson and Matthew Charlton.

In the final it was no surprise to see Bunn lead the field into the first couple of laps. However, Blackburn decided that Dave wasn't going to have things his own way and on the second lap, Kev moved smartly up to depose him from the number one slot. The race now seemed to settle down for a few laps, that is until Kev's motor cried enough. Eric Smith, who had been patiently pressuring the leading pair up to this point, nipped through to take up the running and held first to the final flag. Dave Bunn came in second. Adrian Williamson was third across the line, but was found to be underweight and the trophy went to Sue Luke.

100 National Novice

We had a sufficiently large grid of 100 Nationals to allow the Novices to run in their own heats, and some superb racing resulted. The terrible "twins" of Martin and Kevin O'Horan returned to racing, after a long lay-off, with a veritable bang. They shared the heats between themselves, showing that they haven't forgotten too much about the game during their absence. Also showing up well in the heats were Simon Klippel, who had a second and a fourth, Pete Young who took two thirds and Mark Hotham who had a fourth and a second.

In the final, it was of course Martin and Kevin who took up the running, hotly chased by Simon Klippel, Mark Hotham and Richard Ivey. The pace soon began to tell as the numbers slowly dwindled towards the end of the race, and only 5 karts out of a grid of 15 started the last lap. As the O'Horan brothers came to the chequered flag they formed a line abreast, so to speak, and it was impossible to separate first from second. In third spot was Simon Klippel.

100 National

Stephen Sykes and Robert Mason shared the heats, with James Kaye taking two fine second places. John Aldred and Andrew Cursley also showed that they were capable of some very fine driving.

In the final, it was Stephen who led away from the flag and set about opening up a commanding lead. In second was John Aldred who was under heavy pressure from Andrew Cursley. It was lap 8 before Andrew found a way past John Aldred, who retired a couple of laps later. Try as he might, Andrew just didn't have enough laps left to make an impression on Stephen, and that's the way it stayed to the final flag, with James Kaye in third and Jim Thornsby fourth.

125 National





The battle of the day in this class was between Colin Kay and Bob Lambert. Bob had two firsts and a second in the heats, while Colin had to settle for one first, a second and a fourth.

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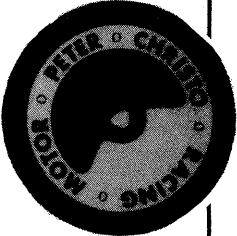
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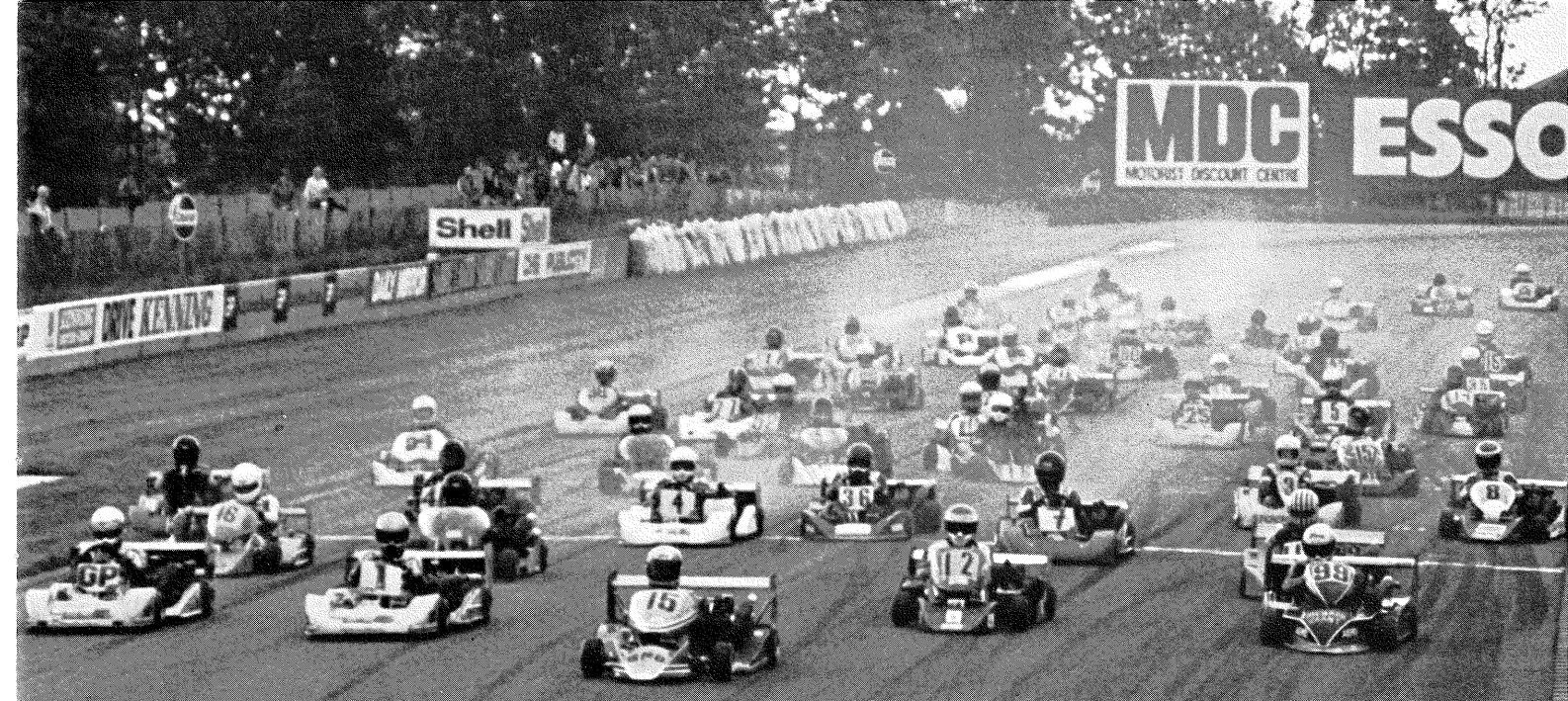
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Sixty Superkarts smoke off the line for an action packed ten lap final. (Photo: R. Calvert)

Close Encounter...

Hines takes round 3 of the British Championship by a nose from Elmore. Buttigieg clings onto third after race-long fight with Styryn and new points leader Lambden. Wooldridge (125), Deal (250 Nat) and Austin (210) take the class wins.

Seven days after the second round, the Long Circuit brigade arrived at Derbyshire's scenic Donington circuit for round three of the British Championships, incorporating the sixth round of the Zip Championship of Champions Superkart Series.

The subject of the morning was points systems, and the moves afoot to consider changing what was proving to be a disastrous system for anyone "dropping" a round. Would things change? How had the system come into being? Nothing, it seemed, would be answered until the Kart Committee next met, although a telex read to competitors from the Secretariat hinted at possible change. . .

On the circuit however, more positive things were about to happen. All drivers like Donington and it has produced many a memorable sight — none better than a string of Superkarts plummeting under the Dunlop Bridge. Today's Superkart final would produce another thriller, backed up by the usual closely contested supporting races.

Re-Deal

A resurgence amongst the 250 National contingent saw an entry large enough to allow them their own heats and final.

Despite an 8 point penalty in one heat, after inadvertently jumping the start, Gary Deal (Zip/TVM Yamaha), once again stole the show — but not without a struggle. Once again, it was the familiar faces challenging — Alan

Collard (Barlotti/Montesa), Pete Dedman (Zip/CCM Yamaha) and Eddie Cortijo (Lynx/P&S KTM) — but with three laps to go, Deal's white machine inevitably broke clear for the win, with his challengers finishing in the order above.

1st Gary Deal Zip GP/TVM Yamaha
2nd Alan Collard Barlotti/Montesa
3rd Pete Dedman CCM Zip/Yamaha
Fastest lap: Deal — 1:22.6 (85.31 mph)

RAC Championship Points Standing:
A. Collard 2, E. Cortijo 9, B. Phair 22, F. Kirkham 26.

Nothing New . . .

It will come as no surprise to know that the 125 race went to Roy Wooldridge (Zip/Merlin Rotax), but in fact the win was not perhaps as clear cut as results indicate. Following his Cadwell win, Brian Hill (Zip/Merlin Rotax) maintained his challenge for 125 supremacy by posting fastest lap in the heats, and giving every indication of doing the same in the final. . .

Whilst Wooldridge got off the line perfectly to lead Derek Price (Zip/WKC Rotax), Michael Herry (Aero/Rotax), Brian Smith (Zip/Coulthard Rotax) and Les Cooper (Dino/Rotax) into Redgate for the first time, Hill got off the line very slowly and pounded by in midfield with a mammoth task ahead. . .

First time round, "Wooly" had already put some distance between himself and the pursuing Price, but not so far back, Hill, in company with Alan Jones (Barlotti/Rotax) — no, not that Alan Jones — was already bursting into fifth spot. A lap later and it was third, but from there progress would be more difficult.

With Wooldridge clear in front, Price in second was slowly being reeled in by Hill, a task which was to take some four laps. Jones was himself clear in fourth, with a mighty scrap developing for fifth involving Boyd Barrington

(Bullitt/Merlin Rotax), Jeff Johnson (Zip/Rotax), a charging Nick Carter (Zip/Merlin Rotax) and Cooper. It was very much nose-to-tail stuff until Carter broke clear, and set off after Jones — who now occupied a lonely third, Hill's race having ended, just as he caught World Cup winner Price, with big end failure.

Wooldridge was able to coast home yet again, with Price an equally lonely second. But third changed right on the line as Carter dragged himself past Jones, with a late moving Stuart Ziemelis (Aero/Haywood Rotax) slotting into fifth.

1st Roy Wooldridge Zip/Merlin Rotax
2nd Derek Price Zip/WKC Rotax
3rd Nick Carter Zip/Merlin Rotax
Fastest lap: Hill — 1:23.4 (84.49 mph)

RAC Championship Points Standing:
R. Wooldridge 2, D. Price 9, N. Carter 21, J. Johnson 34, D. Edwards 37.

Austin Accedes

If the 125 final had seemed a one-horse race, the 210 race looked a foregone conclusion, with John Newton (Zip/APV) showing his customary margin of pace over his rivals. But even the best laid plans go astray — and the Dunstonian Garage man stalled ignominiously on the line! . . .

Eryl Thomas (Zip/HR Upton) and Bill Longden (Barlotti/Villiers) got it right and led the field under the Dunlop Bridge for the first time. Roger Cramp briefly held third with his somewhat unique Kat kart, leading Robbie Kellett (Zip/Elf Upton) and Mike Hodgins (Lynx/Upton) through. Last of all came J. Newton esq., some third of a lap in arrears, but conscious of the effect a bad finish would have on his Championship standing.

Martyn Wall (Zip/Villiers) had burst through to lead lap two, but after a brief stint up front was destined to slide slowly back down the charts. Longden took over, but he too was then demoted by Bruce Austin (Zip/APV), appearing from midfield, to eventually work his way clear for a fine victory.

As he did so, a constantly bobbing and weaving group of four assembled in a slip-



The all too familiar view of 125 dominator Roy Wooldridge — could the "Ford" backing have anything to do with it? . . . (Photo: R. Calvert)

1st Bruce Austin Zip/APV
2nd Phil Hemes Barlotti/HTV
3rd Robbie Kellett Zip/Elf Upton
Fastest lap: Newton — 1:27.1 (80.90 mph)
Championship Standings:
J. Newton 6, P. Hemes 11, R. Kellett 17, R. Wellard 29, B. Train 31.

Close One, Martin.

The Superkart final was to produce an exciting spectacle, and the heats gave every indication of the drama to come. . .

Martin Hines set the ball rolling in the first, recording a 1:15.3 lap as he led home Steve Stylin — gradually sorting his new Rotax power out — and Reg Gange.

After a race-long duel, the second went to Chris Lambden, as Brian Heerey — first over the line — was penalised a few places for an over-enthusiastic start. . . Paul Elmore charged from the back, recording a 1:14.7, for second.

Hermetite teamster Dave Buttigieg raced away with heat three, equalling Elmore's time in the process. Behind him, Heerey finally found a way past Martyn Merritt's "wide" Vingt-Trois machine for second.

The final heat was a cracker, with no less than 3 drivers — Nigel Smith, Hines and Stylin — further equalling the 1:14.7 time. With Elmore thrown in for good measure, it was a tough old battle, finally going to Smith after a last corner out-braking manoeuvre to relieve Hines of the lead. Further back, Gange and

continued . . .

streaming battle for second — Longden, Kellett, Richard Boston (Zip/Elf Upton) and Phil Hemes (Barlotti/HTV) — a battle which waged all the way to the flag.

Newton meanwhile was flying — pouring his way past the midfield, but finally running out of laps, finishing a nevertheless top class sixth to stay in the Championship lead. Austin finished a deserving winner having worked a comfortable gap as the race progressed, with the squabbling group behind battling home with Hemes claiming second from Kellett, Boston and Longden, whose engine died as he crossed the line.

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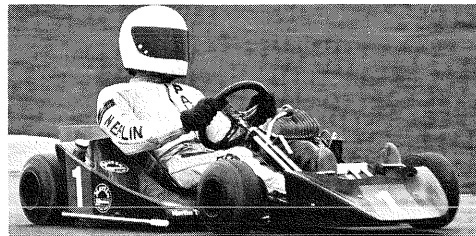
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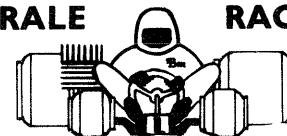
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Simon Howarth led the Junior National final all the way.

continued . . .

100 Britain
Only two karts in this class and A. Reed took the flag ahead of Novice Ray Robson. Come on all you Britains, everybody's welcome at Rowrah.

100 National
Firstly I would like to apologise to Terry Stamper as it was he who finished second at the last meeting and not his brother Nicky as I had thought (sorry Terry). A superb drive from S. Burr saw him take a great win, especially as he was in sixth position on the first lap. W. Turner gave a spirited drive to take a worthy second from L. Di Resta, W. Grieve, A. Graham and M. Nuttall bringing up the minor placings.

Golspie

7th June
A big thank you to all the local businesses which sponsored the 100cc events at the North of Scotland Kart Club meeting at Littleferry, Golspie on 7th June. Well done Angus, you did a good job there.

I hope the sponsors were there at the meeting – if they were, then they got their money's worth of thrills and excitement as the knights of the little circuit jousting in their well known fashion. I was at the Air Show at Prestwick on the Saturday and the weather was poor to say the least and had the morning been dull, I would gladly have turned over. However, the sun was shining and it kept shining all day and we had a really first class meeting. So eyes down, look in. . .

100 Junior National
The first heat set the pace for the rest of the meeting and Brian Ewing from Banchory, who won two of the three heats, was a worthy winner in the final. Kevin Doherty, well placed in the heats, didn't quite make it in the final and Michael Barron who was in the first three in the three heats took second place in the final with local lad Colin Bird taking a well deserved

tucked in behind, these three then pulling away from the chasing pack. With three laps to go Keith made his move and powered past Bill and held it to the flag. Bill took second and Des third from Anthony Bar who had worked his way up from a bad start.

250 International
Only three karts turned up in this class and Mike Davidson took another flag to flag win, from a hard trying R. Alexander. Novice driver Alan Tinnion had a lucky escape for as he crested 'hilltop' his kart lifted about three feet off the track and smashed into the barriers, demolishing his kart and a few fence posts.

I. Reading

Results:

Junior Britain		
1st	Craig McWilliam	Sprint/Arrow
2nd	Kart No. 59 – who are you?	
3rd	D. Charnell	Mamba/Arrow

Junior National		
1st	S. Howarth	Wilson/PCR
2nd	N. Brayton	UFO/TKM

100 Britain		
1st	A. Reed	Zip/TKM

100 National		
1st	S. Burr	BM/T70
2nd	W. Turner	
3rd	L. Di Resta	BM/Sirio

125 National		
1st	Craig Dixon	Barlotti/Kawasaki
2nd	B. Henderson	Zip/Yamaha

210 National		
1st	Keith Ferguson	Star/Villiers
2nd	Bill Cole	Barlotti/Villiers
3rd	Des Davidson	Zip/Villiers

Best Novice: 210 National		
	A. Maider	

250 International		
1st	Mike Davidson	Barlotti/Yamaha

bit of overtaking at pit corner. Final placings were 1st Bevan Fraser, 2nd Alistair Fraser.

125 and 210 National
The 125s are gaining ground and might well be the class of the future and whisper has it that we might soon see the return of one of the well known pair of brothers. The first heat of the 125s went to Paul Williamson but it was no easy win as Ian Pratt was pressing him all the way. The second heat got off to a very bad start and only the determination of Les Cranston, Donald Sutherland and Paul Williamson, who took top honours again, salvaged the heat from complete disaster. Heat three saw things back to normal and with Sandy Taylor crossing the line first the final looked all set to be anybody's race.

The early leader in the final was Ian Pratt and Paul Williamson in second place but Sandy Taylor stormed his way past Paul and then set out to go after the race leader. Sandy caught and passed Ian Pratt and led the field home with Ian and Paul in second and third places. Sandy Pratt was fastest man in the 210 class and he took home the trophy for this class.

100 Junior Britain
The Mighty Midgets. Nigel Williamson made his mark early on but was hotly pursued by

John Ball had gone out after the latter had "accelerated rapidly" into the back of the World Cup Champion's machine. . .

Non finishes by these two, plus Smith, forced them into the qualifying race. Poor Gange, after rapidly straightening things out, had the chain jump off as he was push started and didn't make the start. Smith and Ball managed a predictably easy 1–2 and led the 10 qualifiers who joined the main race grid.

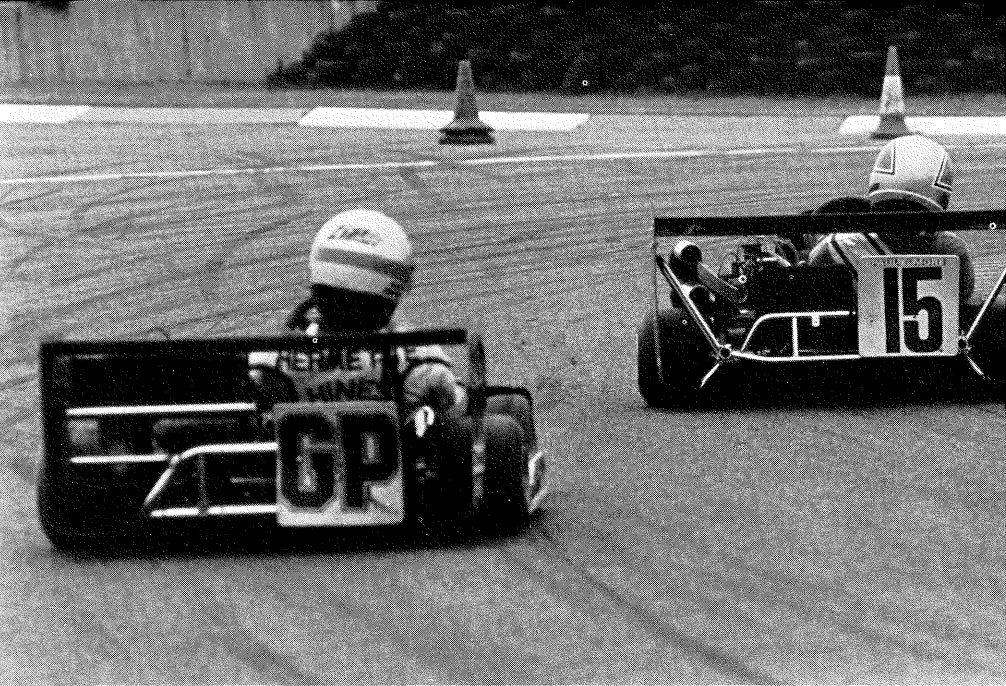
Styrin	Elmore	Buttigieg	Hines
J. Rees	Merritt	Dean	Lambden
Goy	Crompton	Heerey	Ansell
Childerh'se	Rawson	O'Shea	Dalgarno
D. Rees	Sutton	D. George	Reynolds
Sellers	Turner	Gillespie	Olden
Burleton	Grant-Sale	King	Arnold
T. Jones	McDonagh		Brown
Morton		Leverdier	D. Jones
Parker	Hammond	Clennell	Tomlinson
Rodgers	Roscoe	Ball	Smith
Harris	Lowther	G. George	Bushell
		V. Jones	Hancock

The red light flicked to green, and the front row left the line together. Hines shaded Elmore to turn into Redgate a nose in front. Down the hill, and it was line astern, with Buttigieg, Styrin, Lambden, Heerey and Crompton pouring into the hairpin in pursuit.

Under the Dunlop Bridge and the lead duo already had a few yards to spare. Buttigieg, Styrin and Lambden flashed through nose-to-tail, with a gap already developing back to the bunch – headed still by Heerey, Crompton, Rees, Dean, Dalgarno and a fast starting Roscoe.

As Elmore shadowed the leader constantly, Buttigieg was being kept more than busy, with Styrin diving inside the silver machine at every opportunity. The pair passed and repassed, wheels banged, and tyres smoked, whilst Lambden watched in amazement, waiting for the inevitable incident that would promote him to third!

As expected, Nigel Smith was pouring the yellow Stocksigns machine through the mid-field, and after three laps arrived alongside Heerey, still at the head of the bunch, albeit a fair distance down on the third place threesome. Smith and Heerey pulled slightly clear of the bunch, now led by the Merritt Ving-Trois machine, pending the arrival of John Ball, who had delayed himself with a trip along the grass in the opening lap. . .



The pattern of the third place battle changed briefly as Lambden found the perfect tow, to pull past Styrin and slip the blue LBF machine inside Buttigieg at the chicane. The latter was quick to respond, re-passing over the startline, followed by Styrin, anxious not to lose touch with Buttigieg as they powered down the hill into the hairpin.

Up front, it was still silver and orange – Hines leading Elmore – with the latter obviously plotting the last lap move on the long main straight. Minds flashed back to late last year when 3 Hermetite machines arrived at the final chicane together! What would be the outcome this time? . . .

Two to go – and Smith had gone, a loose radiator cap letting the water escape. Styrin had led Butty for a couple, but was about to be repassed for the umpteenth time.

One to go – all eyes on the chicane. Who would appear down the long straight first? It was the silver Hermetite machine, but as they swept under the Dunlop Bridge, the orange nose of Elmore's machine jinked to the inside

The third place dispute rages, with Buttigieg swinging into Redgate as Styrin noses down the inside, and Lambden watches closely (Photo: R. Calvert)

Last corner, and Elmore (15) makes his move. Hines (GP), going in wide, got it right on the way out, for the closest finish of the year (Photo: R. Calvert)

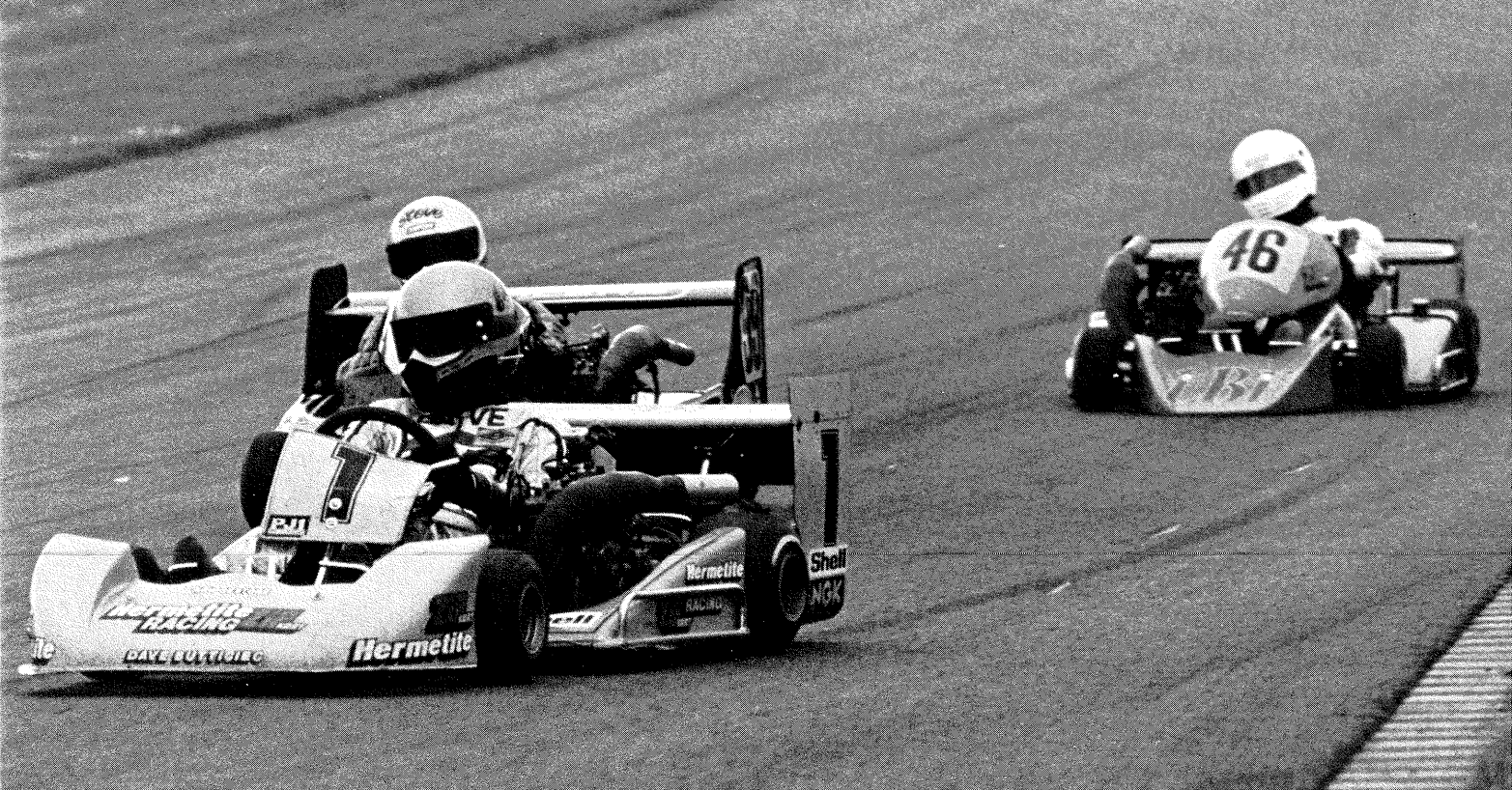
in a determined plunge down the inside. Into the chicane – Elmore deep on the inside. But Hines had got it right, hanging wide for the fast exit, and the Hermetite team leader powered alongside to take the verdict by a nose. . .

Some three seconds in arrears, Buttigieg jubilantly fended off Styrin's last ditch attack, with Lambden only inches from the rear bumper of the Richard Grant Aero. Heerey came in for a lonely, but competent sixth, with Ball, leading the bunch home, trailed closely by Dean, Merritt and Crompton.

1st	Martin Hines	Hermetite Zip/Rotax
2nd	Paul Elmore	AK Dino/Yamaha
3rd	Dave Buttigieg	Hermetite Zip/Rotax
4th	Steve Styrin	Richard Grant Aero/Rotax

5th	Chris Lambden	LBF Zip/Rotax
6th	Brian Heerey	WPT Zip/Yamaha

Fastest lap: Elmore – 1:13.7 (95.61 mph)
RAC Championship Points Standings:
Lambden 17, Grant-Sale 32, Buttigieg, King 54, Lowther 55.



BURRIS

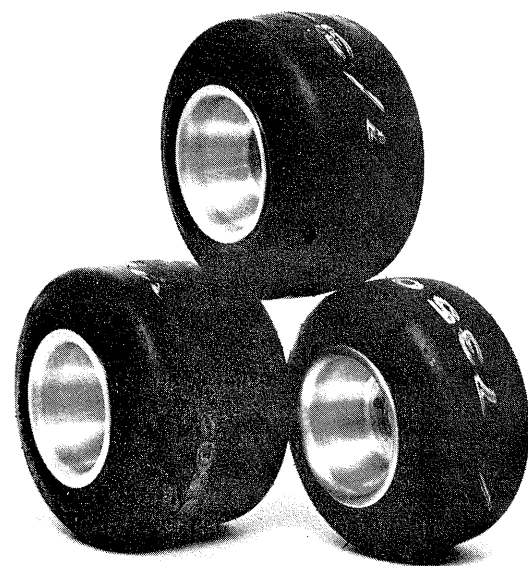
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CLUB SCENE

DUE TO SHORTAGE OF SPACE,
SOME CLUB COVERAGE HAS
BEEN HELD OVER UNTIL NEXT
MONTH.



Andy Whitfield scored his second 210 win in a row. (Photo: Ian MacRitchie)

of Bryce Whiteford. On lap 6 Ross overtook Campbell and was moving up to challenge Forsyth for the lead. On lap 7 at the bottom corner he managed to pass Forsyth but his lead was short lived as Forsyth regained his first place at the end of the straight to finish the race in first position with Ronnie Ross finishing second ahead of Billy Campbell.

210 National
Mechanical problems plagued the 210 class all day allowing Whitefield to mop up. He took the honours on all three heats and the final fairly convincingly, however, Jim Gordon made an impressive showing in the final, overtaking Whitefield under braking on lap 6 at paddock. It was then nose-to-tail racing until lap 10 when Whitefield regained his first position on the straight, which he held for the remainder of the final.

I. MacRitchie

Results:

Junior Britain		
1st	Marc Abbot	Kestrel/Parilla
2nd	Duncan Charnell	Zip/Parilla
3rd	Gary Cromer	Zip/Parilla

Junior National		
1st	Ian Cope	Sprint/TKM

100 National		
1st	Jim Forsyth	BM/Komet
2nd	Ronnie Ross	Dart/TKM
3rd	Billy Campbell	Dart/TKM

210 National		
1st	Andy Whitefield	Barlotti/A.S. Upton
2nd	Jim Gordon	Barlotti/Villiers

Rowrah

14th June

A thick mist totally covered the stadium, as 84 drivers arrived for the Cumbria Kart Racing Club's fifth meeting of the season. But about half an hour before practice was due to start, the mist lifted and everybody enjoyed a dry meeting. A large crowd turned out to witness an excellent day's racing, especially as Rowrah must be the best track in the country for spectators, and the friendliness of the drivers and officials alike must make Rowrah worth a visit.

Junior Britain

This race was another Craig McWilliam benefit as he led from flag to flag, but going into the chicane on the opening lap, four karts had a coming together. This allowed McWilliam, kart number 59 and Novice D. Charnell to disappear into oblivion. That was the finishing order with I. McLeish and Nicky Robson 4th and 5th respectively.

Junior National

Another flag to flag win, this time by Simon Howarth. Neil Brayton gave a gallant chase, but it was to no avail as Howarth widened the gap on every lap to take an easy win ahead of a hard trying Brayton and Novice A. Stewart.

Summer lee

June Meeting

It was a dull day, threatening rain when the Juniors lined up for the first heats.

Junior Britain/National

In heat one Evelyn MacRitchie took an early lead, opening up a gap of almost half a lap over Paul Gordon and the rest of the field. On the last lap her plug blew out about 100 yards from the flag, robbing her of the heat, leaving Gordon to finish first, ahead of Duncan Charnell and Ian McLeish.

The Junior National class was won by Alisdair Stewart. Heat two was won convincingly by Paul Gordon, with Ian McLeish holding off Duncan Charnell for most of the heat to take second. Evelyn MacRitchie took the lead immediately in the third heat while the rain made the track very difficult to negotiate. On lap 6 Ian McLeish passed Evelyn MacRitchie on the paddock corner under braking, to move into the lead, whilst Gary Cromer held third for the whole heat. The sky seemed to open up for the final as Paul Gordon led the way on lap one until carburation problems slowed him down allowing Gary Cromer and Duncan Charnell to pass on lap 2. Marc Abbot moved into third place on lap 4, making a bid to catch the lea-

ders. By some hard driving in treacherous conditions, he then displaced Charnell and caught Cromer in his sights to make a bid for the lead. The pressure eventually told and Abbot moved into the lead, followed by Charnell, Cromer dropping to third as Abbot took the flag to win. Further down the field Ian Cope won the Junior National class without a great deal of effort.

100 National

The first heat was dominated by Tony Donaghue who led to the finish, followed by Paul Fairley and Billy Campbell. Heat two started dry but with some ominous black clouds threatening to open up at any moment. Douglas Croft made a good start followed by Stewart Evans and by the end of lap 2 they had opened up a gap of about 50 yards over the rest of the pack. By lap four, however, everything had changed and Paul Fairley had taken the lead followed by Gordon Wilson and Jim Forsyth. Suddenly on lap 6 the rain started and made the track very greasy, so much so, that as the pack reached the chicane there was mass carnage as everyone seemed to go straight on, with kart after kart piling into the confusion. As the track started to clear, the damage only then became apparent, with a string of broken machines littering the sides of the track. Amongst the wreckage lay the karts of Donaghue, Wilson and Ross to name but a few. Of the few survivors left, Douglas Croft was still going well but on the chicane on lap 7 he was forced to retire with plug problems. Stewart Evans finally took the flag followed by Paul Fairley and Jim Forsyth, to finish at the head of a decimated field. Heat 3 was a very cautious affair while the rain fell relentlessly, making fast racing very difficult. Jim Forsyth took the lead from the start followed by Ronnie Ross and Tony Donaghue. On lap 9 Stewart Evans moved into third place which he held throughout the remainder of the heat. The final made for some fine racing despite the conditions, with Jim Forsyth showing his superiority on the track. Billy Campbell was fighting hard to hold second place but by lap 3, Forsyth had opened up a gap of around 50 yards over Campbell while Ross was fighting hard to stay ahead


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Dear Sir,

Extinction of the Species
 Sitting on a bramble infested hillside on a blus-
 tery and damp afternoon in late May are hardly
 ideal conditions for original thought, however,
 many people associated with kart racing are
 well known for their somewhat original
 approaches to the subject. I would stress that I
 was not alone, but was surrounded by a sea of
 faces awaiting the start of the 1981 World Cup
 final, waiting whilst drivers on the dummy grid
 apparently pondered on wet tyres, intermediate
 tyres, dry tyres, in a multitude of compounds,
 and all needless to say, very expensive. Looking
 around the crowd it was noticeable that there
 were many familiar faces who, until a short
 while ago, would have been actively competing
 in the meeting, not a few of whom could well
 have qualified for the final, if they had not
 been forced by financial considerations to
 decide that they could no longer justify the
 expenditure necessary to race competitively in
 250 International.

There can be no argument that the support
 for the 250 International Class has shown a
 substantial reduction in the recent past and in
 almost every instance where one talks to a
 former driver the word "cost" is quoted as the
 major reason for withdrawal from karting and
 it must be questioned whether those who either
 control or are the prime movers in the class
 ever stopped to think of the impact of the
 decisions they are making and the changes they
 are bringing about as it will affect the average
 competitor. Rather they seem to squabble
 over minor differences often apparently exerting
 considerable effort to aid their own ends, to-
 tally oblivious of the fact that like the dino-
 saurs, they may soon be extinct.

The 250 Class has, within recent years, seen
 a development completely away from the
 circuit traditional to karting onto motor racing
 tracks, this development in itself while bringing
 welcome publicity, has required the develop-
 ment of a type of vehicle entirely divorced
 from the original concept, with motors designed
 for very high speeds at the expense of all round
 performance, the karts themselves sprouting
 numerous and changing fibre glass appendages
 under the pretext of aerodynamics. No longer
 does the skill and precision of the driver and his
 ability to pick his way through a tight field on a
 twisting circuit have any importance, the ability
 necessary appears to be to sign cheques for ever
 increasing sums of money, or get your sponsor
 to do it for you, as in the results of these meet-
 ings, there certainly seems to be a direct rela-
 tionship between the quoted expenditure of
 the competitors and their position in the re-
 sults. If those who race on motor racing circuits
 have the genuine desire to do so, why don't
 they go and buy a Formula Ford or something
 similar and do the thing properly, leaving karts
 for those who wish to race them in the tradi-
 tional manner.

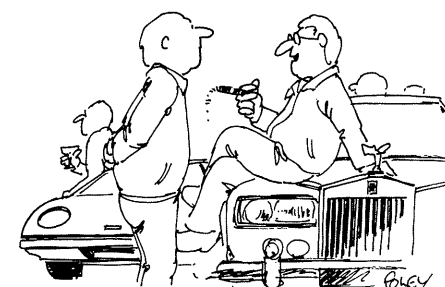
There are, as I see it, three major circum-
 stances which have brought us to the present
 situation of rapidly falling entries at Club races
 and the fact that at some circuits the class is
 already extinct. I would summarise these as
 follows:

1. The existence of two types of racing, Club
 and Long Circuit.
2. The vast increase in costs, particularly
 noticeable since the introduction of spon-
 sors. It would be interesting to know how
 many of those drivers currently partici-
 pating in 250 Class racing would continue
 to do so if their sponsors were suddenly to
 withdraw their support.
3. What is often described as an apparently
 disinterested position taken by the RAC
 Kart Committee who appear to be willing to
 sanction change irrespective of the feelings

of the bulk of competitors, but more as a
 result of the hysterical rantings and ravings
 of those with possibly vested interests.

On the subject of the RAC Kart Committee, I
 would submit that it is essential that a change
 takes place in its basic constitution, whereby as
 a maximum not more than one quarter be made
 up of members who have an involvement with
 kart trade, either as manufacturers, importers,
 wholesalers or retailers and additionally, as is
 normal commercial practice, should any matter
 be presented for vote in which any member has
 a vested interest, no matter how tenuous, that
 member must declare the fact and abstain, this
 being the only way in which I can see a change
 of attitude developing for the benefit of the
 average competitor. In suggesting such a change,
 I would in no way wish to belittle the efforts
 of any member of the Committee, past or pre-
 sent, nor indeed suggest that they have done
 anything improper, but in the crisis situation
 which we now approach I feel that the time has
 come for urgent change.

The question must also be asked whether
 those who have sought and pursued the develop-
 ment of specialist chassis, wind tunnel developed
 bodywork, water cooling, exotic engines,
 multiplicity of tyres and compounds and which
 now adorn the paddocks and pits of race
 meetings in their purpose prepared transporters
 with, in not a few instances, full time paid
 mechanics, genuinely believe that they are
 "sportsmen" and one wonders what the atti-
 tudes of such individuals would be if, as pre-
 viously mentioned, their sponsors were to
 evaporate, along with the steam from their
 radiators. No doubt they would leave karting
 complaining loudly and long, like a spoilt child,
 that someone, their sponsor, had taken their
 money away and they were not going to play
 anymore. Regrettably, this may happen too late
 to save the Class for those who wish to pursue
 it as sportsmen.



JUST LOOK AT ALL THESE EX-KARTERS
 STANDING AROUND — MOST OF THEM ARE
 BEING PUT OFF BY THE COST.

It may be noted that I have so far avoided
 describing 250 racing as a sport and I have done
 so intentionally. A sport is an activity where
 individuals, either collectively or separately,
 seek to demonstrate their skill and ability above
 that of others — the Oxford Dictionary defines
 "sport" as "an amusement, a diversion, a pass-
 time" and a sportsman as "one who is fair to
 opponents and cheerful in defeat". That any-
 one could reconcile these descriptions with the
 current money-orientated win at all costs
 attitudes which largely prevail, is beyond my
 comprehension.

The "characters" who made the Class a
 sport were, that damp Monday afternoon at
 Morecambe, either sitting around me on the
 hillside looking somewhat forlornly on, or pro-
 bably were not even there at all.

Even the manufacturers and developers
 bemoaning, as they are, their falling sales, seem
 with few exceptions, to be able to realise that



the recent rapid change in the Class, coupled
 to accelerating development, which is described
 as "progress", which, when considered in con-
 junction with the spiralling costs is a largely
 contributing factor to the problem about which
 they complain.

Whilst it may be difficult, but most cer-
 tainly not impossible, to mark time or indeed
 even take a step backwards, I would appeal to
 all of those involved either as manufacturers,
 traders and decision makers, to seriously con-
 sider the present situation and take a positive
 stand, unpopular though it may be in some
 quarters initially, to reduce the cost levels in
 such a way that more people may again justify
 the expenditure and hence maintain the exist-
 ence and the future of 250 International racing
 before the point in time arrives when a 250 kart
 may only be seen in a museum.

A proposal which the decision makers
 could well consider would be that at other than
 International status meetings, permits for such
 being granted only when positive evidence can
 be given to prove that a representative inter-
 national entry will be present, for example the
 Kart Grand Prix and the World Cup, but most
 certainly not for normal long circuit events as a
 way for the organisers to circumnavigate the
 regulations and that the following regulations
 be incorporated.

1. The use of restrictors in the induction sys-
 tem between the carburettor and engine be
 re-introduced, the greatest restriction being
 applied to rotary valve engines, a lesser
 restriction to piston timed induction sys-
 tems, but no restriction to single cylinder
 motors, the object being to equalise the per-
 formance.
2. That a restricted tyre list be introduced in
 exactly the same form currently existing in
 certain of the 100cc classes. The principal
 object of these proposals being to reduce
 expenditure partly from the reduction in
 speeds and performance which would arise
 from the first suggestion given above and by
 outlawing the exotic and expensive tyre
 compounds.

Finally, the rigid application of the noise level
 scales enforcing the use of exhaust systems
 which by their nature may reduce the ultimate
 performance. The combination of these propo-
 sals would, I feel, go a substantial way to re-
 duce costings and encourage many people back
 to the Class through the equalisation of the per-
 formance of different types of equipment.

This letter is being sent to all of the publi-
 cations either connected directly with karting
 or where regular media coverage is given in the
 hope that it will be published to the widest
 possible audience and that discussion may be
 stimulated and the views of all interested par-
 ties hopefully discussed at the Kart Committee
 Open Day on 12th August.

John T. Angus
 Corbridge, Northumberland

continued . . .

ED: — Columnist Merlin has commented on this letter at length, but with my own involvement in this class for the first time this year, a few comments are in order.

1) To the detriment of his basic argument, Mr. Angus has overstated the cost of 250 International racing. For example, my own decision to give it a try this year was directly as a result of the introduction of water-cooling. Rather than increase overall cost this has reduced it. Instead of an unreliable £1,000 air-cooled engine, the prospect of a heap of ruined barrels at the end of the year, and a secondhand engine that no-one really wants, unless it was ridiculously cheap, I have a £1,250 Rotax, which has to date cost the total sum of £7.50 to maintain (2 rotary valves!) and at the end of the year, with a rebuild, will be perfectly saleable without losing too much value.



FUNNY THAT YOU SHOULD SAY THAT, COS I USED TO DO SUPER KARTING TOO!

2) Apart from 250 International, there are 7 other classes of senior karting in the U.K., which vary dramatically in equipment costs, from 100cc Britain to the Internationals — 100 and 250. Competition in each is fierce, and so anyone — including Mr. Angus' friends on the bank at Morecambe — can express and test their competitiveness, at an equipment cost to match the budget they can or wish to afford. In the same way as thousands drive Mini Metros instead of Rolls Royces, Formula Ford instead of Formula One, not everybody can, or wishes to, afford the more expensive International classes — 100cc or 250. But that's life — it's a real world out there Mr. Angus!

3) Superkarting is undoubtedly a big publicity vehicle for the whole sport of karting, and the more colourful and spectacular it gets the better. It's not dying either. As I write, 250 entries for the Silverstone GP are well over 100 — a figure only topped by one other class (100 National) at the best supported K&S rounds . . .

4) Finally, money *doesn't* win Superkart races. There are several "well-heeled" gentlemen who thought that, circulating embarrassedly in the mid-field or tail-end bunch. In my opinion, the Rotax has brought a new even-ness of engine performance and those who win are doing so because their equipment is "set up" better and they are better drivers.

5) With regard to the Kart Committee — I couldn't agree more . . .

Dear Sir,
Having no connection with kart racing other than being an interested spectator, may I just say how much I agree with the views expressed in your July issue regarding the RAC points system.

In your August 1979 issue, Martin Hines discussed the question of a Championship over 5 or 8 rounds with the best 4 or 6 to count. He said then that the majority of drivers favoured such a system. In your issue of March 1980, the same subject was raised after the RAC had come up with a four round Championship for 1980. Why change what appeared to be an acceptable system? With 10 or more long circuit meetings in a season surely the arithmetic required to add up the points is not beyond Belgrave Square to the extent where they cannot organise a Championship from which a worthy winner will emerge?

As John Newton rightly says, spectators want to see drivers trying their best to win, yet at the final round at Oulton Park we face the prospect of the quickest of the 250 drivers being absent contesting the European Championship in Sweden that same weekend, knowing they have no chance of taking the Number 1 plate this year.

I am sure as just a spectator, the RAC will not give a hoot for my views, nevertheless I have written to Mr. Langford asking if say an 8 from 10 system is possible.

Whilst on the subject of views, a very interesting letter (published above — ED.) from Mr. John Angus has recently been published. He goes on at length about the evils of long circuit karting, especially with regard to development and sponsorship. Come off it Mr. Angus, commercial sponsorship can be seen at all levels of all sports. Why pretend karting should be any different? Sponsorship of events, in these difficult times, can ensure survival of those events and I am sure assistance given to individual drivers is such that only a very small minority are getting a totally free drive. Why deny them that if they are good enough?

As for trends in development — there will always be a place for the innovators, so spare us the fitting of restrictors etc. before long circuit karting resembles the procession of Formula One . . .

I am sorry Mr. Angus, but even as a non participant and therefore not in receipt of any assistance, I think you have missed the point. Like it or not, in any form of competitive activity there will always be those who have it and those who still strive for it.

In conclusion, thanks to all involved in presenting long circuit karting for a, so far, enjoyable season. See you at Silverstone and Cadwell.

Mike Smith
Hartlepool

Sir,

Re: Surbiton Town Kart Club

May I take some space to reply to a part of Mr. Jonn Thorne-Jones' letter which appeared in not only your magazine but also the other karting publication last month.

The RAC MSA Limited is most deeply concerned with the question of noise complaints right across the entire spectrum of the sport. It is not only in karting that pressures are being brought to bear, but also with motor circuit racing, rallies, hill climbs and even sprints. If certain sections of the population were to have their own way, it would spell the end to all forms of motor sport.

Mr. Thorne-Jones only quotes a conclusion, not the reasons leading up to that conclusion. Our Solicitors were requested to hold a watching brief at the proceedings in the Crown Court. This report, together with the Opinion provided by Counsel for the Surbiton Town Club together

with a verbatim transcription of the proceedings was sent to our own Queens Counsel. It must be recommended that an appeal against the decision of the Court can only be brought on very limited grounds, namely that the Judge misunderstood or misapplied the Law relating to the case. The conclusions were that although the case had been very well argued on behalf of the Club, our Counsel concurred with the Counsel engaged by Surbiton Town Kart Club in that there had been no misinterpretation or misapplication and in consequence there was very little chance that an appeal would succeed.

In these matters, we must be guided by the best legal advice we can obtain as to do otherwise would not be in the best interests of all those whom we represent. This, and this alone, was why with reluctance, we had to give the answer to the Club.

I will not go into the 'simple mathematical sum' suggested by Mr. Thorne-Jones apart from saying that it is not only a gross exaggeration but that, if anything, the shoe is on the other foot and karting, by its very nature of being for the young and a family sport, has consistently been kept as cheap as is economically possible.

In conclusion, we will continue to monitor the entire problem of noise, and whenever possible, take whatever action is deemed by ourselves and our legal advisors to be appropriate.

Basil Tye
Managing Director
RAC MSA

Dear Sir,

Would you please mention in your magazine, thanking the Irish Kart Club for their hospitality and their enthusiastic warm welcome, when we raced at the Malahide Festival.

The circuit was on closed roads through the centre of Malahide. The organisation was fantastic and the sight of Superkarts reaching a 100 mph in front of 20,000 spectators was very spectacular. I would thoroughly recommend it to anyone who races gearbox class.

J. Walker
North Wales

Dear Sir,

Would anyone care to undertake a trip from Jesolo to Parma from which they may never recover? Myself and Mike Ballantyne, lunatic and famous 100 National driver (at least that's what he told me) have hired a car for a few days and offer 2 seats to anyone willing to share fuel costs. If interested contact Mike on 076 881 223 or me on 090 082 4100 after 6pm.

Iain Blair
Cumbria

Dear Sirs,

May I, through your magazine, express my sincere thanks to those people who helped me win the 100 Britain Championship, who included Jack Barlow and 'the gang' at Barlotti Engineering and Mike Hewland and John Hogan of Hewlands — without whose help my achievement would not have been possible.

Special thanks must also go to my family and friends who have supported me throughout the season. Especially to 'the Butts Road' mob, Hot Legs, Bernie the Bolt, Clive and Kim. Little Rissington put on a great meeting — well run and dry!!

Lastly my condolences to those who competed — only to be disappointed at the end of the day — it'll be your turn next!

Nigel Cleveley
Southampton

Well once again Grand Prix time is here and with the publicity machine now getting into full swing, including the very successful demonstration at the F.1 Grand Prix, it will surely be a bigger and better Grand Prix than ever. I think it is possible, based on improvements registered at other circuits this year, that we will see average speeds approaching 115 mph and, what may be even more possible is a kart breaking the magic 150 mph barrier! After all, Steve Tonkin did 154 mph at the Isle of Man on a Rotax powered bike, so it must be possible. Last year it was my day — I wonder whose day it will be this year? The names to watch for are obviously Butty, Gange, Smith, Ball, Heerey, Lambden, Elmore, Fish and Stylin. These, plus the inevitable "dark horses" all have an excellent chance this year. With so many people on the pace, it is certainly going to be a race to watch, and even more so, to win!

One word of warning! — with the speeds being what they are this year it is of the utmost importance that you secure your tyres to the rims, either by straight studs or by the special cones that were first produced after my tyre disasters a couple of years ago. My own team is not allowed to use a tyre anywhere unless the wheels have studs in. It is a fiddly job, but if it saves writing your kart off, and maybe even yourself, it is worthwhile!

Another thing that is important and can save you a lot of time and money is to remember to jet up 2 or 3 sizes. This is necessary, due to the amount of time your foot is firmly pressed down against the "loud" pedal. Due to the high speed, wheel balance is also of the utmost importance. Also check all axle components are fitted correctly and show no signs of damage.

Our Champion of Champions Series came to a premature end, due to reasons which have already been made clear by the Central Kart Club. Obviously I fully support them in this action and deplore the political wrangling that is still going on within the sport. At least the TV meeting will hopefully be a success and something that could really be the start of something big. Now, if you want to do your bit to help, if you enjoy seeing Superkarts on television, then write to World of Sport and tell them! This really does help, and could bring more TV events, giving the sport the boost it has been seeking for years.

The only thing that in my opinion spoilt the TV race to a degree, was the bad starts, caused by the lights being changed too early. The back 3 or 4 rows were still rolling, thus there were the inevitable startline accidents — although on the other hand, this would obviously make good TV! But is that really the point, or should I say is that the way we want to make an impression? The other thing that peeved me — and several others — was how did some of the drivers there get invitations as I certainly have not seen them at long circuit races this year! A shame, as Nick Brittan was offered a list of the top 40 from the Zip Champion of Champions Series, based on the first 4 or 5 big circuit meetings of the year, which I felt would have been fairly representative of form. . .

As you are probably aware, there are still various political problems haunting the sport, although I feel the arrival of Mr. Southcombe as Kart Committee Chairman has been an obvious plus for the RAC Motor Sports Council. But as for the way the rest of the Committee is elected and the amount of time some members have been there, I am not so sure! As you know, I am a member of the Kart Committee and it is thus difficult for me to say too much through this column. So, for the rest of the



article I am going to hand over to my Father, as he has a few points to make — which I fully endorse. . .

But do not forget the Open Day on the 12th August. I will be there. Just fire away with the questions, because there is one thing I do try to do, and that is give a straight answer to a straight question!

We'll see you all at the GP. . .

Martin

Mainly Political . . .

Elsewhere in this issue you will find letters that have been sent to this magazine for publication — one from an RAC Steward, one from a person signing himself as "just a spectator" and one from the man at the top of the RAC. All these letters touch on items that you, the drivers, have the right and need to discuss at the forthcoming Motor Sports Council Open Day for karters, at Belgrave Square on Wednesday, 12th August at 11.00 a.m. During recent years, the attendance at these Open Days has been pitiful. Many reasons have been put forward for this lack of interest, but to my mind, it has been caused solely by the ability of the Motor Sports Council to give the event the least amount of publicity possible. Well, we will not be able to use this as an excuse this year as a fair amount of coverage has already been given to it during the last month, so there should be a much better turn out. . .



IT'S OUR INSURANCE BROKERS
THEY WANT TO KNOW IF WE WANT
ANY EXTRA COVER FOR THE OPEN
DAY.

This is the time to let the governing body of our sport know your views and the way you want the sport to progress. What a mess was made of the RAC Championships this year — they could not even find the time to publish the dates in the fixture list, or perhaps they were frightened to publish them when they saw what a hash they had made of them, with dates clashing, meetings too close together and points systems all up the creek. No thought whatsoever appears to have been put into the events which were, until a very few years ago, the senior event in the karters' calendar. It appears that owing to the mess the RAC or the Kart Committee (whoever is to blame) made this year of trying to run multi-round Championships, they have already decided that next year's Championships are going to be single events. If this is what the majority want, then so be it. But at least make sure you have your say!!

There is also a move afoot to restrict the commercially organised series. Perhaps this stems from the fact that, without exception, these series have been well promoted to the highest possible standards. It may be better for all concerned if the Motor Sports Council let their Championships run in conjunction with these most popular events. . .

Hints have also been dropped in high places that something sinister is going to happen to the 250 International class! After the fiasco last year, caused by the Kart Committee and/or the Motor Sports Council regarding motors and water-cooling, and the will of 99% of drivers being ignored, I would have thought that those concerned had enough egg left on their faces and would be well advised to take notice of the people who pay the money and *LEAVE THE CLASS ALONE!*

Above all, noise is our biggest enemy. If things go on like they are, in three years' time we will have no tracks left. Remember it's very easy for anybody to get a track closed, but you try and get permission to *OPEN* one. . . Do you think, in spite of Basil Tye's letter, the RAC are doing all they can in this matter? Sorry, I don't. More effort was made four years ago by the RAC than is being made now. In those days all exhausts had to be passed by the RAC before they could be used. This got the decibel reading down for 100cc karts from about 96 decibels to about 90, and for Class IV karts from 115 to 98. Yes, it can be done, and to save tracks it's *GOT* to be done.

Well don't forget, this is *your* chance to have your say. It's all up to you. See you there, I hope. . .

Mark

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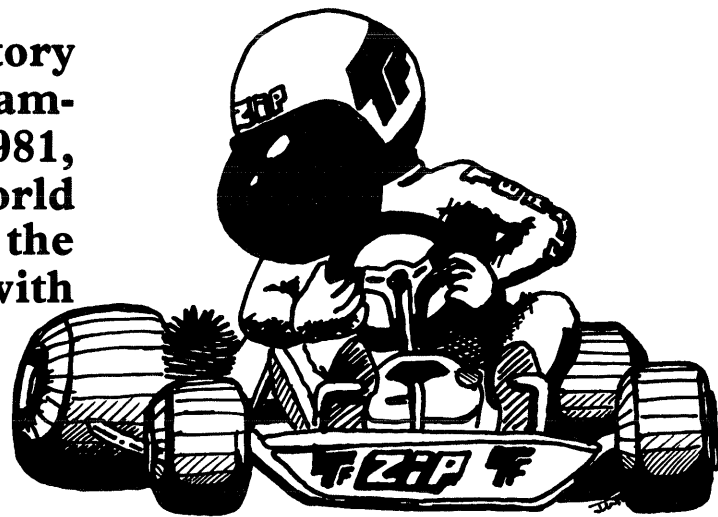
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Smith (69) blasts the Stocksigns Zip into the lead, with Gange (0), a fast-starting Hines (GP) and Elmore (15) spread across the track. (Photo: R. Calvert)

Sixty Superkarts rolled gently up to the line, and as the lights flashed to green, Smith smoked the yellow machine off the line, with Hines tucking in behind. Through the Complex, and into the next left hander — then drama. Hines dived for the inside, the silver Hermetite Zip tweaked sideways and was nudged by Smith, spinning down the grass verge to a stop.

The promoting Club's letter to competitors...

Dear Friend,
It is with great regret that as a mark of protest against officialdom we have cancelled the race meeting at Donington on September 6th.
Over the last 4 years we have at Donington, along with enormous help and backing from Martin Hines of Zip Kart and Dave Atkinson of DMA, brought you, we think you will agree, first class meetings. We alone have been the only people willing to take on this circuit with its very high rental charge. During this period we have always been keen to improve the stature of our events and have to date never received one ounce of help from their direction.
We are now told by no lesser person than the Donington Circuit Manager, Brian Feltham, that a weekend date of June 5th and 6th has been booked for this purpose by a privileged member of the RAC Kart Committee who usually runs meetings at a more northerly circuit and has never been interested in renting Donington for a lesser meeting. Although that a date has been booked, so this as sheer rumour, it is a fact that a date has been booked, so we leave you to draw your own conclusions.
We thank you all for your support during the year and hope that events during the next few months do not cause us to review our position on the events planned for next season.
Regards,
Peter Carter,
Ian Rushforth
and team.

Gange took the opportunity to power through and as the long snake exited the chicane led — Gange, Smith (nose cone slightly damaged), Buttigieg, Elmore, Ball, Ansell, Taylor and a fast starting Fish and Stylin from row 7. Hines had got back on the road and swept by in midfield.

Everything changed on the next tour, as Ball towed his way to the front, taking Buttigieg and Smith with him. Gange and Elmore had a small gap over Ansell, now joined by Lambden, recovering after almost stalling on the line. Into the Complex again and suddenly Buttigieg was out — cannoning off the rear of Ball's machine into the Armco. Things were coming aight!!...

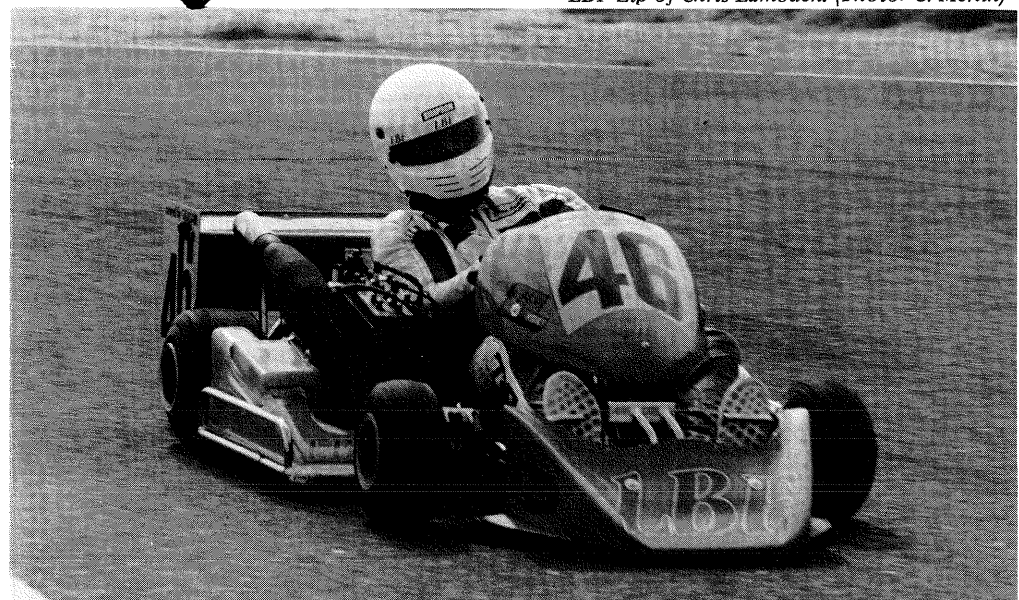
Hines was mowing down the midfield and set fastest race lap (101.04 mph) as he towed Heerey past Lambden to occupy fifth at the end of lap 3, following Ansell's abrupt retirement. Fish was also out, cruising in with another tyre in shreds...

Up front it was all action as Elmore watched Gange, Ball and Smith ducking and diving — the lead changing with every blink of the eyelids.

Lap 6 changed the race pattern dramatically. Hines was the first to go — inexplicably spinning to a smoky halt at the Complex, dropping well down the field before restarting. Seconds later, Elmore was gone — another tyre on the AK Dino having let go. And then Ball was out, with what transpired to be a broken wheel hub.

So then there were two. Smith led Gange. Some three seconds back came Heerey, whilst Lambden had Stylin for close company in fourth. Further back, Richard Dean had worked

Another consistent effort netted fourth for the LBF Zip of Chris Lambden. (Photo: C. Merlin)



his way forward to lead the bunch, with Martyn Merritt, Malcolm Turner, John Rees and Clive Childerhouse very much in tow.

One to go, and either way someone was about to record a longed for win! Through the Complex and along the back section Smith got it all right, pulling some 30 yards and breaking the tow that might allow Gange to attack. Through the chicane and it was all over — an ecstatic Nigel Smith had survived the pressure, kept it together and won his first major long circuit event. Heerey finished his fine third, with Lambden clear in fourth after a broken valve had sidelined Stylin in the late stages. Fifth and sixth went to Dean and Merritt, with a re-recovered Hines slotting into seventh ahead of Turner, Rees and Childerhouse.

1st	Nigel Smith	Stocksigns Zip/Merlin Rotax
2nd	Reg Gange	VT Zip/Zip Rotax
3rd	Brian Heerey	WPT Zip/Smith Yamaha
4th	Chris Lambden	LBF Zip/Zip Rotax
5th	Richard Dean	DMA CTRP/Yamaha
6th	Martyn Merritt	VT Zip/Zip Rotax

Fastest lap: Hines — 101.04 mph

FINAL PLACINGS — ZIP CHAMPION OF CHAMPIONS SERIES

1st	Martin Hines	200 pts
2nd	Nigel Smith	184 pts
3rd	Dave Buttigieg	182 pts
4th	Brian Heerey	161 pts
5th	Reg Gange	159 pts
6th	Richard Dean	135 pts
7th	Paul Elmore	134 pts
8th	Steve Stylin	127 pts
9th	John Ball	122 pts
10th	Chris Lambden	104 pts
11th	Clive Childerhouse	87 pts
12th	Owen Jones	79 pts
13th	Rae Davis	77 pts
14th	Martyn Merritt	73 pts
15th	Carolynn Grant-Sale	71 pts
16th	Sandy Dalgarno	61 pts
17th	Malcolm Turner	51 pts
18th	Mark Allen	46 pts
18th	Phil Ansell	46 pts
20th	Martin Poole	44 pts

These 20 competitors shared the main prize pool, earning £1.62 per point, in addition to separate cash prizes for "air-cooled" awards (this section won by John Ball). Add all that up and it can be seen that the Motoring News assisted Zip Champion of Champions Series was undoubtedly the richest Superkart event ever...



Peter Haywood returned to the 210 scene and scored a remarkable first time victory, at the expense of regular front runner John Newton. GP prospects look interesting . . . (Photo: R. Calvert)

continued . . .

Up front, pole position had gone to Simon Mercer (Hermetite Zip/Rotax) in a best ever showing, but it was Stuart Ziemelis (Aero/Haywood Rotax) who slid into the chicane for the first time, with Keith Glendenning (Zip/Merlin Rotax), Les Cooper (Dino/Rotax) and Mercer very much in attendance. Wooldridge had ploughed through the midfield to lead the chasing bunch, albeit a little distance back, with

Dave Edwards (Zip/Merlin Rotax), Chris Anderson (Aero/SRA Rotax) and Brian Magee (Zip/Rotax) hovering close behind.

Mercer's day ended shortly afterwards, as he was "assisted" off at the Complex. . . The remaining three began a titanic struggle — slipstreaming, passing, repassing, all round the circuit. Wooldridge seemed unable to make any inroads into the gap, and in fact seemed to be fading slightly, amidst a spectacular cloud of oil smoke as a failed gearbox seal allowed oil to burn on the clutch! . . .

But then, on lap 6, when his cause seemed lost, he was suddenly with the leading three-some. One more lap was all that was needed to push past all three and indeed the familiar No. 2 number plate appeared with some 20 yards up it's sleeve.

One more lap and it was all over. Yet another demoralising win for the man from

Merlin's, while back down the track Ziemelis got the tow right to emerge from the chicane second with Cooper and Glendenning almost side by side in his shadow. Keith Bisp (Barlotti/Merlin Rotax) won a lengthy duel with Pete Paddock (Zip/Merlin Rotax) for a distant fifth.

1st Roy Wooldridge Zip/Merlin Rotax
2nd Stuart Ziemelis Aero/Haywood Rotax
3rd Les Cooper Dino/Rotax

Fastest lap: Wooldridge — 88.91 mph.

One for Nigel.

Four Superkart heats produced four different winners yet again, with the first giving a clue to the form as Nigel Smith swept the Stocksigns Zip/Rotax past both Reg Gange (VT Zip/Rotax) and Hermetite leader Martin Hines to a morale boosting win.

John Ball made an absolute flyer from row 6 to catch and pass poleman Buttigieg in heat 2, while Chris Taylor (CTRP/Yamaha) made an impressive return to the driver's seat with third.

The only light showers of the day affected heats 3 and 4, the first going to Paul Elmore (AK Dino/Yamaha) and the last to team-mate Calvin Fish. In the dry stages of this last heat, Smith popped in what was to be the fastest lap of the day, at a new record speed of 102.8 mph.

A first and a second were enough to sit the yellow Stocksigns machine on pole, sharing the front row with Gange, Ball and Buttigieg. A rather subdued Hines found himself on the second row, with Taylor, Elmore, and Lambden (LBF Zip/Rotax) for company.

Clay Pigeon

Although the entry for the third round of the K&S and SAM 81 at Clay Pigeon was lower than expected (78 Nats. & 56 Brits.) the quality as usual was high. As usual very few of the local drivers entered and it was this more than anything which kept the numbers down. The top contenders were all there though, looking for those Championship points. . .

After the usual hectic practice on the Saturday, in dry but cold and windy conditions, a lot of people were fancying TKM's sponsored drivers Paul Carr and Ian Ross-Johnson to pick up the points the following day. Other drivers being fancied were series leader Graham Waldron (Zip/Fullerton DAP), Gary Prior (Cobra/Arrow) and Kevin Warner (Dart/Arrow). Meanwhile the shock news from the SAM 81 series was that 1980 winner Terry Williams had retired from karting for personal reasons. No doubt Terry will be missed both on and off the track.

Sunday morning Clay Pigeon awoke to the sight of a strange orange ball in the sky. People looked at each other and scratched their heads, in awe of this strange sight. What was it? No-one seemed to know. Could this be what people used to call a sun? Indeed it was. The hottest day for years at Clay Pigeon welcomed the gladiators into battle. Still, enough of the humour(?) and on with the action. . .

Clevey's Return

A, B & C finals were needed to sort out the 56 entrants. C qualifiers were John Donovan (MM3/Arrow MM), Mark Bailey (Reema/Arrow), Philip Cooke (Zip/Arrow) and Terry Best (MM/Arrow MM).

Series leader Adrian Mills (Jeta/DAP 80JM) found himself in the B final after experiencing mechanical problems in the heats. But he comfortably won the B, along with John Glanville (Lynx/Arrow), Andrew Wood (Lane/FRED Arrow) and Gerrard Cox (Kestrel/Komet); the four qualifiers leading the rest round for the entire race.

Andy Bundy (Barlotti/Komet) sat on pole for the A final, proving his mastery of the opposition at Little Rissington was no flash in the pan. Two wins and a second gave him pole position with Nigel Cleveley (Barlotti/Arrow) alongside him. Cleveley was out to show the rest that he's not the spent force some seemed to think he was, after some poor showings in the early part of the year. Row 2 saw Peter Rochford (MM3/Arrow MM) and Paul Browning (Gillard/Arrow), 2 ex-British Champions really on song, alongside each other. Nigel Goff (Goff/Goff Arrow) was on row 3 with Phil Sheldrake (Kestrel/Arrow) next to him, and the rest of the 24 kart field behind.



Kevin Warner re-entered the Championship points reckoning with an easy Clay Pigeon win.

Open House

Comfortable wins by Warner and Sparks open up the K&S title race. Edwards and Sutton keep in the points and lead with two rounds to go. Double round winner Waldron drops one, but gets back in the chase with second at Wombwell.

Report: A. J. Bryant (Clay Pigeon) and Chris Lambden (Wombwell)

After 3 rolling laps the field was stopped and front men Bundy and Cleveley given a "talking to" by Clerk of the Course Dave Philips. Whatever he said worked, as next time round they were away! Out of the hairpin it was Bundy who led followed by Rochford, Goff, Browning, Cleveley, Mason-Smith, Sheldrake and the rest of the pack. Lap 3 and Cleveley was up to second and challenging the leader. Next time round he'd got the lead and drove away, never to be challenged. Bundy was taken by Rochford on the same lap and these two pulled well clear of the field.

Behind them the race had turned into a procession, led in fourth place by Browning followed by Goff, Sheldrake, Stapley and Gary Thomas. And that's how they stayed until the finish. Mills' race ended at Billy's Blind on lap eight after he'd worked his way past half the

field. Finishing in 9th and 10th were Ron Shone (Kestrel/DAP) and Pete Studer (Reema/Arrow), these two having made steady progress from the rear of the grid. So a happy Nigel Cleveley took this round of the SAM 81 in grand style. Yes, you 100 Britain Dads had better watch out — Cleveley has returned! . . .

1st Nigel Cleveley Barlotti/Hewland
2nd Peter Rochford MM3/Arrow MM
3rd Andy Bundy Barlotti/Komet

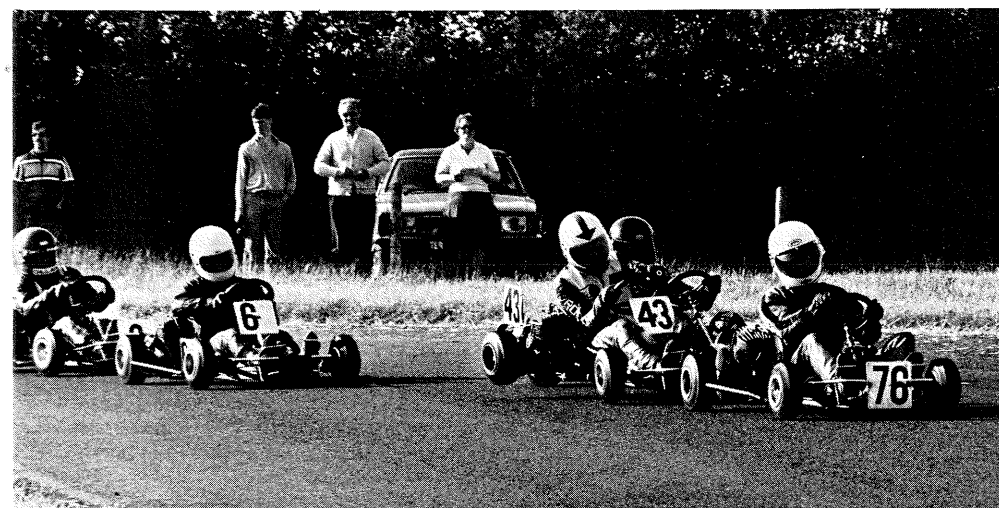
Warner Walkaway

The question on most people's lips was could Graham Waldron bring off a recordbreaking hat trick of wins? That question was more or less answered after some disastrous heats by the series leader, only managing a 10th and a 4th placing with one non finish which saw him well back in the B final. Worse was to come. After working his way up to third, his meeting ended with a seize on pit straight.

So with Waldron out it left a few people in with a chance of taking over the Championship lead. The four qualifiers from the B were Terry Lilley (BM/Ferrari Parilla), Wayne Homer (Gillard/K80), Norman Box (Sirio/Parilla) and Nick Parrington (Reema 81/Arrow). Stephen Tillet (Zip/TKM) was none too pleased with himself after letting Parrington take him 5 yards from the finish. . .

Ten heats had produced eight different winners with only Ian Ross-Johnson (TKM/TKM) and Neil Hann (BM/Arrow MM) managing two victories from their three races. A poor

100 Britain first corner, and as Bundy (76) leads, Rochford (43) climbs all over Cleveley, as Goff (6) watches closely . . .



NIGEL SMITH
 would like to thank the following for contributing to his first long-circuit win, at Thruxton, and second overall in the Motoring News supported Zip Champion of Champions series:
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1st Kevin Warner 100 National
1st Darren Needham Rissington — 7th June
1st Phillip Bailey 100 Jnr. National
1st Kevin Warner Tilbury — 14th June
1st Kevin Warner 100 Jnr. National
1st Steve Brogan Chasewater — 14th June
1st Steve Brogan 100 National
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continued . . .

third heat saw Hann starting down in tenth place on the grid. His two wins and a fourth placing gave Ross-Johnson pole with young pretender Kevin Warner (Dart/Arrow) joining him on the front row. Row two had ART works driver Steve Carvill alongside Gary Foster-Jones (AK Dino/TT22). Row three had TKM driver Paul Carr and Roger Moth (Cobra/Arrow) together. Next row back saw Peter Elliot (FRED Bear/FRED Parilla) and, (out of obscurity again), Tabor's Mick Bryant (Jeta/T72) – first time the new Jeta kart has been so well placed. Ashley Sparks (Zip/FRED Parilla) joined Neil Hann behind these two, then came Peter Christo (Christo/Parilla) and Gary Prior (Cobra/Arrow) followed by the rest of the 24 drivers.

Kevin Warner Dart/Arrow	Ian Ross-Johnson ▲ TKM/TKM
Gary Foster-Jones AK Dino/TT22	Steve Carvill ART 80/ART Arrow
Roger Moth Cobra/Arrow	Paul Carr TKM/TKM
Mick Bryant Jeta/DAP T72	Peter Elliot Fred Bear/Fred Parilla
Neil Hann BM/Arrow MM	Ashley Sparks Zip/FRED Parilla
Gary Prior Cobra/Arrow	Peter Christo Christo/Parilla
Garry Mathews Zip/TKM	Simon Sutton Gillard/Parilla
David Tebbutt Cobra/K80	Mike Mulhearn TKM/FRED Parilla
John Spencer Lane/Parilla	Nigel Edwards Zip/DAP JM
Peter Giddings Reema/TKM	Gary Till Zip/Zip
Wayne Homer Gillard/K80	Terry Lilley BM/Parilla
Nick Parrington Reema 81/Arrow	Norman Box Sirio/Parilla

Round they came and into the hairpin for the first time Warner had the jump on pole man Ross-Johnson followed through by Foster-Jones, Carvill, Moth, Carr, Bryant, Elliot, Sutton, Hann and the rest. They completed lap one in the same order, while down the field Nigel Edwards and Nick Parrington were really motoring – lying in 11th and 12th having started 18th and 24th respectively.

No change until lap 4 when Foster-Jones hit the fencing at Billy's Blind, restarting at the back of the field. Out in front though, Warner was stretching the gap between himself and second placed Ross-Johnson, who in turn was well clear of Carvill. But behind, the race was hotting up. Bryant had managed to pass both Moth and Carr to take over fourth place on lap

7, but Carr sat right on his tail followed by Moth, Sutton and Parrington (really motoring from the back). Then a gap to Hann, Edwards, Elliot, Homer and Lilley. Carr managed to pass Bryant going into Billy's Blind, but slid wide allowing Bryant to regain his fourth placing.

Fourth down to ninth place were all closely bunched for the rest of the race, though Neil Hann's race finished on the 11th lap as he coasted to a halt on the main straight. Lap 13, and Parrington was ahead of Moth and Sutton, challenging Carr for 5th, but he could make no further movement and stayed there to the finish.

After the short 15 laps it was Warner who crawled across the line well clear of Ross-Johnson with Carvill a lonely third. Bryant held on to his fourth place ahead of Carr. Parrington, having qualified via the B final, was 6th, Moth 7th, Sutton 8th, Edwards 9th and Elliot 10th.

1st	Kevin Warner	Dart/Hewland
2nd	Ian Ross-Johnson	TKM/TKM
3rd	Steve Carvill	ART/ART Arrow
4th	Mick Bryant	Jeta/DAP T72
5th	Paul Carr	TKM/TKM

After his comfortable win, it augers well for Kevin when he returns for the third and final round of the British Champs here at Clay Pigeon on August 16th. Junior National Champ last year – Senior National Champ this? Who knows, but I'm sure people like Ian Ross-Johnson and Paul Carr will have something to say about that. . .

Lastly a word of thanks to the organising Club who again showed how to run a big meeting and to all helpers on the day.

Ooh arr – weeze no all country bumpkins yu no. . .

Alan Bryant

The first three National places are already in order as Warner leads out of the first corner.

Wombwell

It was mid-July when the circus assembled at the exciting Yorkshire venue to take the two Championships into their second half.

A dull, overcast day greeted competitors as they prepared for the qualifying heats, but the only shower of the day was to save itself later, when it could exert its effect on the first main final of the day. Both main events were to produce dominant winners, but with action aplenty in the second place battles . . .

Cleveley Again

The grid for the main SAM 81 final – over 30 laps – had a slightly different appearance than usual. Peter Rochford (MM3/Arrow) who so often drops a heat and then charges from the back, had got it all together and sat on pole. Local class challenger Stephen Gill (UFO/CSK Arrow) joined him on the front row, whilst on grid 3 was new British Champion Nigel Cleveley (Barlotti/Hewland), currently on a compre-

Stapley, Devine and Goff scrapped mightily for second in the Wombwell SAM final . . .



Bearing evidence of the first lap dingle with Hines, Nigel Smith's Stocksigns Zip bowls to victory. (Photo: C. Merlin)

end of the opening lap was in amongst the 250 Nationals – who had started in front – with Gary Parker (Aero/Startline Upton) and Alan Ogden (Barlotti/Villiers) temporarily showing the way to Newton's Dunstonian Zip.

Next time round, Newton was clear in second, but from there was unable to make any impression on the flying Haywood (Zip/Haywood Upton) who recorded the fastest lap (averaging 88.79 mph) as he pulled even further away to an easy win.

Third place provided the close action as Geoff Upton (Barlotti/Manx), Parker, and Graham Hemes towed each other round for lap after lap. When it counted – at the end of the eighth tour – Hemes had his nose in front of Parker and Upton.

1st	Peter Haywood	Zip/Haywood Upton
2nd	John Newton	Dunstonian Zip/APV
3rd	Graham Hemes	Barlotti/Upton

In the 250 National category, with Gary Deal's absence, the number one seeding fell upon British Championship leader Alan Collard (Barlotti/Montesa). And so it transpired, with the Weymouth man taking over from first lap leader Mark Newby (Zip/Yamaha) to gradually pull clear.

Newby was to eventually retain second, but only after a race-long struggle with Bob Phair (Aero/Antig Astra Bultaco) and Eddie Cortijo (Lynx/P&S KTM). Cortijo was to disappear on the final lap, leaving Phair to claim third from Pete Dedman (CCM Zip/Yamaha) who had spent most of the eight laps in clear space by himself.

1st	Alan Collard	Barlotti/Montesa
2nd	Mark Newby	Zip/Yamaha
3rd	Bob Phair	Aero/Antig Astra Yamaha

Fastest lap: Collard – 89.75 mph.

Wooly Smokes 'em

The 125 final was a cracker. Experimentation in the heats with a spare engine had produced disaster for acknowledged pace-setter Roy Wooldridge (Zip/Merlin Rotax) and he would start from the back. . .

The 125 field swarms into the first corner, with Les Cooper (33) taking the initiative from Keith Glendenning (7). Eventual winner Wooldridge (2) is near the back . . . (Photo: R. Calvert)

Smith Ends An Era

First big win for Smith as he fends off challenge by Gange. Heerey third from Lambden and Dean. Ball unlucky to go out in late stages. Buttigieg crashes, Hines spins! Wooldridge scoops the 125 race from the back, whilst Haywood ends Newton's 210 rule. Collard again in 250 National.

The ultra-fast Hampshire venue at Thruxton is a once-a-year visit for the karting fraternity. This year's event on July 5th was to bring the Zip Champion of Champions series to an unscheduled, premature end – the result of much background politicking, on which more elsewhere. . .

In contrast to this gloomy aspect, the racing – for the first time at Thruxton – was run basically in the dry, and the Superkart final provided a long-awaited and popular first big win for the effervescent Nigel Smith. In doing so, the Stocksigns backed driver ended what has been a record run of success by Hermite team drivers – the last big circuit win outside that team being Thruxton 12 months earlier! . . .

Talking point in the pits was not of machinery, but of the cancellation of the forthcoming Donington meeting in September. The Club issued a letter to all competitors explaining exactly why this step had been taken, while the several Kart Committee members present were taken aside and harangued by a Club Official. Not an auspicious start to the day. . .

But things perked up when the racing started. . .

Haywood Returns!

Entries dictated that the 210 and 250 National fields would be combined.

The interest in the 210 final centred on the return of former 210 pacemaker Peter Haywood, and how he would stack up against current class man-to-beat John Newton. As it turned out, it was virtually all over after a lap.

Haywood made the quick start and at the



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hensive "high", sharing the front row with Nigel Goff (Mustang/Goff Arrow). Pretty well all the regular front runners filled the next couple of rows — Andy Bundy (Barlotti/BPH Komet), David Germain (Kestrel/BPH Arrow), Mike Devine (Reema/Arrow) and Andy Stapley (Kestrel/BPH Komet) — with only Paul Browning (Gillard/Arrow) needing to qualify via the 'B' final.

The drama began before the start, as 15 minutes earlier a heavy shower had soaked the track. Now it was drying — gradually. As the minutes to the start ticked away, agonising decisions were made and wheels and tyres flew everywhere . . .

Decisions made, they rolled out — Gill and Goff on wets, Rochford compromising with slick rears, and Cleveley, Bundy, and Germain on slicks all round. Interesting . . .

The start was decisive. Neither Rochford nor Gill would give. They collided, the impact snapping a front stub axle on Rochford's machine and spinning Gill to the outfield. Cleveley meanwhile, slithered inside the carnage and was away, taking Goff with him as they led back up the straight for the first time. Bundy, Devine, Germain, Stapley and Andrew Wood led the slipping, sliding bunch in pursuit.

At this stage, the correct rubber was definitely wets, and Goff was right with leader Cleveley, probing for the opening. But it wasn't far into the race — some 6 or 7 laps and the balance swung the other way, changing the race pattern entirely.

As Cleveley walked away, Goff's wets began to give up the ghost and he slipped gradually back, to be engulfed by the chasing threesome — Stapley, Devine and Germain. This group stayed very much together, and it wasn't until the latter stages that they broke up.

Devine eased clear into second, while Stapley, encountering difficulty with a backmarker, allowed Goff and Bundy to regain lost ground, Bundy in fact slipping by on the last lap to snatch third — a great effort after an indiscretion in the opening lap.

Cleveley's winning margin was a clear 7 seconds. Obviously a man on form. Will Goff — on his home circuit — be able to end the run at Kimbolton? . . .

1st	Nigel Cleveley	Barlotti/Arrow
2nd	Mike Devine	Reema/Arrow
3rd	Andrew Bundy	Barlotti/Komet



Starting styles: (top) Sparks (72) pushes inside Sutton as the Nationals got away clearly. (Above): Rochford (43) and Gill tangle in the Britain final, allowing Cleveley (1) an easy run. Rochford went out immediately, while Gill restarted at the rear . . .

Easily Sparks

1981 has seen a virtual complete restructuring of the group of 100 National drivers who could be described as leading contenders, and nowhere was this more evident than at Wombwell. Mark Tredwell — current British and former K&S Champion — continues to be a notable absentee after losing form early in the season, and defending K&S Champion Paul Carr is not having the season he did last year!

Of last year's contenders, Neil Hann, Nigel Edwards, Gary Prior, and Ian Ross-Johnson are continuing to threaten, but two new 'senior' faces and a trio of ex-Juniors have among them won all K&S rounds and feature well in the overall ratings. The two 'seniors', Ashley Sparks and Graham Waldron, share several things in common — both drive under the works Zip banner, and both have been 'trained' by top International Terry Fullerton. Simon Sutton, after a first senior year in International, has found a home in National, using Gillard equipment, while last year's Junior Champion, Kevin Warner has settled in to the class immediately with firstly Reema, and now Dart, equipment. Completing the trio of ex-Junior challengers is Gary Foster-Jones, now running an AK Dino after starting the year with a Lane.

The heats produced a final grid more-or-less true to form, even down to a continuation of Carr's bad run — two spectacular blow-ups

Tilbury clubmates Tillett (16) and Homer fought out third spot in the late stages.



continued . . .

at "the wall" keeping him well out of contention for a final spot. Paul Knapfield easily took a damp 'B' final from pole, with an impressive Foster-Jones coming from grid 16 to lead home co-qualifiers Ross-Johnson and Nicky Fletcher.

Pole was convincingly taken by a confident looking Sparks — two wins and a fourth enough to confine Sutton (a win and two thirds) to second spot on the grid. The rows immediately behind this pair looked likely to contain the most serious challengers, headed by the ever consistent Hann, and Warner.

▲ Sparks	Sutton
Hann	Warner
Clark	Mulhearn
Prior	Waldron
Tillett	Parrington
Homer	Halliwel
Edwards	Price
Churchill	Stapley
Wright	Knell
Matthews	Tebbutt
Knapfield	Foster-Jones
Ross-Johnson	Fletcher

The circuit was dry by the time they rolled out for the 30 laps. Sutton had his nose in front as they turned into the first left-hander, but Sparks held his ground on the inside to power away as Sutton slid along the grass, losing a handful of places . . .

Out of the hairpin, past the wall, and Sparks already had a few yards of the lead he was never to lose. The rest slid through — Warner, Hann, Prior, Clark, Waldron, Mulhearn, Parrington, Tillett and the rest. The unfortunate Sutton had spun, and rejoined at the rear to begin a workmanlike climb back through the pack.

And so, as Sparks added over half a second a lap to the ever widening gap, Prior burst past both Hann and Warner to lead the chase at the end of lap 6, at the head of an incredible ten kart, bumper to bumper queue, with Homer and Churchill now tagged on the back.

Things changed rapidly. Warner bounced off Hann, to demote himself to the tail of the group, Hann stopping a lap later as his battered carburettor broke off . . . Parrington spun, and then Churchill disappeared.

Prior had broken clear of the group as half distance approached, with Waldron now heading the chasing bunch after Clark had seized and Mulhearn fallen back with what turned out to be a broken exhaust.

In one of his best showings, Tillett now ran fourth, tailed closely by Homer, with Warner a few yards away, and working hard to close the gap.

Waldron was now in the groove, closing in on and pushing past Prior, but not before running a front wheel along the famous brick wall! . . .

The race entered its closing two laps with Sparks cruising, some 10 seconds clear of Waldron, himself that few safe yards in front of Prior. Warner had caught the pair in front, slipping by Tillett to tail Homer. Further back, Nigel Edwards and Ray Wright had swallowed up Mulhearn, while Sutton's charge found him next in line.

One to go, and tragedy struck Prior, his engine shattering its piston and bringing his race to a tyre-smoking end . . .

1st	Ashley Sparks	Zip/Parilla
2nd	Graham Waldron	Zip/TF PCR
3rd	Wayne Homer	Gillard/K80
4th	Kevin Warner	Dart/Hewland
5th	Steve Tillett	Astra/TKM
6th	Nigel Edwards	Zip/JM DAP

Leading points after 4 rounds:

	1	2	3	4	Total
N. Edwards	126	126	108	113	473
S. Sutton	116	106	114	125	461
G. Waldron	134	135	59	127	455
G. Foster-Jones	130	128	107	85	450
K. Warner	112	67	137	128	444
G. Prior	108	116	107	105	436
G. Matthews	115	108	103	91	417
A. Sparks	104	55	104	137	400
S. Tillett	113	77	86	123	399
P. Elliot	108	113	118	27	366
N. Box	122	69	90	82	363
M. Mulhearn	33	96	105	121	355
G. Till	121	51	101	78	351
R. Wright	101	97	43	108	349
P. Carr	81	112	125	28	346
R. Moth	101	57	123	63	344
S. Carvill	57	93	129	62	341
N. Hann	—	129	102	110	341
W. Homer	—	115	105	119	339
K. Churchill	102	52	54	95	303
J. Knell	65	103	32	100	300
I. Ross-Johnson	—	91	134	73	298
B. Hooley	101	54	67	62	284
P. Christ	64	107	112	—	283
A. Clark	105	—	47	126	278
N. Fletcher	66	48	72	86	273
D. Tebbutt	—	69	99	104	272
C. Callingham	77	47	76	69	269
S. Stapley	—	115	44	106	265
L. Marsden	93	105	—	61	259

Once again an apology for my absence from last month's issue, again caused by pressure of business. Because of that, I have had a bit of a 'down' on karting recently and haven't seen many meetings this year, but I'm glad to say that the old enthusiasm is now returning! Anyhow, some of what follows has tenuous links with karting, but a bit of light reading should make a change from the current 'heavy' politics in the sport . . .

Apropos of absolutely nothing . . . I recently returned from Sardinia, where the new Fiat Panda was officially unveiled to all the U.K. dealers — and a very good do it was too. To be nice to my wife, I decided to stay out there with her for an extra few days, and as there were two parties of dealers (and we were in the first group) I saw the whole launch twice! As per normal, I got bored after a few days swanning round the pool with all that topless crumpet, free drinks and super meals etc. (I must be mad!!), and started helping the British Fiat personnel to park up and generally prepare the 90 odd Pandas that were out there for the dealers to evaluate. What with one thing and another I got the chance to act as "course car" to check the route the dealers were sent on. It was some 40 miles, over mountains, round hair-pin bends, through long sweeping bendy sections of coast road, and then some fast straights. It was fabulous! I know the little Panda is not exactly a ball of fire, but when you are on your own, bored, and someone gives you the opportunity to really bend a car about on virtually deserted roads, it just brings out the animal in you!

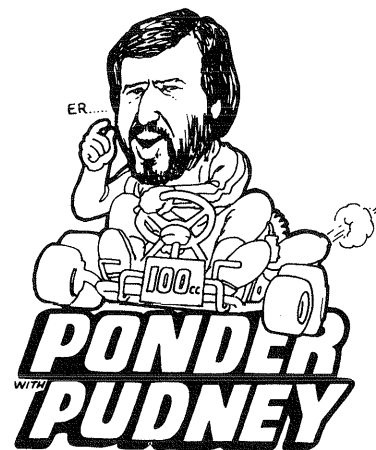
I almost regret that I cannot report rolling my car down a mountain, but I am at least now much more sympathetic to anyone who gets "taken out" by a backmarker whilst racing, as I had a hairy moment when a dozy dealer drove me off the road when I was overtaking him doing about 85 . . .

Coincidentally, an ex-karter now making good in Formula 3, was also in Sardinia. I didn't realise that Dave Leslie was a Fiat dealer before, so my estimation of him goes up immediately!! David, as you may have read, was one of the recipients of a cash bonus from the very worthy "Racing for Britain" cause, the other lucky man being Dr. Jonathan Palmer who is currently leading the Marlboro F3 Championship. Unfortunately, even the 'R for B' bonus money could not help David, who is presently in temporary retirement due to an acute lack of funds (where have I heard that story before??). It's a great pity, because David was doing really well and was reckoned by the knowledgeable pundits to be one of the guys who could 'make it' into F.1 with the right breaks.

Still on motor racing, I was due to go to Tilbury the other weekend in an effort to catch up on the gossip, but the lure of Da Silva racing Formula Ford, and the Formula 3 circus, was too much and I ended up at Brands Hatch. It was a good day for me financially too, because I had a bet on with some friends that Da Silva would get the lead by the fourth lap. Mind you, he was on the third row of the grid after a disastrous practice, and they didn't think it was possible. I shouldn't have worried, because he was in the lead by the second bend, after a simply demon start and a bit of wheel banging — and all this against the very best opposition! It's just as well the bet wasn't on him winning, because he got knocked off by a back marker, to finish the race fourth, with bits of rear suspension hanging off. I guarantee you one thing though — with a few breaks, Da Silva will be in F.1 within 2 years. You mark my words . . .

I did actually make it to Thruxton for the annual kart meeting, and for once it didn't

rain. Chris Merlin, who was staying with an old mutual friend and ex-karter Steve Morey, was also present — no doubt checking up as to whether civilisation has actually spread so far south from Cumbria . . . Anyway, I expect he will bring you up to date on all the technical and political excitement in his column.



It was a particularly memorable meeting from my point of view as old buddie Nigel Smith managed to keep it on the island to win. And not only to win, but to win well. Always outgoing and extrovert, it was funny to see Nigel literally dancing up and down shouting "I've won, I actually won" after the race, in stark contrast to the thunderous faces of Messrs Hines and Ball. John Ball really did deserve better — he was challenging very strongly for the lead before a hub broke, plunging him into instant retirement but luckily not into hospital.

Ten minutes after the final was over, Nigel was still doing his routine, much to the wry amusement of the Editor of "Motoring News", who was present to give out the trophies. I expect he was imagining Alan Jones or Carlos Reuteman cavorting round the pits in similar style? But don't worry Nigel, keep it up — the world loves a good winner and an extrovert!

Does anybody out there, anyone at all, actually think that the format of the British Championships in any class in 1981, has been anything less than a total disaster? If so I'm sure we would like to hear your views, because you will be in the minority! Because of the total bungling of the RAC Kart Committee, the British Championships have certainly lost a lot of their impact — a great shame for the new recruits . . .

But don't just sit back and winge about this and the various other bungs of the RAC — this year do something about it! The RAC Open Day is on Wednesday, August 12th. Make a note in your diary now, go there and have your say. You don't even have to be a licence holder to attend — it's an "Open" day. If the RAC are besieged by people all of one voice,



I KNOW IT'S AN OPEN DAY, BUT SURELY WE'RE NOT GOING TO LET ANYONE IN, EVEN DRIVERS?

even they might be persuaded to try a little harder in the future . . .

The new British Team Manager, Tony Temple rang me up after the European Team Championships at Biesheim justifiably elated that Britain had once more taken the title. As I have said before, it just goes to show what strength of driving talent the U.K. has in depth, because although other countries can sport individual quick men, they just cannot match our overall quality.

What is worrying me is what will happen at the World Championships at Parma as the CIK have now definitely confirmed in their wisdom that the Champs are to be 135cc. Many are forecasting, even hoping the event will be, a flop. Personally I hope not, if only for the fact that I don't want to trudge all the way to Italy for a non event. It rather looks as if the European Individual Championships, which will be over by the time you read this, could be the real World Championships this year. Let us hope that as 135s are now a "fait accompli", enough drivers from enough countries will have sufficient resources to set themselves up with enough reliable equipment to make the 1981 Championship a proper, exciting World Championship status event.

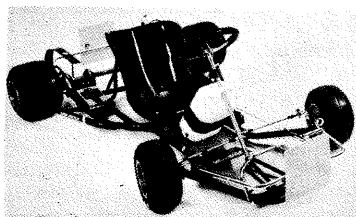
Actually, the 1981 World Championships have already cost me money, because when I heard they were to be held at Jesolo, as originally scheduled, I booked up a 2 week holiday to coincide with the dates. Of course I'm a twit, because dealing with Italians every day, I should know how highly unlikely anything they organise is liable to actually come to fruition! But somehow I don't think it very likely that Mr. Grana is liable to reimburse me for my lost deposit!!

On the approach to Rye House the other month in my BMW 323 i, in which I wasn't hanging about, I was overtaken by an extremely enthusiastically driven Talbot Sunbeam Ti. Bloody cheek!! As I followed the car into Rye House I realised that it was being driven by none other than John Weatherley, brother of Richard, ex British Team member, and reckoned in his day to be one of the very best kart drivers in the U.K. After a period in which he has established himself as one of the better U.K. rally drivers, John has suffered the usual financial problems and is having to retire. It seems certain now that he will be coming back into karting in the National class, in which he particularly excelled, and I reckon he will definitely and quickly establish himself as one of the "men to beat". Rallying's loss is karting's gain, and I welcome with open arms any "born again" karters, though just how John will manage to pack all his length into a kart baffles me . . . Still, he did it once before without major surgery, so I suppose he can manage it again. Welcome back!!

One last parting note, this time regarding Silverstone. Due once again to the idiocy of the RAC and the bloody-mindedness of Rye House, the 100cc International Championships this year clash with Silverstone. You may be surprised to learn that I will be missing the International Champs, preferring the more convivial atmosphere of Silverstone. However, I happen to know that there will be a lot of very important people present at Silverstone, important in that they will be there to assess the situation with regard to possible sponsorship. So what I say to all competitors, is do try that bit harder to look good for Silverstone. If you are thinking about changing your grotty old leathers or brightening up your outfit, do it now. People might say that sponsorship is bad for karting, I disagree totally. It could really put kart racing on the map.

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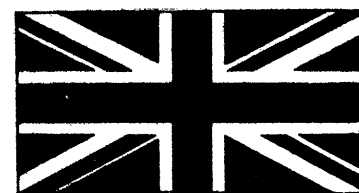
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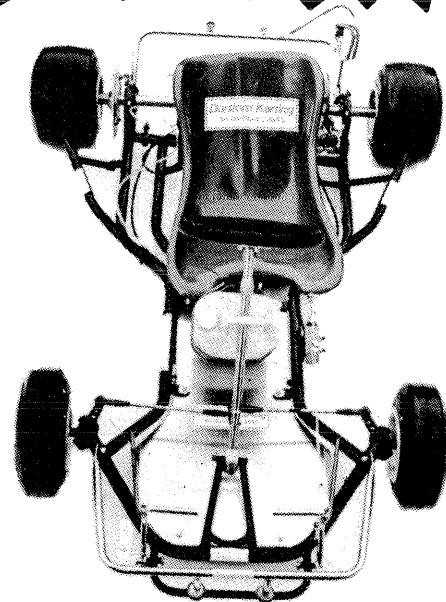
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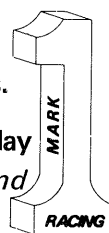
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Inner tube valve key	45p
Engine tuning degree wheels	£14.50
NGK Spark Plug resistor cover	65p
Katpro Brake Pads	£5.00
Petrol Filters	£1.00
Loctite	£1.50
Stub Axle Spacers	20p
210 Electronic Motoplat, rev. Counter with coil	£50.00
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Special tyre securing kit for Superkarts, set of 4	£11.30
'O' rings for above	15p
Valves for above (short or long)	25p
Rear wheel inner or outer half 4" (100)mm	£2.32
Rear wheel outer half 3" (75mm)	£2.15
Rear wheel inner half 2" (50mm)	£2.15
Front wheel inner or outer half less bearings	£2.50
Front wheel inner or outer half with bearings	£3.30
Front wheel inner half, 125cc, 210cc, 250cc	£2.15
Front wheel outer half, 125cc, 210cc, 250cc	£2.15
Front wheel bearings, 13, 15, 17mm and 3/4"	£1.20 + £1.50
Securing nuts and bolts for wheel halves	12p

The rather plaintive letter from Jack Angus published elsewhere in these pages, concerning what he regards as the numbered days of 250 International as we know it, cannot go without comment in this column. He expresses the view that either those who control the class or those who bring pressure to bear in an effort to benefit their own ends are responsible for the gradual drop in entries. Sponsorship, tyres, aerodynamics, paid mechanics, less emphasis on driving skill, lack of sportsmanship and so on all come into the firing line, and he concludes that "like the dinosaurs they may soon become extinct"...

To start on a light note, I would like to place the much maligned dinosaur in its true place in natural history. The dinosaur was the dominant land animal that roamed the surface of the earth for something like 160 million years - a "trifle" longer than homo sapiens are likely to do if their present behaviour pattern is anything to go by! That little snippet of totally irrelevant information dealt with, on to Jack Angus' letter. Nothing I am about to say is in any way meant to be other than a viewpoint, in most cases differing from that expressed in the letter! In no way do I wish to insult Jack's standpoint. His observations of the state of the class are by and large correct, but the reasons he states for it being that way are very far from what I think is the true case.

Firstly, why was the World Cup sat out by more people than before? In a nutshell, the support it received was pretty good considering the state of the country and indeed the world. Some national status rallies are down by over 50% on previous years - compared with that, we are doing amazingly well. The most noticeable absentee came not from the middle of the pack men, but from the front of the field - even potential winners, who quite simply don't consider short circuit racing part of their calendar any longer, regardless of the status of the event, this being clearly illustrated by the fact that there were only 2 or 3 Rotax powered British entries, whilst there are now 20 or more at a good fast circuit meeting. It is nobody's fault therefore that support for the World Cup was down on top talent participation - it's just a trend. It was won by a sponsored driver and a sponsored driver came third. The rest by and large were honest to goodness amateurs, Martin Poole being a veteran example. As for the choice of tyres being available - wet, dry or intermediate - ten years ago we had Goodyears, Carlises (which were a softer slick) and either hand cut or Dunlop treaded tyres. In that ten year period, a loaf of bread has increased by slightly over 300%, a pint of beer by nearly 400%, car tyres by 300% and kart tyres on average 225%, even allowing for the most exotic. Once again, considering the times, we in karting haven't come off badly. It is the amount of money in wage packets, the catastrophic unemployment - world wide - and the devastating amount of businesses that have closed their doors (an economic fact of life Mr. Angus) that have contributed so much to the number of competitors or ex competitors who have said, "that's enough, I cannot afford it any longer."

The presence of outside sponsors has not escalated the cost - top drivers have always been assisted by both engine tuners and chassis manufacturers since the early sixties, probably to a greater extent then in terms of numbers than they are now. The outside sponsors have added to the colour and glamour, if you like, of fast circuit racing. Hines didn't force Hermetite into the sport, or Duckhams for that matter - he presented an attractive proposition to them. Without colourful bodywork and wings there would be nowhere to put the sponsor's name. Zips didn't invent that but the RAC were agreeable to the introduction, to help create the

"Superkart" image - firstly nose cones and wings, and later, enveloping bodies.

This together with the more specific requirements of engine tuning has contributed to a fast circuit elite, specialising on motor racing circuits with their mini racing machines, and not wishing to turn them back into "go-karts" for the occasional short circuit outing at which they can run a greater risk of chassis damage and an equal chance of an engine mishap. The fact that the Superkart has developed into something unrecognisable, or as Jack Angus put it divorced, from the original concept, must be regarded as a positive spin off from karting - a plus point not a minus. From a spectator point of view there is of course no comparison as to which presents the most watchable spectacle - hence the interest of sponsors.



Mark and Martin Hines were a bit touchy when they first read the letter from Jack Angus. In my opinion they have no need to feel singled out for criticism. In fifteen or so years they have come from a poky little shop in Finchley and the manufacture of racing cycle frames, to where they are today - having succeeded against the same factors - sometimes more factors!!!! - where others have failed miserably. As a result they are surrounded by many envious green-eyed 'done-nothings' and constantly opposed, victimised, and even persecuted by a number of paranoid "gentlemen" (using the term loosely) bent on their downfall by

Who first tried wings (small ones!) on a 250? Silverstone 1968...



whatever means they can dream up, regardless of the effect on the rest of the sport. A few examples: when road-based (i.e. pre-chrome bore TD3) Yamahas and Suzukis had displaced the Bultaco and Montesa, and the Zip team sometimes had a margin of 2-3 seconds a lap superiority, it was reckoned by the longer serving RAC Committee members that something had to be done as these motors used to cost getting on for £1,000 tuned. So the pukka, pure racing engine was introduced for the first time, in the form of the TD3! What a brilliant remedy(?)!! Zips (and Kerkhoven for that matter) got it right straight away and continued to win. They were the experts, and Suzuki engines became scrap overnight. The engines (tuned) cost about the same as before, the running costs nearly doubled (thanks to the chrome bore) and the whole class suffered. Last year, the double engine saga took place in an unsuccessful attempt to stop Zips domination. Everything was tried to get this in, but it was successfully countered by the fast circuit Championship that Motoring News and Zips arranged, excluding them. The opposition to double engines was wilfully misrepresented - no change was wanted by the majority of people affected at all. If any change was to occur, all that was desired was watercooling for the existing engine. And what did we get? - a complete change, weeks after the rules should have been finalised, and a new motor - the Rotax - had to be contended with! Once again, the experts got their act together first, and all but a few of the top men felt obliged to follow. Now some of them have caught up, with only Fish, Elmore and Heerey showing any hope for Yamaha users.

What the Bird Brains of Belgrave Square seemed to be unaware of is that whatever formula they devise, the same people with the greatest expertise will always come out on top. No formula will ever be arrived at to favour A. N. Other, where motors and a certain amount of tyre and chassis technology is concerned. A hard fact of life, Mr. Angus. Before Christmas, Zips had a partly built double engined TVM Yamaha, a watercooled 250 Yamaha, and a Rotax chassis all nearing completion for evaluation, before deciding on which set up to develop. Not many people can compete with that, but equally you cannot legislate against it - cry into your beer if you like! What the Hines "knockers" seem to forget, is that they were one of the first concerns (as well as J. J. Blows) to mass produce specialist kart chassis components which were available to all manufacturers and together these two concerns kept the cost of karting down. Very realistic trade discounts were offered (deliveries were at one time a joke though!), and many smaller businesses were built up around this source of supply. They weren't necessarily always the best, but they were usually quite adequate for the job, and cheap. They did a lot to keep the cost down, not increase it. No manufacturer in this country has put more back into the sport, and yet received more misdirected abuse from the small-minded failures of the world of karting. (I should get a medal for that - it is true though, whether you like it or not...)

The cost spiral, Mr. Angus, is a combination of inflation and constant, frequently unnecessary, rule changes, not very often as a result of outside pressure, but brought about by a load of self important "stuffed shirts" that rarely go near more than one or two fast circuit meetings a year, and when they do are far too grand to talk to a mere driver paying for his own karting. You won't believe this, but I have sat on that Committee and heard an ex-Chairman say "they like spending their money"!! - though the subject under discussion in all fairness was

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Heat action, as Needham leads Gravett and Fullerton — who'll try anything to get past!...

might feel that his time hadn't been wasted — but if only he had had a chance to have a real go at Terry...

Into lap two and Terry still led — just — from an impressive Leach and Mellish, then Needham, Brown, Homewood, Ward, Grice, Herbert, Jackson, Gravett and the rest all nose-to-tail. Down to the end of the straight and suddenly there was a flurry of activity which left Paul Jackson and Richard Smyth out of it. Chris Needham moved ahead of Dave Mellish and at the same time Ricky Grice managed to scrape by Martin Homewood and Gary Ward. Fullerton started to ease away from Leach as Martin started to try harder and harder to stay with him, making a few minor mistakes in the process that simply served to open the gap wider. Even so, both of them were pulling clear of the rest. Needham, Mellish, Grice, Brown and Homewood were all very close together until Jackie left his braking too late by far in trying to keep Martin Homewood behind him and took to the scenery. Gary Ward and John Gravett came next, with a safe gap behind them.

Third place battle — Needham, Grice (16), Mellish (9) and Homewood (45) were nose-to-tail for several laps.

Ricky Grice took Mellish and then set about Needham in a determined fashion until, managing to get nearly alongside as they crossed the start line he took a great leap in his seat to urge his kart forward, just succeeding in getting the line onto the straight. Pushed off line, Chris Needham sorted the muddle out to find both Mellish and Homewood accelerating past him down the straight. Suddenly Ricky found himself running second as Martin Leach's race terminated noisily with bits of con rod mangling the inside of his engine. Homewood scrambled inside Mellish at the hairpin only to find Dave coming back at him as they left the corner, both of them running side by side towards the wall bend until Dave lifted slightly rather than risk hitting the wall or Martin, but then this proved to be a lucky break as Martin tripped over a lapped Richard Lee going into the next right hander, spinning into instant retirement. At the same moment Nigel Smith, Richard Tapper and Richard Weatherley all got very mixed up by the wall exit, allowing Paul Fletcher to suddenly appear in the picture in this extraordinary race. Both Doug Spencer and Marc Donaldson had also got mixed up in this same schemozzle.

This left Terry in an untroubled lead from Grice and Mellish. Then Biff Harris got in on the act to take Dave for third. Behind them Chris Needham was still running strongly but being closed on by Gary Ward who had succeed-

in his bid to get past John Gravett. Mellish wasn't letting Harris go though, and hung grimly on, fighting every inch of the way.

It was at this point that I was very nearly forced to lose all interest in the proceedings. Standing, minding my own business on the infield by the start line, I looked up to find Ricky Grice charging directly at me across the grass having been forced to avoid a spinning Mike Little just after the wall! Rick was as near out of control as I've seen anyone, but he did find himself heading neatly for the only available gap in the barrier of tyre markers — where I happened to be standing... A quick leap to safety opened the door for him and he rejoined just after the start line in front of a surprised Terry Fullerton, to let Terry by down the straight. Thinking he must be disqualified for missing out such a large section of the track, Rick circulated for a few more laps and then just pulled into the pits, much to Dave Lane's frustration as there was nothing wrong with the kart at all!...

In all this excitement I hardly noticed Biff Harris's motor seizing at the end of the straight to leave Dave Mellish a very safe second from Chris Needham, who now had Gary Ward to worry about. Chris was next to go at the same place as Biff, and this apparently left Gary well placed ahead of Gravett. But by now, Alan Gates, after a dogged and successful avoidance of all the incidents in his progress up the order, had moved up to challenge John and move past him into fourth place to close up on Gary.

Alan really was piling on the pressure at this point, putting in several laps of around 33.0 seconds and this took him past Ward into a magnificent third place. This is how they finished. Ward and Gravett followed Alan home, then amazingly Paul Fletcher took sixth having come from the 'B' final!

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

Championship Points: Lane 165, Gates 162, Gravett 155, Grice 137, Mellish 112

I enjoy Wombwell and I am sure this is shared by everyone else who went there. The racing is always very good indeed, though usually incident packed as well — but then this is all part of the fascination of racing. The longer races of the Green Man and Kart & Superkart Series set both of them apart from the regular Club scene, and this does seem very popular amongst the competitors. Next round of the Green Man is at Clay Pigeon on the 9th August. Be there!



continued...

being caught by Hugh Dunne. The Moynihah/Foster battle came to a head at the far hairpin which allowed Jeremy and Hugh to swoop past as they got going again. This left Nick running easily in the lead, Brogan and Bailey still locked in battle behind him, then Simon Howarth, Nick Harvey (who had driven very well to come from the back of the grid) and Ian Smith running 4th, 5th and 6th.

With the starter just about to show Nick the 'last lap' board it all suddenly looked like the end for him. Coming up to the line there was a frantic shriek of tyres as three back markers fell over each other. Nick braked sharply and somehow weaved successfully through the spinning karts to start his last lap while spectators' hearts got going again, and he completed it safely to take his first Junior National win and move firmly back into contention in the Championship. Steve Brogan held on to second place in spite of the efforts of Mark Bailey, while Simon Howarth, Nick Harvey and Ian Smith led Hugh Dunne across, Hugh having scrambled ahead of Jeremy Cotterill with scant yards of the race remaining.

1st Nick Crabtree ART/ART Hewland
2nd Steve Brogan Dart/Hewland
3rd Mark Bailey Sprint/Sirio

Championship Points: Brogan 183, Dunne 158, Cranmer 150, Bailey 143, Cotterill 138

The Junior Britain final promised to be a repeat of the Felton round, with Mark Beddall and Jason Plato on the front row, but this time they weren't going to have it all their own way. Enjoying some extra power, Jamie Kavanagh sat on row two with Simon Collins for company. Away from the start and Jason, Mark and Jamie headed for the pack, pulling about five yards clear of Graham Kershaw, but, after Collins and Piers Hunnisett had collected each other at the hairpin, Graham put on a spurt and closed up on the leading trio to make energetic attacks on Kavanagh. Further back Mark Handyside was holding off Martin Prior, then Steve Murphy, Robin Hooker, Mark Jennings, Darrell Beasley and Steve Key led the rest.

Plato still led, but he was very aware of the group chasing him. In fact this was slowing the whole group slightly, allowing Mark Handyside and Martin Prior to catch up to make six drivers going for the lead. Prior took Handyside



First corner of the Junior National final, and Cotterill shows Millward and Crabtree the way.

at the hairpin to move into fifth to get a first class view of Kershaw who was repeatedly rubbing his left front wheel on Kavanagh's right rear one in an effort to create a gap at the right hander after the wall.

Jamie was having none of it though and held his line, forcing Graham to back off. Then the position simplified itself as Mark Handyside made a bid to retake his 5th place at the end of the straight which resulted in both he and Martin Prior having to restart well down the order. By now Kevin Keith was beginning to make his presence felt and was climbing through a five kart group featuring Darrell Beasley, Mark Jennings, Steve Key, Kevin himself and Key's team mate Patrick Walsh, these drivers chasing a very good fight between Steve Murphy and Robin Hooker for 5th place. Mark Handyside next appeared, making up ground after his mistake.

Jason Plato still seemed to be in control of the situation, though Beddall and Kavanagh were giving him no peace at all, and it was very much to Jason's credit that he refused to be flustered. Keith made it to the front of his group, immediately breaking clear and catching Murphy and Hooker, passing them both a few laps later. At this point Graham Kershaw's efforts bore fruit, moving ahead of Jamie Kavanagh and then to try the same tactics on Mark Beddall that he had been attempting unsuccessfully with Jamie — diving for the inside after the wall. He really went in very deep, knocking Mark half sideways and sliding helplessly onto the grass himself to spin to a stop. Jamie steered neatly through and tried to take Mark as well but there simply wasn't room, so now there were three of them. This schemozzle

had allowed Jason to pull about three lengths clear but, within a lap or so, Mark and Jamie were right back with him again. While all this was happening Mark Handyside's race came to a very abrupt end as he got involved with a bit of barrier bashing approaching the wall, and his kart flipped dramatically. It looked frightening, but he escaped, to be administered to by St. John's Ambulance with copious elastoplast, otherwise okay, and still with that mischievous grin lurking as he described his exploits.

Suddenly the lead was down to a two-sided fight between Mark Beddall and Jamie Kavanagh as Plato's engine seized, but this didn't diminish the efforts of either of them. And so the race ran out with Mark taking the flag for a splendid win, but with a delighted Jamie just inches behind. Kevin Keith held third after an excellent effort, while Robin Hooker, Steve Murphy, Mark Jennings, a recovering Martin Prior, Darrell Beasley and Patrick Walsh followed them in.

1st Mark Beddall Reema/Arrow
2nd Jamie Kavanagh Mamba/ART Hewland
3rd Kevin Keith Kestrel/BPH Hewland

Championship Points: Prior 178, Beddall 161, Plato 142, Keith 136, Kavanagh 133

So to the main feature. On pole sat Terry Fullerton, unshaven as usual in his attempt to psych the opposition. Alongside him, Richard Weatherley was pulling out all the stops to try to stay with Terry by fitting a set of brand new tyres for the occasion, a decision he was rapidly to regret. Alan Gates and Dave Mellish filled row 2, Alan eyeing Terry's rear bumper thoughtfully, then Martin Leach, Chris Needham, Martin Homewood and John Herbert followed them out.

Away from the flag and through the first corner Terry led, but just behind him chaos nearly developed as Weatherley slid broadside on his new tyres, collecting a hapless Gates in the process. This knocked Weatherley straight again and he was able to continue, albeit well down the pack, but poor Gates could only sit there and watch the whole grid stream past before he could get out and restart, just as the tail enders were turning into the far hairpin. What followed was a fabulous display of clean and aggressive driving that was not only to net him third place overall, but the £100 Driver of the Day award as well. On reflection I think he

continued...

the incoming 125cc class not 250. Three other aspects worthy of consideration: a season of top competitiveness in 100 International is far more expensive. It is nothing for drivers to have upwards of 5 engines, boxes of carbs. and van loads of tyres — and complete spare karts. Secondly, the front running addicts are not the villains of the piece — they very often don't spend half as much money as the middle of the pack runners, trying everything they know to get to the front but failing due to lack of ability and technical know-how. Racing is a drug (quite a pleasant one) and people in karting do sometimes impoverish themselves just to "be there" — if you don't live, breathe, talk, and eat the all consuming desire, you won't achieve any level of success. But I can assure you that the world of motorcycle road racing accepts this state of affairs without the sour grapes that goes on in karting. As for Mr. Angus' suggestion that those who wish to race on motor racing circuits should do the job properly and go out and buy a Formula Ford, I suggest that he looks into the budget of an average Formula Ford competitor — and includes a couple of shunts into his equation! The very fact that many karters have opted to specialise in fast circuit racing has left the kart circuits free for those who wish to continue karting in the "traditional manner", as he puts it.

To conclude (at last!) this subject, it is an unavoidable fact that 250 International is not cheap (half the cost of the two wheeled equivalent though), but you cannot expect to obtain speeds of 140 mph for a few hundred pounds! Superkarting is now respectable and recognised at last. The one aspect that has escalated running costs to what I consider an unacceptable level, and Mr. Angus never mentions this, is chrome bores and the "throw away" syndrome that has followed. You can thank Bert Hesketh for that, for "shoe-horning" the TD3 into the class, which started the rot — the Japanese economy has never looked back since! It has actually taken away a lot of business from the ingenious and hard working porting artists in our own kart trade.

After nearly a decade, the long lasting and harmonious partnership between GBRD and ex 250 British Champion and GP winner Steve Styryn has come to an end. Steve's sponsorship

"Buzzer" enjoying a bit of fan contact...



August 1981



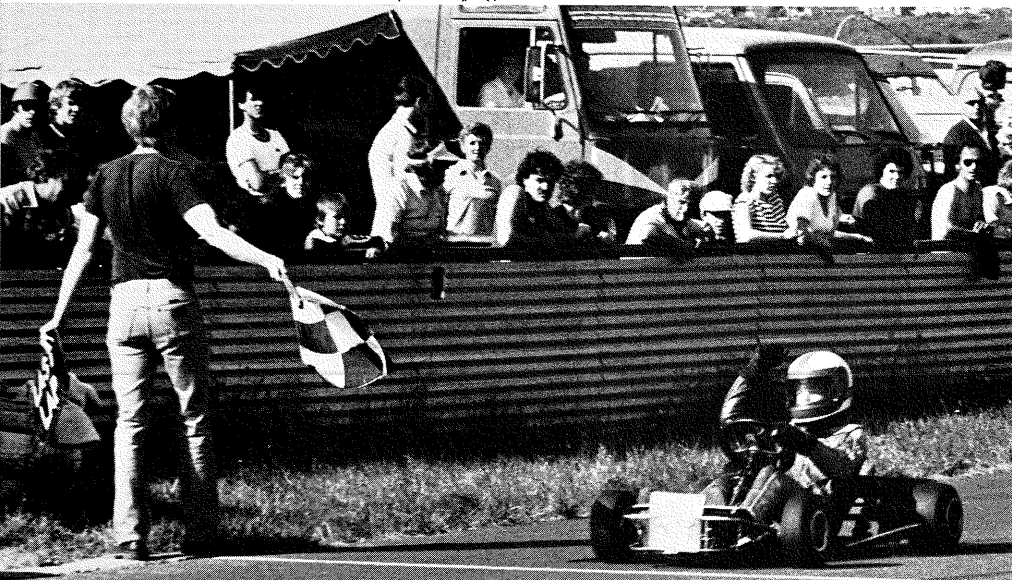
Two of the best scrappers in the business — alias Smith and Ball...

There was a time when clubs were warned of hosting big Internationals such as these, because they had to meet the cost of the travelling expenses of visiting CIK Officials from all the represented countries. So what is the secret of the Blackpool & Fylde Club obtaining the fixture — and what indeed is the attraction? And why should the Beccles Club always be given the cold shoulder without explanation? ... If the World of Sport TV coverage of the two races at Donington had been stage managed, it couldn't have provided a better pair of scrappers for the first race — Ball and Smith, hammer and tongs for the full seven laps. Barry Sheene watched the karting after the demonstration-type win on his new 500 GP Yamaha, and sounded quite impressed by the spectacle, though the adulation of the many fans around him took most of his attention! Seeing such a superstar giving so much good humoured chat to his fans of all ages and sex was a heart-warming sight. He seems a very down-to-earth sort of chap, who hasn't lost touch with what keeps a superstar popular — contact with his followers. The accompanying picture shows what I mean! Those whose karting memory goes back to John Morrel and Peter Burgess will remember that it was "Buzzer's" father Frank who prepared their ridiculously fast Bultacos in the late '60s.

Steve Elmore is coming back into 250 International in a Dino, entered and prepared by Ben Godfrey's Teign Valley Motorcycles, with an 'H' Yamaha. First time out will probably be the August Cadwell, failing that Silverstone. Ben Godfrey is confident he can give the Rotaxes a run for their money — another welcome variation to the class. Ben tells me that having been caught with an embarrassing number of TD3 barrels at the start of the year due to the last minute change to watercooling, he can supply barrels for less than £80 each, and is eager to dispose of them.

Though Calvin Fish has done only a handful of kart races this year, when he has appeared, he has always been a pace setter, with a remarkable amount of new found confidence. Roy Fish told me of an amusing incident a few days before Thruxton. They were testing a new engine in their FF2000 Van Diemen which blew on returning to the pits, Fish calmly announcing that the chain had broken! He obviously still "thinks karting" even when in his racer! ...

After avoiding a last lap back-marker inciaent, Crabtree acknowledges the chequered flag.



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GP81...

It's Grand Prix time again and the fourth Daily Express Hermetite British Kart Grand Prix is fast looming up. As usual the Grand Prix meeting occupies three days, starting with practice on Friday 21st August, qualifying heats on the Saturday, and the four Grands Prix on the Sunday.

So who are the favourites to take the sought-after 'GP' plates for 1981? Whilst the main Superkart Grand Prix looks wide open, the three supporting events have definite favourites! Given normal circumstances, Gary Deal (Zip/ TVM Yamaha) should dominate the 250 National event, though his regular No. 1 challenger Alan Collard (Barlotti/Montesa) could surprise. 125 National racing in 1981 has been dominated by the Zip/Merlin Rotax of Roy Wooldridge, his only defeat coming at the hands of Rochdale's Brian Hill (Zip/Andover Rotax). And until the last few weeks, the 210 National odds weighed heavily in John Newton's (Zip/APV) favour, but the recent return of Peter Haywood (Zip/Haywood Upton) produced a first time win which points to these two heading the inevitable slipstream battle...

But the Superkart Grand Prix odds are very even. Although the Hermetite Zip pairing of Martin Hines and Dave Buttigieg have dominated the first part of the season, and must thus start as favourites on paper, "the bunch" have been getting closer and closer. Indeed, Thruxton winner Nigel Smith (Stock-signs Zip), World Cup victor Reg Gange (Vingt-Trois Zip), and John Ball (Zip) must all be considered potential winners – all three, plus the Hermetite pair using the ubiquitous Rotax inline twin engine.

But what of the Yamaha's chances on a circuit that should suit it? AK Dino pairing Paul Elmore and Calvin Fish have recently shown race-winning pace, and if they can end a series of tyre problems will be a serious threat. Other main Yamaha-powered challenges will come from Brian Heerey and visiting American Joey Grubbs, both flying the WPT Zip flag, and DMA's Richard Dean, CTRP mounted.

Steve Stylin (Richard Grant Aero) is getting his Rotax act together, and, along with consistent British Championship leader Chris Lambden (LBF Zip/Rotax), Owen Jones (CTRP/ Rotax), or the spectacular Rae Davis (Car Colours Zip/Rotax) could be one of the dark horses that Silverstone tends to throw up...

Try picking an odds-on winner from that lot! Whatever happens, long circuit racing's big day looks set to provide the closest Grand Prix to date. Last year saw the first 110 mph lap average of the full G.P. circuit. Increases at other circuits this year point to the possibility of the 115 mph average. If you enjoy Superkart racing, you won't want to miss it!...

Centrespread – Artist Jeremy Huggins' impression of the leading teams and drivers expected to challenge for the Superkart Grand Prix title at the 1981 Daily Express Hermetite British Kart Grand Prix, makes a useful spectator guide...

With only two weeks separating Wombwell from the previous round at Felton, but with a lengthy gap before Clay Pigeon in August, the Green Man competitors all turned out again in force. Making a welcome reappearance was the 1980 RAC International Champion, Terry Fullerton, apparently having found himself a bit rusty at the European Team Championships, but making few errors here in taking a fine win. Mind you, he was given a stern run for his money in the heats. In addition, both Mickey Allen (entered but not appearing due to an apparent rationalisation in the TKM Team) and Alan Lane (suffering from a truly enormous accident during his first heat which kept him hospitalised for a couple of weeks afterwards) weren't racing in the finals. Gates and Leach also had their problems in spite of being fast and I think even Terry might agree that luck made his job even easier. . .

Wombwell on a sunny day is a good place to be if you like fast, spectacular, motor racing. I never tire of watching the most exciting corners in karting – the 'wall' and the following right hander – and it is here too that most of the incidents occur. The circuit owners have finally removed the old and decrepit 'grandstand' that Dave Evans did his best to demolish single handed last year, and this, coupled with some sensible replanning at the left hander at the start of the main straight, improved things still further. There seems to be a good deal of new building work in progress in the paddock so soon this will rival almost any venue in the country.

As last year, the rain came down to interrupt Saturday's practice session, but by Sunday morning everything was back to warm sunshine and a bone dry track. Some lively racing in the heats led to the start of the finals and first out were the Britain 'B' group, eventually won by Kevin Keith from Andrew Colson, Tarquin Cook and Paul Dukes, these four moving into the 'A' final.

The International 'B's featured Paul Fletcher – unusual for him, but obviously getting value out of his racing at his local track – but at the end of the race Mike Little took the flag, to be joined in the 'A' final by Doug Spencer, Paul, and a lucky Richard Tapper who benefitted from the misfortune of Simon Wright as Simon's engine seized when he could practically see the chequered flag waving!

To allow a bit of time for the recharged Junior Britain drivers to prepare themselves, it was the Junior Nationals who came out for their 'A' final first. Confidentially in pole position sat Jeremy Cotterill, flanked by a very determined looking Jonty Millward, while Nick Crabtree and Hugh Dunne waited behind them. An on-form Simon Howarth, Gary Moynihan, Miles Hall, Steve Brogan and the rest followed them out for the first rolling lap.

Out of the first corner shuffle and it was Cotterill, screaming down the fast straight ahead of Millward, Crabtree and Dunne, with Mark Bailey already through to 5th. Lap two and at the far hairpin Hugh Dunne tried unsuccessfully to outbrake Nick Crabtree, spinning to a halt to restart right at the back. This left Cotterill, Millward and Crabtree going for the lead tightly together, opening out a small gap to Mark Bailey, who now had Steve Brogan and



TF leads early challenger Martin Leach around Wombwell's famous wall.

Fullerton's GM

Fullerton makes a Green Man appearance and coasts home. Mellish takes second, while Gates recovers for a fighting third. Series leader Lane has a nasty shunt, and where is Mickey Allen? Junior wins to Crabtree (National) and Beddall (Britain).

Report: Peter Wardle

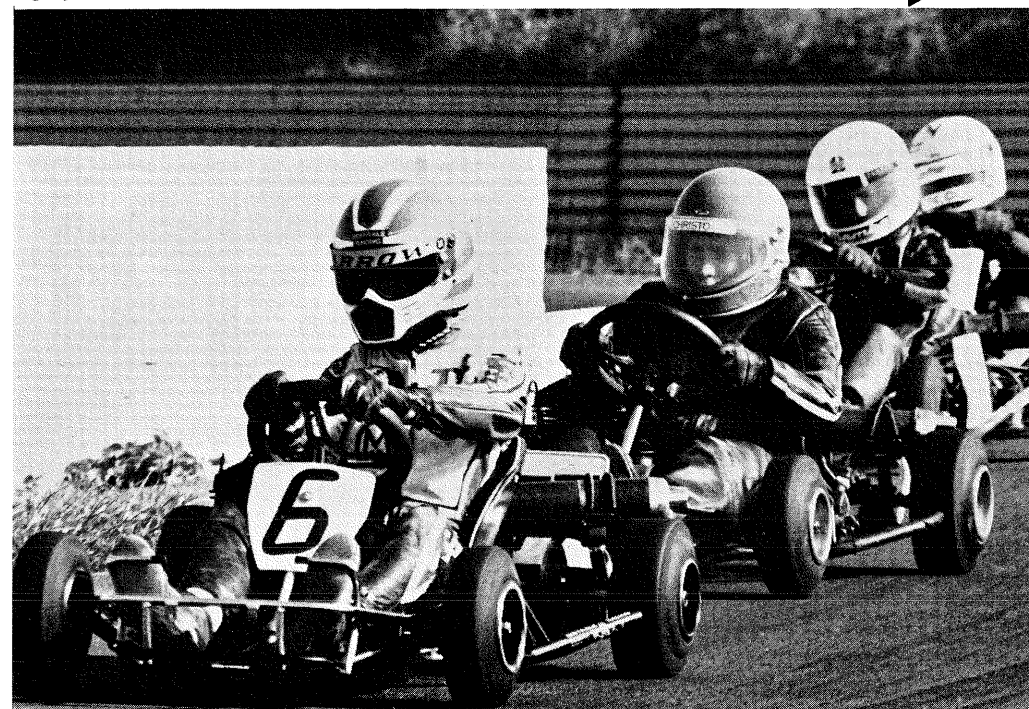
Gary Moynihan to contend with. A similar gap and then Simon Howarth, Phil Foster, Miles Hall and Lee Cranmer rushed past, Lee very aware of his tenuous Championship lead.

Cotterill was under fierce attack from Millward while Crabtree had prudently allowed a very small gap to open up as he was in no danger from Mark Bailey who was coming under increasing pressure from Brogan, successful a couple of laps later as Steve got past to take fourth. At last Jonty succeeded in scrambling past Jeremy to take the lead, but it only lasted about 150 yards as, working hard to pull clear, his motor seized as he tore past the wall and his race was over. Seeing his chance Nick closed

Junior Britain final action: Plato is shadowed by Beddall, Kavanagh and Kershaw in the opening laps.

immediately on Jeremy and, after only three more laps, he made it at the end of the straight. Talking to him afterwards he said that Jeremy seemed to be braking a bit early so he got alongside and simply waited for Jeremy to brake. As J.C. wasn't going to give in so easily, he left his own braking point well past the point of no return and disappeared off the track, rejoining in tenth place and leaving Nick clear in the lead.

This left Brogan second, still being pressed by Bailey who was putting up with Steve's blocking tactics and still trying to find a way past, then fourth and fifth, Moynihan and Foster were having a real battle all round the circuit. Halfway and suddenly Cranmer was in trouble, slowing dramatically to cruise round and let Cotterill through, Jeremy in turn now



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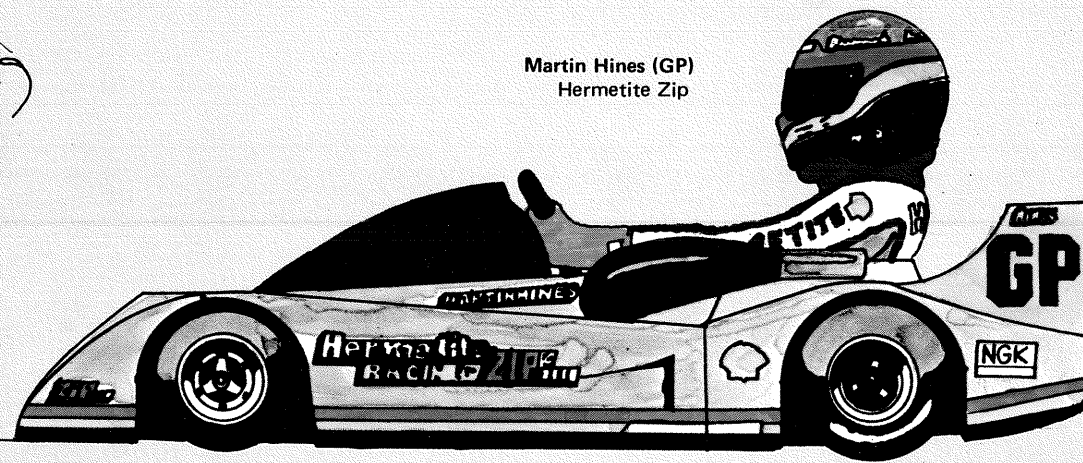
wish to thank
 Paul Elmore and Calvin Fish for all their help this
 season, and wish them the best of luck at the
 British Kart Grand Prix.

**2-6 Gourley Place, London N15
 Telephone: 01 800 8238**

KART AND SUPERKART



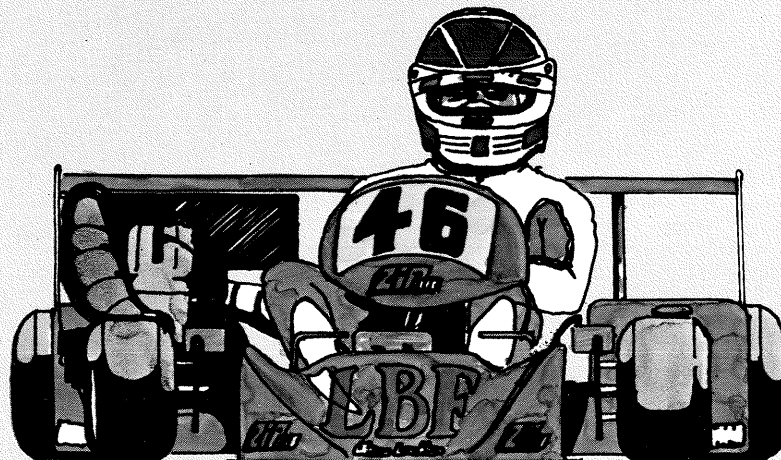
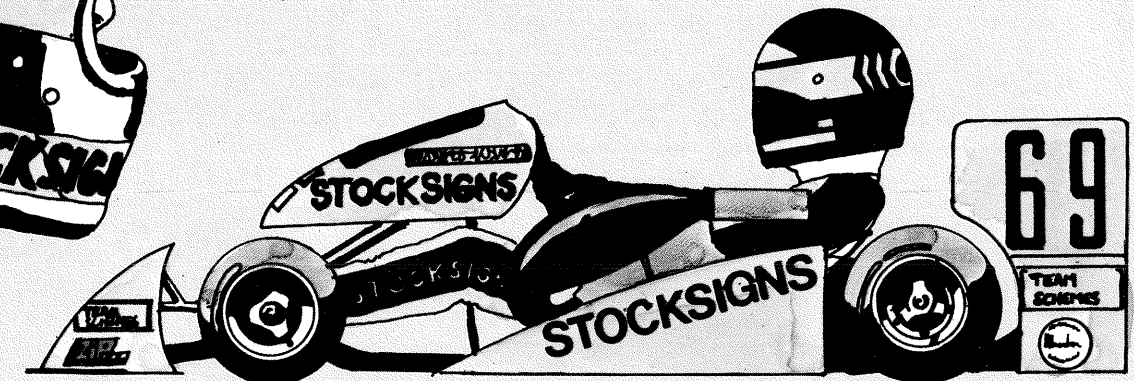
Dave Buttigieg (1)
Hermetite Zip



Martin Hines (GP)
Hermetite Zip



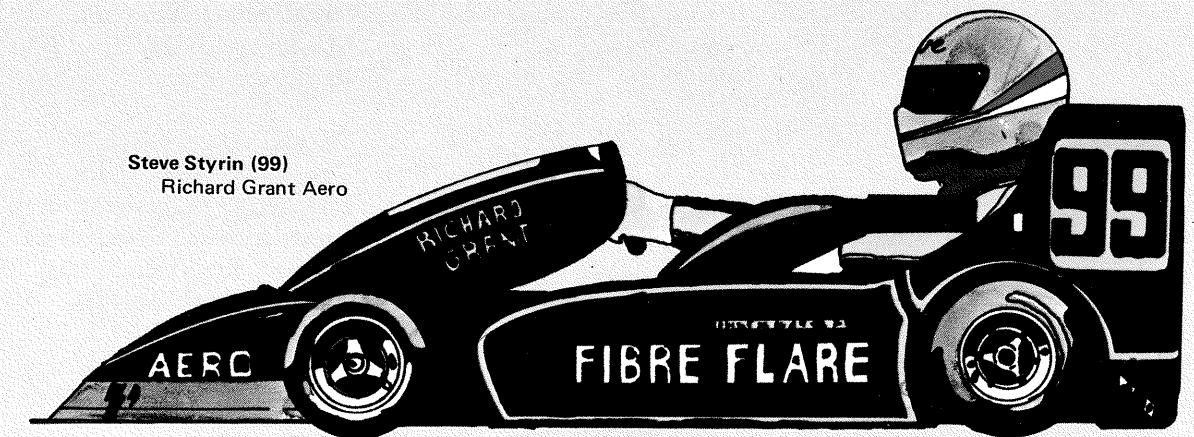
Nigel Smith (69)
Stocksigns Zip



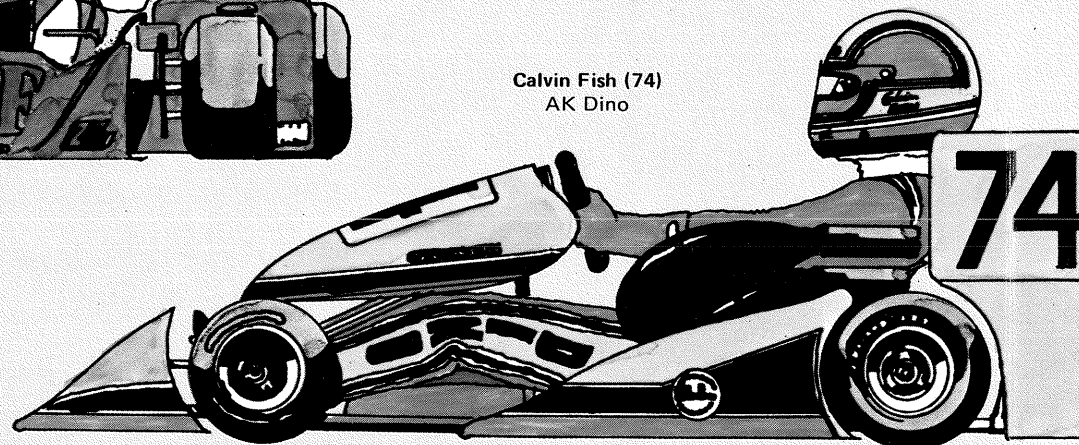
Chris Lambden (46)
LBF Zip



Reg Gange (0)
Vingt-Trois Zip



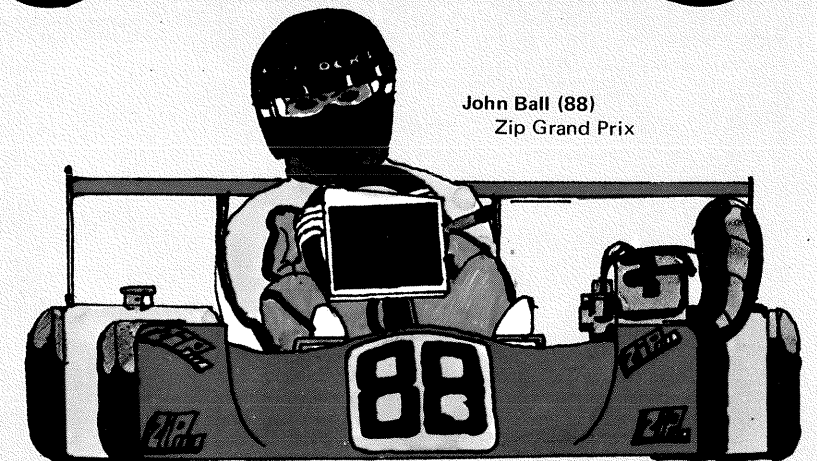
Steve Styrin (99)
Richard Grant Aero



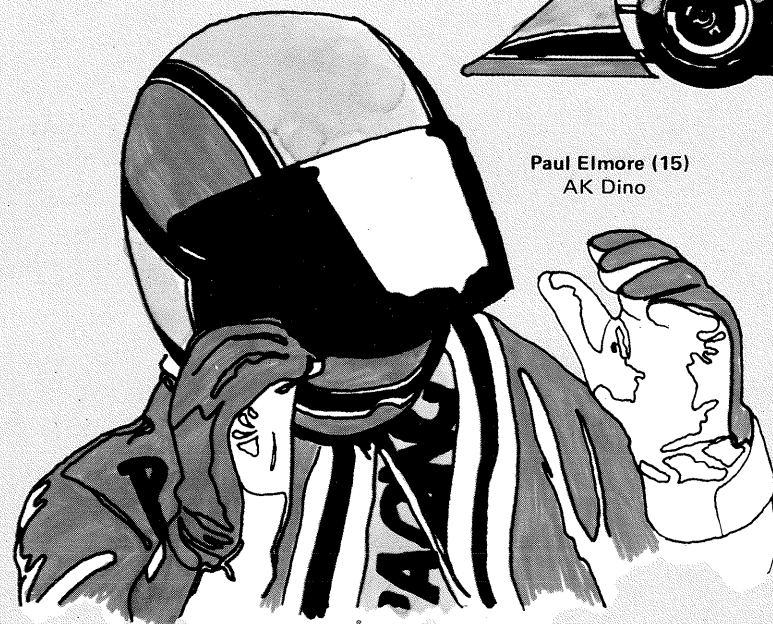
Calvin Fish (74)
AK Dino

PAST GP WINNERS

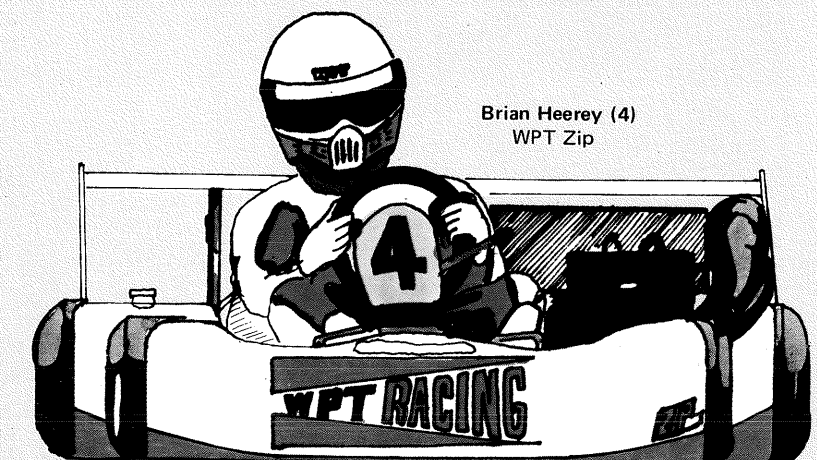
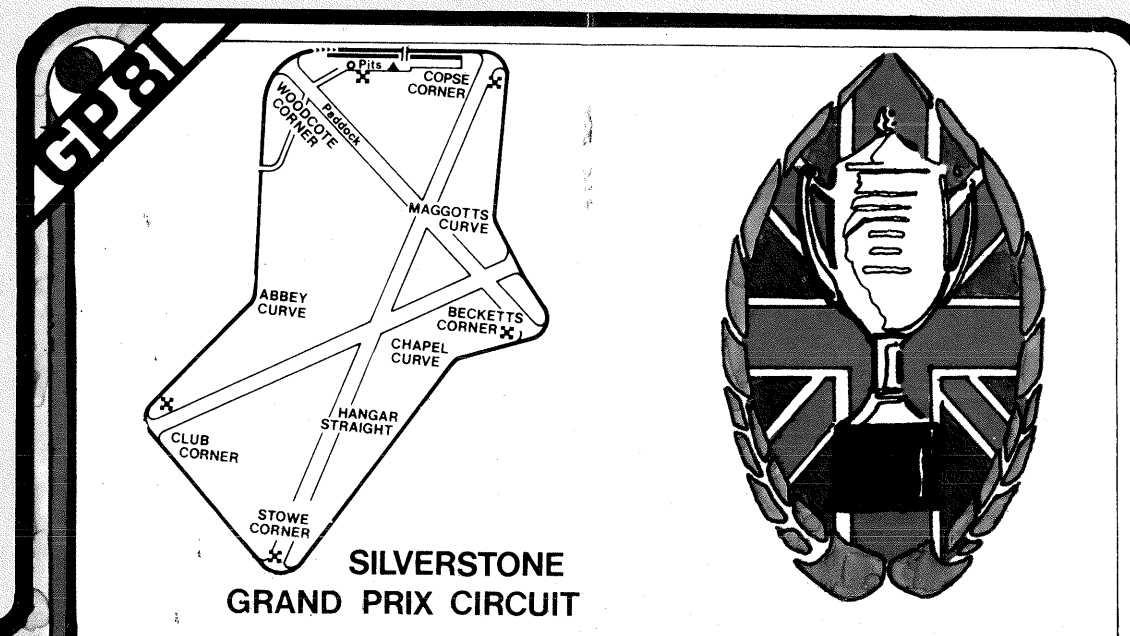
- 1978: Paul Elmore
Hermetite Zip
- 1979: Steve Styrin
GBRD Zip
- 1980: Martin Hines
Hermetite Zip



John Ball (88)
Zip Grand Prix



Paul Elmore (15)
AK Dino



Brian Heerey (4)
WPT Zip