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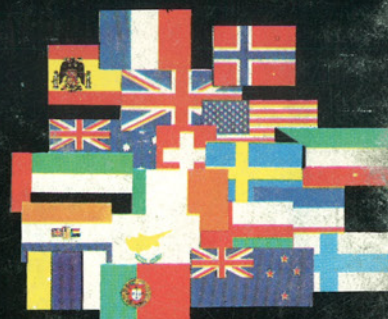


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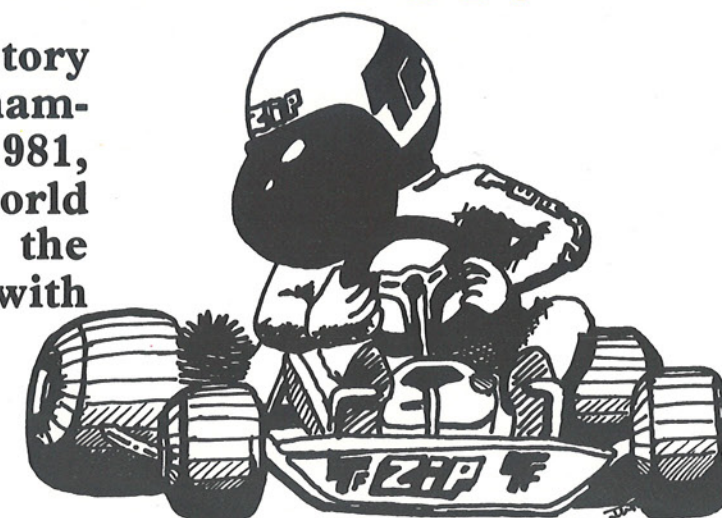
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It is a rare, but sad, occasion when our sport claims a life. It is doubly sad when that life was a happy and full one. It is a tragedy when the final outcome could possibly have been avoided. Martyn Merritt's death has cast a shadow over Superkart racing that will take some considerable time to lift. A full tribute to Martyn appears on page 4 of this issue, worded by Martin Hines, but I would like to add my own thoughts.

I didn't know Martyn exceptionally well, although we had bumped into each other (literally!) on the circuit a few times. Whatever the outcome of any of his races, whether a good result or some broken fibreglass, Martyn's make-up never seemed to change — never annoyed or angry, his attitude was one of competitiveness, always wanting to improve. Any-one who tried to pass Martyn must know just how competitive he was.

A description of Martyn as a 'jeweller' belies the fact that he was one of the wealthiest men in the sport. He could have raced virtually anything, but chose Superkarting, because he enjoyed the atmosphere and camaraderie of it. He preferred to be "one of the boys", and he was.

The accident itself, approaching the Mountain at Cadwell on the opening lap of the Superkart final, was not dissimilar to other incidents that take place from time to time, although it involved a reasonably heavy side-on impact into a retaining wall. At the local hospital, the obvious chest and hip injuries were diagnosed, but a severed artery, brought on by a movement of the spine wasn't. It was this that, a few hours later, caused Martyn's sudden death.

Reluctant as anyone is to criticise generally hard-pressed hospital staff, it does seem in this case that the diagnosis was tragically wrong. An inquiry is expected to be held.

Close friend, ally, and team mate Reg Gange was of course hit very heavily by the accident, and initially, with family in mind, contemplated retirement from the sport. However, most likely motivated by the thought that it is what he would have preferred, Martyn's wife Jackie has suggested that they keep the team going for another season. That at least is good news. One loss to the sport from such a tragedy is enough.

CHRIS LAMBDEN

FRONT COVER:

Two leading 100 National contenders: New British Champion Ian Ross-Johnson (TKM/TKM) leads current Kart & Superkart points leader Nigel Edwards (Zip/DAP) at Wombwell. The prestigious K&S Series concludes on September 13th at Tilbury. (Photo: R. Calvert)

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KART AND SUPERKART

Monthly

No. 33

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NEXT MONTH:*

SILVERSTONE — Full coverage
BRITISH CHAMPIONSHIPS
OULTON PARK
K&S ROUND 5

PUBLICATION DATE — OCTOBER 1st

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



Quiet Open Day . . .

The RAC Open Day took place as scheduled on 12th August, at Belgrave Square. Despite extra publicity given to the meeting this year, only a handful more managed to turn up — perhaps an indication that a week-day is really the wrong day for such an event to take place.

Kart Committee Chairman Michael Southcombe had formed the written questions into some sort of Agenda, which was strictly adhered to with an eye on the clock, in order that the meeting might end on time, enabling the Kart Committee to meet afterwards.

A combination of skilful Chairmanship and oratory by the Chairman kept most discussion to the point and deflated one or two possible "boiling point" topics. A brief summary of the points of general agreement to come from the meeting follows:

A rise in the Junior National age limit to 17 was recommended, with the proviso that a Junior could still "go up" at 16 if he wished.

A Sub-committee was deemed necessary to handle the more specialised aspects of safety etc. on long circuits.

them, when equated to those of other RAC motor sports. Because of the relatively large number of entries at kart meetings, a "sliding scale" of fees was recommended.

On the subject of finances, it was noted that the RAC MSA Ltd had, according to the published paperwork, made a trade surplus of £250,000, most of which had gone to the Government in tax! Surely this could have been better managed . . .

Tyres. Before discussion began, the Chairman stated that an evaluation of tyres for National/Britain classes had been completed, and that it would be discussed and decided in Committee that afternoon what changes would be made. In any case, tyres would in future be purchasable through any source open to the competitor, i.e. tyre coding would end.

And that was virtually it. Newcomers to the Open Day left a little disappointed that some of the "major" topics had been mulled over somewhat, but that now seems to be the regular procedure.

The over-riding message from Chairman Michael Southcombe was "yes, there have been a great number of mistakes this year, but trust me, trust us, it will be put right." Hopefully we will be able to agree in 12 months' time.

RAC News

Decisions taken at the August 12th meeting of the Kart Committee, some of which arose as the result of discussion of items raised at the Open Day, were:

CLASSES

a. Regulation S3.1.1 will be altered so as to allow those 100 Junior National Competitors currently prevented by the rule to move into 100 Britain, (i.e. those who have won an RAC Championship).

b. Junior Age Limits

Junior Britain — to remain as it is.
Junior National — to comply with the CIK age limits, i.e. for 1982 the class will be limited to those born between 1/1/65 and 31/12/68. However, a Competitor may change to Senior racing as soon as he has reached his 16th Birthday. Once he has made this change, he may not race again as a Junior in this country.

CHAMPIONSHIPS

It is confirmed that all the Short Circuit RAC Championships for 1982 will be single rounds and as a result of applications received the Championships have been allocated as follows, subject to confirmation by the Clubs concerned:—

Short Circuit Gearbox
20th June — Shenington

100cc National
27th June — Little Rissington

100cc Britain
18th July — Clay Pigeon

Junior Britain
1st August — Felton

100cc International & Junior National
22nd August — Wombwell

Long Circuit Championship

Dates and venues have still to be fixed. However, two matters concerning these were settled. For multi-round Championship the rounds to count will be as follows:—

1 — 3 rounds	All rounds to count
4 — 6 rounds	Total rounds less one
7 — 10 rounds	Total rounds less two

Points scoring will be for the first 6 places only, on a 9-6-4-3-2-1 basis. Ties to be resolved by the number of wins, then the number of second places etc. If it is still impossible to resolve a tie after even the 6th places have been considered, then the results from the rounds dropped will be considered.

CHASSIS & ENGINE PRICES

The maximum price which can be charged for Britain chassis from 1st January 1982 will be:—

In Kit form £350 (excluding VAT)
Assembled £385

Engines:—

Junior Britain & 100 Britain £255 (spares £380)
Junior Nat. & 100 National £290 (spares £430)
125 National £805
250 National £890

SIDE TANKS

It is confirmed that if side tanks are used, the maximum capacity will be 10 litres.

For 1982, it was decided that basically the 250 International Regulations would comply with the CIK Intercontinental E Regulations, but that the *British* 250 International Regulations (air cooled engines — as printed in the 1981 Year Book) would be retained and individual Organisers would be at liberty to run a separate class to these Regulations should they so desire in 1982. The British 250 International Regulations would be deleted at the end of the 1982 season.

Formula K 135cc. With the introduction of this Class by the CIK, Organisers would be at liberty to run races for this class should they so desire, provided that they comply strictly with the CIK Technical Regulations for the class, although engines not homologated by the CIK may be used in Britain.

There is a desperate need for Scrutineers. Anyone interested in taking on this kind of work, and having some basic mechanical knowledge should contact either their nearest Club or the RAC MSA Limited.

Although the results of an extensive tyre evaluation were presented to the Committee, no decision was reached on any changes to the restricted tyre lists.

In a Word . . .

The final round of the Lydden Hill Superkart and 210 Championships is on October 25th.

At this stage the points situation is:
250 International — M. Smith 49, N. Smith 40, P. Wall 37, T. Rodger 30, M. Jackson 30, A. Eastwood 28.
210 National — C. Spencer 36, B. Austin 32, W. Winkworth 32, M. Cooper 30, C. Ling 28.

CLUB SCENE

100 National

Heat one saw George Turner take the lead followed by Malcolm Clark and ex British Champion Ian Williams, but positions changed on lap three with Ian Williams moving into the lead and remaining there, followed by George Turner and Malcolm Clark.

Heat two and it was James Forsyth followed by Ian Davison and the G.E.P. man himself, George Price, who has just returned to racing after a few months lay-off for final exams, took over the lead on lap two only to go missing on lap four. Ian Williams moved up into the lead with Ian Davison second and James Forsyth third, all finishing in that order.

Heat three was a flag to flag runaway for Ian Williams with Willy Grieve second and Nigel Davison third.

Ian Williams was on pole for the final, a clean start and he steadily pulled out a nice clear lead which he held to the finish. A really great race with a full grid of twenty four. Nigel Davison held second spot for the twelve laps and third man Willy Grieve fought his way up from seventh position.

210 National

Heat one, twelve drivers on the grid and at the drop of the flag Andy Martin shot into the lead followed by Terry Ramshaw and Des Davi-

son. Andy Martin took the chequered flag with Des Davison second and Terry Ramshaw third.

Heat two was a flag to flag win for Andy Martin except for the first lap which went to second man Terry Ramshaw.

In heat three Andy Martin didn't make a clean getaway which let Des Davison away into the lead followed by Ramshaw and Andy Martin but by lap six Andy Martin was up front and stayed there to the end.

In the final Andy Martin was away, pulling away steadily from the rest of the field to a fine win followed by Terry Ramshaw and Des Davison.

250 International/125 National

Heat one and only four 250s and three 125s, a flag to flag win for Brian Reader followed by Nigel Young. Heats two and three were as heat one.

The 125s saw a return of two karters who had left the racing scene for a year or more, namely Gordon Brown ex 210 driver and Stewart Cruddas ex 250 driver. Cruddas won two heats and had a second, Brown won one heat and had two seconds.

The final was a flag to flag win for Brian Reader in the 250s and the same for Gordon Brown in the 125s.

S. Heslop

Results:

Junior Britain

1st	David Price	MM/G.E.P. T70
2nd	Duncan Charwell	Mamba/Arrow
3rd	Nicky Charwell	Mamba/Arrow

Junior National

1st	Mandy Roue	Premier/G.E.P. TKM
2nd	Neil Brayton	UFO/N.B.R. TKM
3rd	Ross McMorran	Birel/TKM

100 National

1st	Ian Williams	Premier/Arrow
2nd	Nigel Davison	Premier/Parilla
3rd	Willy Grieve	Premier/SS20

210 National

1st	Andy Martin	Blow/A.M. Villiers
2nd	Terry Ramshaw	Blow/Villiers
3rd	Des Davison	Zip/Villiers

125 National

1st	Gordon Brown	Zip/Rotax
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250 International

1st	Brian Reader	Barlotti/Yamaha
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FOR SALE — BRAND NEW DEAVIN Double Honda, Used only for demonstration. Rear wing, front fairing, all black. £1200. For details phone Bloxwich (0922) 405026.

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Kalendar

SEPTEMBER

6 **DONINGTON PARK** (Off Junction 24, M1) Donington Park 1981 Championship.

LITTLE RISSINGTON (Air Force base, nr. Stow-on-the-Wold) Mid-land Championships.

FELTON (8 miles north of Morpeth, on A1)

HEMSWELL (6 miles east of Gainsborough)

SNETTERTON (nr. Norwich) Short Circuit.

13 **TILBURY** (Dunlop Road) Final round, Kart & Superkart 100 National Championship, plus SAM 81 Britain series.

CLAY PIGEON (midway Yeovil/Dorchester on A37) South Western Championship.

KIMBOLTON (10 miles s.w. of Huntingdon)

ROWRAH (nr. Frizington, Cumbria).

CHASEWATER (Pleasure Park, Brownhills, off A5)

20 **PARMA** (Italy) World CHAMPIONSHIPS.

3 SISTERS (off Junction 25, M6) Final round, RAC Short Circuit Gearbox Champs.

SHENINGTON (8 miles from Banbury)

CULTS (Stranraer) Castrol Trophy (new circuit).

NUTHAMPSTEAD (on B1368 Cambridge/Ware Road).

ELLOUGH (2 miles south of Beccles, Suffolk).

27 **3 SISTERS** — Final round, Green Man Championships.

DUNKESWELL (5 miles from Honiton, Devon).

CRAIL — Enduro Meeting.

FULBECK (8 miles from Newark)

BLACKBUSHE (Airport — nr. Camberley).

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

OCTOBER

4 **CADWELL PARK** (On A153 between Horncastle and Louth) Autumn Championships.

drive from the B final held up to the pressure and he managed to stay ahead. Clive Bisp had tried everything and had to settle for fourth. Mark Allen was first to take the chequered flag having driven faultlessly, Steve Thornhill second and Ed Duckett third.

250 National

Jack Ayriess broke the lap record in the heats reducing it to 48.90 seconds. Ayriess, having won the heats was on pole, sharing the front row with Stuart Eason, John Ottrey and Alick Pittaway. First away was John Ottrey, close in pursuit were Pittaway, Eason and Peter Cottrell. By lap three the margin between the leaders was increasing and they were pulling away from the third place struggle between Peter Cottrell and Stuart Eason. Terry Clewes was now making every effort to pass Alan Mugglestone to take fifth. Stuart Eason was going well and piloted his machine to second, passing Alick Pittaway on lap six. John Ottrey had a well deserved win, good drives from Eason and Pittaway gave them second and third. The close race between Mugglestone and Clewes continued to the chequered flag with Mugglestone clinging on to take the fourth place trophy.

250 International

Pete Hammond and Rob Walsh were the only contenders for this class and they put on a spectacular driving display. Pete Hammond felt that Dave Buttigieg's lap record was in danger (46.51).

By the final the track was damp and really put lap records out of the question. Pete Hammond was on pole but it was Rob Walsh who took the lead. Pete and Rob were within a few tenths of the lap record throughout the race. Rob Walsh hung grimly onto the lead until two laps from the finish when he visibly started to slow. Pete Hammond went into the lead to win and Rob Walsh who had driven so superbly was forced to retire.

A very enjoyable day's racing for everyone. The standard of driving was markedly better than usual — maybe it's the summer weather! Many thanks to the competitors and their mechanics

Felton

Sunday August 2nd saw 66 drivers entered for a day's racing and the weather was red hot.

Junior Britain

Heat one saw Duncan Charwell take the lead followed by David Price and David Hillcoat and it looked like this was going to be the order of finishing but Novice driver Nicky Charwell moved into third position on lap six so at the flag it was Duncan Charwell, David Price and Nicky Charwell.

Heat two and from the start it was David Price in the lead followed by Duncan Charwell and again on lap six Nicky Charwell moved into third spot and that was the finishing order.

Heat three was a real battle between John Lister and Nicky Charwell with these two taking turns at leading and the two previous heat winners were trailing behind, David Price having left the track for some repair, the winner being John Lister with Nicky Charwell second.

What a great final with some really close racing for both spectators and drivers. The flag

and of course all the officials for contributing to a very memorable meeting. We look forward to seeing you all here again.

Maggie

Results:

Best Novice: Senior Britain
Peter Jackson Zip/Parilla

Junior Britain

1st Darrel Beasley Barlotti/Arrow
2nd Adrian Chapman Zip/Arrow
3rd Steven Bennett Zip/Arrow

Junior National

1st Paul Andrews ART/Parilla
2nd Darren Needham Zip/Arrow
3rd Charlie Brown Birel/TKM

Senior Britain

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

100 National — B Final

1st Martin Palmer Zip/TKM

100 National A

1st Ashley Browning Zip/TKM
2nd Dominic McGee BM/TKM
3rd Robert Owen Sprint/TKM

125 National

1st Keith Bisp Barlotti/Rotax
2nd John Cooke Barlotti/Rotax
3rd Alan Sorrenson Zip/Rotax

210 National — B Final

1st Ed Duckett Zip/Villiers

210 National — A

1st Mark Allen Dino/Villiers
2nd Steve Thornhill Barlotti/Villiers
3rd Ed Duckett Zip/Villiers

250 National

1st John Ottrey Barlotti/Bultaco
2nd Stuart Eason Zip/Yamaha
3rd Alick Pittaway Dale/Ossa

250 International

1st Pete Hammond Zip/Yamaha

went up and David Charwell went into the lead followed by brother Nicky and Keith Blackburn with David Price tucked in behind but by lap seven David Price had moved up to second spot and up into the lead on lap nine where he stayed until the flag. A fine win for David which must have pleased brother George — the tuning side of G.E.P. Tuning.

Junior National

Heat one from the flag was Alistair Stewart who took the lead followed by Mandy Roue and David Blackburn. On lap five Mandy moved into the lead and stayed there until the end.

Heat two was identical to the first with Alistair Stewart leading for four laps and on lap five Mandy Roue moved up to take the lead right up to the chequered flag.

Heat three was a flag to flag win for Mandy Roue.

For the final Mandy Roue was on pole and from the flag it was Mandy followed by Neil Brayton and Ross McMorran. The positions remained this way to the chequered flag, four fine wins for Mandy and once again using a G.E.P. tuned engine.

K&S Series Finale

The 1981 Kart & Superkart 100 National Championship comes to an end on September 13th, with the last round at Tilbury.

As usual, the chase is still wide open, and the country's leading 100 National drivers are still fighting it out for one of the list of mouth-watering prizes.

Zip 981 National chassis — courtesy Zip Kart.

Cobra National chassis — courtesy Sisley Karting.

Dino National chassis — courtesy A K Racing.

Hewland National engine — courtesy Hewland Engineering.

Complete engine tune — courtesy (Mick) Fullerton Racing.

Complete engine tune — courtesy Terry Fullerton Karts.

£100 JM goods voucher — courtesy John Mills.

£100 cash — courtesy Redhill Racing.

Golden Helmet + £100 — courtesy Pudney & Sims

Vinyl suit — courtesy Mistral Racing.

Helmet and 5 helmet bags — courtesy Startline Motors.

Premier Trophy — courtesy Wilson Racing Engines.

Mechanical brake system — courtesy CSK Products.

Action oil painting — courtesy "Auto Art"

Pair racing boots — courtesy Edward Lewis Ltd.

The prize-giving itself will take place at a sports club near the circuit, at which food and refreshments will be available. It will begin as soon after the meeting as practical.

The prize-giving venue is sponsored by Viscount Cycles, the company run by Club President Alan Johnson, which has won no less than three British titles this year in the pro-racing sphere and as we go to press is about to defend the World title won last year.

Don't miss the meeting — Tilbury is an exciting, spectacular venue for an important finale! . . .

The Dutch Domination Continues . . .

World Champion Peter De Bruyn took Toni Zoserl's European title off him at Horrem last month, adding even further to the continuing Dutch domination of international karting.

Beaten only once in the heats, by Italian Stefano Modena, de Bruyn won all three finals, sewing up the title with the second — only two count.

Ricky Grice (Lane/Parilla) looked likely to set the world alight as he put up fastest time, only to incur a two-tenths of a second noise penalty, moving him to second behind Modena. Two seconds and a sixth in the heats earned him grid six for the first final, but then things went awry. A jammed throttle sent him flying off the circuit, to finish last, and although he plugged away gamely in the two other races, the advantage was lost and he was finally classified 29th.

The only other U.K. finalist was Terry Fullerton (Zip/PCR), and that was only possible after winning the qualifying race, following a bad timed practice and heat problems. From there, things improved, Fullerton grittily picking his way through each final, until in the last, he arrived at the front to dispute the lead with de Bruyn, who by now had the title



Grice — fastest lap.

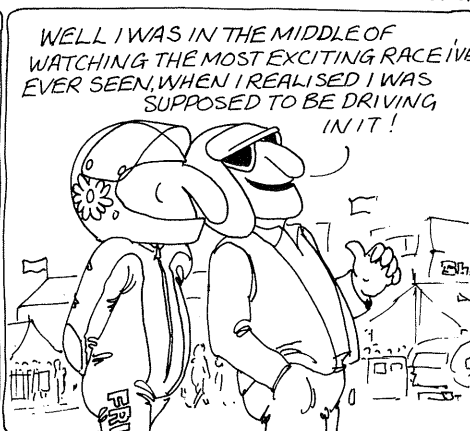
sewn up. Second in this final, along with eighth in the previous one was enough to classify Fullerton 6th overall — a good recovery from a disastrous start.

Of the rest, Alan Lane's back gave problems so he didn't race, Alan Gates just missed the final — being classified 33rd, and John Gravett, after a reasonable time trial, had terrible heats, ending up well down.

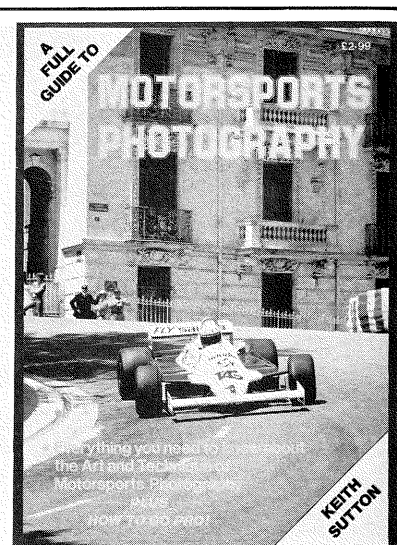
Second overall was the consistent perennial Lars Forsman, but a new name — Harley Jensen (Denmark) pushed his way into third.

1st	Peter de Bruyn	Techno/Parilla
2nd	Lars Forsman	Birel/Parilla
3rd	Harley Jensen	Mach 1/Yamaha
4th	Toni Zoserl	Birel/Parilla
5th	Michael Blanken	Mach 1/DAP
6th	Terry Fullerton	Zip/PCR

FRIGGIT



BY BARRY FOLEY



Of interest to some readers, after our photography article some months ago, will be "Motorsports Photography" an 80 page book on how to go about it. The book is of general interest, but with a small karting section.

It is now available, by mail order only, from Iconplan Ltd., P.O. Box 14, Yeovil, Somerset. Send £2.99 plus 40p packaging and posting per copy.

STOP PRESS

British Kart Grand Prix — Silverstone

1st	John Ball	Zip GP/Rotax
2nd	Rob Kerkhoven	RKR Zip/Rotax
3rd	Calvin Fish	AK Dino/Yamaha
4th	Reg Gange	V.T. Zip/Rotax
5th	Steve Styryn	Richard Grant
		Aero/Rotax
6th	Rae Davis	Car Colours Zip/Rotax

Class Wins:

125:	Steve Coward	Kilroe Helicopters
		Zip/Rotax
210:	Mike Gardiner	Zip/APV
250:	Mark Newby	Zip GP/Zip
		Yamaha

British Championships — Rye House

100 International:

1st	Alan Lane	Lane/Parilla
2nd	Alan Gates	TKM/TKM
3rd	Paul Knapfield	Sprint/Sirio

100 Junior National:

1st	Lee Cranmer	Cobra/Hewland
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OBITUARY:

MARTYN MERRITT

It is with very mixed emotions that I find myself writing this tribute to Martyn Merritt. The obvious emotion is one of great sadness and grief yet there is also a feeling of respect for a true competitor and a good friend.

Martyn started racing karts some 12 years ago in the 210cc Villiers class, where he was, as always, a great competitor — always with a great sense of humour to pull him through the disappointments. Yet he also had tremendous drive, a quality that had taken him through to the leading ranks of Superkarting over the last twelve months.

He would often reflect on his 4th place in the 1977 British Championship, in the 250 National class, as one of his better performances, but this year he was well and truly into Superkarting and his achievements indeed outshone those of his past. In just seven months, Martyn — through sheer determination, drive and self discipline — put himself firmly in the limelight as one of the rapid up-and-coming drivers in 250 International. Those same golden ingredients had manifested themselves in his day-to-day life, with the undoubted success of his jewellery business — Vingt Trois Bullion.

Off the track, Martyn was a great character — a warm, generous person to whom nothing was ever too much trouble. His enormous enthusiasm for the sport led to the formation this year of the Vingt-Trois team, taking Reg Gange under the sponsorship umbrella — providing Reg with the platform for his return to top, World Cup winning form again.

Martyn's tragic death comes at a time when the partnership with Gange was reaping its reward, with Martyn accomplishing more and more on the track. It has indeed robbed our sport of one of its true characters. Martyn's presence — on the track, in the pits,



and at social functions — will be missed by his many, many friends and fellow competitors for a long time to come.

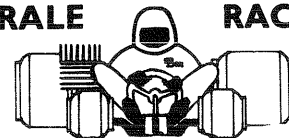
To his wife Jackie, his family, and to all his friends who remember him so affectionately, I offer my sincere condolences. Sunday, August the 2nd will be remembered as a day that karting was sadly deprived of one of its true assets in the form of Martyn Merritt.

MARTIN HINES

Martyn's recent form showed when he led the field in the early stages of the Donington TV race. (Photo: Rodger Calvert)



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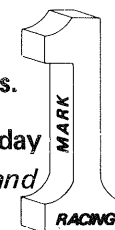
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CONGRATULATIONS!

Steve Brogan on winning the 5th round of the Junior Green Man Championships at Clay Pigeon.

Darren Needham on winning Junior National at Tilbury, 9th August.

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continued . . .

three Cook and Fraser ‘came in contact’ resulting in Cook nipping past Fraser as they went up the straight. Lap six and Cook had closed up on Gallant. By lap twelve a very aggressive Gallant was still in first spot when his arm shot up and his engine slowed right down. He could only shake his head despairingly as Cook shot away with a comfortable lead from Fraser. However the excitement mounted as Fraser closed up on Cook. On the last lap they came out of the left hander, Fraser pulled to the outside and again they “came in contact” but this time it was Fraser who came out in front as Cook slithered precariously along the grass verge, held on round Caravan Corner to finish second, with Keenan third and Rodger fourth.

Class 100 National
Colin Robson and Andy Buchan normally battling at the front, had mixed fortunes in the heats. Each won a heat and Ian Mowatt won the third. Pete Cartwright and Niall Smith were always well up as were George Bertrum and Sam Brown. As expected, old rivals Robson and Buchan sped off with Robson in the lead until lap two when Buchan took him by surprise. As they shot into the hairpin Buchan now led with Robson stuck to his tail. Leading the rest of the pack, weaving nose to tail came Cartwright, Smith, Mowatt, Brown and Douglas. A lap on and Brown took Mowatt. They held these positions to the last lap when an over exuberant Smith clipped a bale trying to get past Cartwright, allowing Brown an unexpected fourth place with Douglas fifth. Buchan took the chequered flag with Robson a very close second.

210 National
George Bett claimed two wins in the heats with Sandy Pratt taking the first heat. Also well up were Alistair Baillie, Russell Moir and Doug Taylor.
In the final Pratt took the lead but his glory was short lived as Bett nipped past on lap two. Behind came Moir, Taylor, Baillie and White. Baillie took Taylor as they sped up the straight and White did too as he tucked in behind Baillie. White and Baillie battled their way round the track with White taking Baillie and the latter cheekily snatching his place back on the small bus straight. Bett by this time had opened up a huge lead. Pratt in second spot had a comfortable lead from Moir. White meantime had Taylor to contend with until Taylor took him for fifth and that’s how they finished.

Overall Results:		
Junior Britain		
1st	Brian Ross	Zip/PP DAP
2nd	Brian Tewnion	Zip/DAP TKM
125 National		
1st	Sandy Taylor	Zip GP/TR Rotax
2nd	Granville Grubb	Zip GP/Rotax
3rd	Gavin Nicholson	Zip/Nicho Yamaha
Junior National		
1st	Brian Ewing	DAP/DAP
2nd	Alistair Allan	Zip/H/LD Arrow
250 International		
1st	Paul Cook	Zip GP/GBRD
		Yamaha
2nd	Bevan Fraser	Zip/Shadow
		Zip/Yamaha

100 National		
1st	Peter Cartwright	Zip/TKM SAG
2nd=	Colin Robson	TKM/TKM
	Andrew Buchan	Zip/Hewland
4th	Ian Mowatt	Zip/H/LD Arrow
210 National		
1st	George Bett	Barlotti/Bett Villiers
2nd	Sandy Pratt	SM Sprint/PH Upton

Shenington

19th July
The meeting was very well supported and the dry, overcast conditions obviously suited the engines as no fewer than five lap records were broken.

Junior Britain
A new lap record was established for the Junior Britains. Darrel Beasley reduced it in the heats and further reduced it in the final to 44.56. There were seventeen young men and one young lady competing in this class and we welcomed some newcomers. Darrel Beasley won both heats his only real opposition coming from Steven Filkin whose day however, was confounded by a series of problems. Simon Tallis had a most unfortunate accident in his first heat and was unable to compete in the final.

Darrel Beasley shot into the lead in the final and there he stayed without a challenger. The main interest in this race was created by Dene Roberts, Adrian Chapman, Steven Bennett and Russell Tyre. Adrian is improving every time out and finally finished second. Dene Roberts is rather inclined to be sideways which allowed Steven Bennett and Russell Tyre the opportunity to capitalise! Nevertheless he must have been pleased. A win for Darrel Beasley with Adrian Chapman second and Steven Bennett third.

Junior National
Paul Andrews won the heats. Darren Needham was alongside him on the front row for the final, but Paul went into the lead from the flag and drove a steady final and was first past the chequered flag. Darren Needham went well to take second and Charlie Brown put in another consistent drive to take third. Kevin Clarkson was in touch throughout and finished fourth. This must be Eric Symons’ final race on black plates, but he tried some agricultural driving when he went off the track at the Pits’ Bend. His kart was restarted although it looked like a mobile hay field! . . .

Senior Britain
Adrian Cotterill’s consistent driving in the heats put him on pole. The rain which had been threatening, began to fall quite heavily as the final started.

Ron Shone took the lead from the flag closely followed by Andrew Pallister, Eric Butler, Adrian Cotterill and Chris Ridge. The leading four drivers gradually pulled away from Ridge, while Andrew Pallister passed Ron Shone in the Pits’ Bend to take the lead. Adrian Cotterill was driving exceptionally well. He took third by passing Eric Butler on the bottom hairpin and on the next lap moved up to second passing Ron Shone in the Pits’ Bend. Eric Butler promoted himself to second. Adrian Cotterill’s fine drive was ended with a broken track rod on the last lap, but not before the furious pace of the racing gave Adrian the lap record – 45.49. The winner second time in a row was Andrew Pallister. Novice of the Day Award was presented to Peter Jackson who went particularly well in the heats but eased off

a little in the final in the very wet track conditions.

100 National
We had thirty three drivers in the 100 National class. The numbers involved meant we had a B final. Heat wins were notched up by Rob Owen, Dominic McGee and Derek Higgins.

McGee was on pole for the final, but it was Ashley Browning on grid two who was our first leader. By lap three Higgins was through into second, passing McGee in the top hairpin. One more lap and Derek had used similar tactics to take the lead from Ashley. Once in the lead, Higgins steadily left the very exciting race for second, between Browning, McGee and Stephen Wright. Bob Owen in fifth just could not catch the leading bunch, while behind him was Trevor Peck who has had several very good drives recently. Unfortunately Trevor retired on lap eight along with a disappointed Derek Higgins – Derek’s exhaust came adrift! Derek’s camp must have been moderately satisfied, having claimed a new lap record of 42.71, nearly two tenths quicker than Paul Wilkes’ record. The new race leader was Ashley Browning and the finishing order seemed unlikely to change. On the last lap Stephen Wright was very unlucky and got tangled with a back marker who had lost his kart in the bottom hairpin, which bent Stephen’s axle. He limped across the finish line and was later amazed to discover he had come sixth.

125 National
Keith Bisp was first and John Cooke second in both heats, so an interesting race was on the cards. Although a few spots of rain fell the track was dry. Ron Dee let them go and John Cooke eased into the lead, with Bisp on his tail. In third and fourth were Alan Sorrenson and Ray Robinson. The race leaders were evenly matched and were steadily pulling away from the rest of the field. Keith Bisp never let the pressure off John Cooke and his bid for the lead paid off in a manoeuvre in the bottom hairpin. Tony Wilkins was holding down a comfortable fifth place until lap six when Graham Holloway, who had come from way down the field, caught him. Holloway slipped neatly past Wilkins on the inside into the chicane. Keith Bisp was the winner and had the added satisfaction of breaking the lap record. It now stands at 49.13 seconds.

210 National
Again very well supported with thirty one entries. Mark Allen, the 210 record holder at Shenington, won the heats. We had a B final and Ed Duckett was the winner. From the starter’s flag Mark Allen dominated this race. Steve Thornhill and Colin Poole initially appeared evenly matched but Steve Thornhill in second place opened up a gap. Glen Clarke made a good start but was passed on lap two by Clive Bisp and then Ed Duckett. A fine race took place between Bisp and Duckett in which they passed and repassed. Finally, Duckett got through in the chicane and pulled away a few kart lengths. He got his head down and with three laps to go caught Steve Thornhill. A Novice driver split them up which momentarily took the pressure off Thornhill, who realised his danger and increased the pace.

Meanwhile Clive Bisp had re caught Ed Duckett! As they went past the lap scorers’ caravan they were side by side. We were all on our toes. In the chicane on the final lap, Bisp had third in his hands but Duckett’s inspired



Letters

Dear Sir,
I would like to sincerely thank all of Martyn’s karting friends who sent their respects, or who came in person to the funeral.

Never have I seen so many beautiful flowers. Martyn would have been overwhelmed to know he had so many good friends. Thank you all.

Jackie Merritt
London

Dear Sir,
Having just watched the coverage of the Hermite Masters on TV, thankful though I should be that the racing was shown at all, I feel I must point out some possible improvements that could be made in view of further televised events.

A big let down was that over 90% of the time only the leaders were being watched. This was fine when some sort of a battle was going on, but in the second heat when John Ball was out on his own, a lot of attention was being put on him. I am sure that further down the field there were more exciting battles being fought that could have captured the attention of the audience. (The same thing does, of course, happen in Formula 1 TV coverage. Why not show them how it should be done, and not fall into the same trap?)

Showing a driver a long way out in front must have been very off-putting to someone watching the sport for the first time. To capture the attention of an audience, excitement is needed. My understanding was that the grid was positioned in such a way that the faster runners started from the back of the grid so as to give closer races. The point of this seems to me to disappear when the camera does not focus on the faster runners.

How about having driver interviews? That way the audience could be more informed by expert views.

Well done anyway, Mr. Brittan, and all who took part. Let’s hope to see more televised karting in the future.

Neil Holmes
Mablethorpe, Lincs

Dear Sir,
Can I, through your column, thank all who competed at Paul Ricard, for a marvellous event and the way my son and I were treated. We were lucky enough to have planned our holidays to coincide with this “first time at Paul Ricard” and I am sure by the enthusiasm of the crowd, it will not be the last.

It was an eye opener to see the way the French behaved in the paddock! . . .

The courtesy huts were “pillaged” once they were opened – with whole families coming away clothed and well fed – sweat shirts, T shirts, zip-up jackets and hats were handed out by AVIA the oil people, and as much Ricard, Coke or whisky as you dare consume . . .

The event itself was great to watch from the many vantage points one could walk to – the best being on top of the four storey Admin. and apartment block situated over the pits.

The programme also included Formula Renault, F3, Sports Cars, Vintage, Renault 5 and non stop sunshine – and all for a fiver! – plus 1,000 miles . . .

The results made us proud to be BRITISH (when our Formula 1 boys don’t seem to be in the picture). Once again thanks all.

Paul & Rod Corbett
& Steve, RAF Bruggen

STRANRAER'S KARTERS SHOW THE WAY



STRANRAER Kart Racing Club inaugurated four of five finals at their new track, Culta, Castle Kennedy, on Sunday when the action was fast and furious. Over 1000 spectators turned out to watch the thrills and spills of karting on a beautiful track which recently cost £14,000 to surface. Local racers Duncan White, Tom Currie, Brian Smith, scored by Hayden Coulthard Twyns, and Fraser Barbour, sponsored by Stranraer Dairies, handled the visiting karters superbly to show the finish line in style. Only one injury marred the day when Trevor Lamont of Green-island aggravated an old spinal injury first received in a motor cycle accident. He was detained in the Garrick Hospital for home. Rob Logan, who is sponsored by Rosfield Motors and the "Wigtown Free Press," could not make it five out of five for the local club. Despite superb driving, Rob, who held the lap record until the second last lap of the day, was pipped by Irishman Des Graham who took the laurels in the 250 International, the formula one of karring. Rob drove enthusiastically and with great style in his heats to line up at the front of the grid for the final. Unfortunately, he blew the bottom end of his 250 winning his last heat and had to quickly install a replacement bottom end before the final. From the grid Rob got a flyer, taking the lead and pulling away from the field pursued by Des Graham, who has sponsorship from Colling's Auto Electrical of Glengormley, Northern Ireland. Des started to close up on the local former Scottish champion and just when he got too close for comfort a kart spun in front of Rob as he pulled out of the pits back for a fraction of a second and he put up the lap record of 26.3 seconds beating Rob on the 560-metre track. Duncan White was disqualified from one of his 100 National heats, but won everything else in sight. He seemed to be driving a kart twice the size of the rest of the field as he flew round the track, destroying all competition and final. Along with another five, Duncan, whose home town is Girvan, qualified from the B to take the back of the grid in the A final. Pushing right from the flag he made ninth place from the grid and started his charge through the very competitive field showing just how it should be done. Lap after lap, taking eighth, seventh, sixth, fifth, fourth, third and second positions, Duncan thrilled the crowd with his aggressive racing. Gordon Wilson from Hamilton was soon to lose his lead. Heading for the bends side by side Duncan shot away to a great win in what was the race of the day with even the back-markers in the large field fighting hard in their own duels. Winner of the 125 National was never in doubt as Brian Smith showed the way home every time, lapping faster than most of the 250 drivers in the heats. Only in his last heat of the day was Brian challenged when he showed all the skill of the game, slip-streaming Malcolm Meadows from Wigan through the last bend and shooting out to win by a wheel at the line. Brian took the lead at the start of the final and was never to lose it, keeping the Stranraer fans happy and always on song. Throughout the meeting, Fraser Barbour was the man to watch in 210 National, winning all his heats seemingly with ease. The final was no exception, Fraser leading from start to finish, increasing his lead every lap and lapping the back-markers in the final stages. Tom Currie dominated the junior final and had always been there on threeabouts in the heats. The youngsters are by no means slow and are very competitive in their racing. From the grid he was competing for first place, chasing driver Alisdair Stewart from Dumfries. Soon Tom was past and pulled out his lead to bring Stranraer's karters their first victory of the day. Marshals, scorers and officials of the Stranraer club kept the meeting in order and put on an impressive show for their first meeting. Big D and George Smith kept the crowds up to date with their commentaries. Next meeting on 20th September will no doubt be even more smoothly run and anyone given a taste on Sunday must be waiting with bated breath to return.

100 B National Final—1 Duncan White, 2 Louis Di Resta, 3 100 National A Final—1 Duncan White, 2 Gordon Wilson, 3 Percy Froudlock, 4 John Tickle, 5 Malcolm Stephen Blair, 6 Jim Forsyth, 7 9 Jim Johnston.

Junior National—1 Tom Currie, 2 William, 3 Nicholas Charnell, 4 Gary Jordan, 5 Lloyd Ross, 6 125 National—1 Brian Smith, 2 210 National—1 Fraser Barshaw, 2 Jim Lewis, 3 Terry Ram-Maider, 4 Keith Ferguson, 5 Alan Keanan, 6 250 International—1 Trevor Roberts, 2 Des Graham, 3 Rob Logan, 4 Gilbert Keenan.

Lap record—Des Graham 26.3 seconds, set during the final. **Best novice**—100 National Malcolm Proudlock.

Amid all the doom and gloom of recession-hit Great Britain, and the news that a number of kart tracks are closing down or under threat due to external pressures, the fact that a young Club has succeeded in opening a new circuit should come as good news to all karting enthusiasts.

Stranraer Kart Racing Club was formed in 1977 following a resurgence of interest in the sport in South West Scotland. The eventual aim of the Club was to have a local track of high enough standard to allow race meetings to be held.

It was a slow process but as a result of the efforts of the members the generosity of the people in the area and grants received from the Scottish Sports Council and Wigtown District Council, that track was finally laid in July, three weeks before the first race meeting scheduled for 9th August.

The track itself cost £14,000 to put down and at 560 metres is shorter than the Club would have liked. The surface is beautifully smooth and paddock area and other amenities

equal to any in Scotland. Situated four miles East of Stranraer just off the A75 Euro route, it is ideally placed for drivers from the North of England and Ireland as well as Scotland.

The first meeting, held in association with Castrol, relied heavily on the expertise of officials from other Clubs, who gave up their time willingly and must all have been delighted with the end result of their efforts – a truly memorable meeting.

Of course we must not forget the drivers who raced at this meeting. Their contribution may be measured by the following report which appeared in the local newspaper “Wigtownshire Free Press”. This report written by a local reporter with no previous experience of karting shows the impact the sport can have on the public when it is promoted with them in mind.

Dave Logan

(Further details on the Stranraer Club can be obtained from Dave at: 10 Baker's Dozen, Gatehouse-of-Fleet.)

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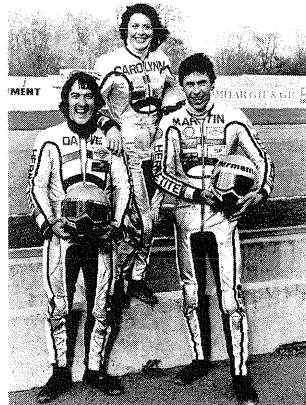


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Victory in the Junior Britain final went to a kerb-hopping Piers Hunnisett.

Stapley tried hard in second place but couldn't quite make a worthwhile reduction in David's lead so a win for David with Andrew second and Neil Wiltshire third.

National Novice

Heat wins for B. Scott, B. Hasler and G. Joy, so it was anyone's final. Hasler held the lead for most of the race, but lost it to B. Scott with two laps to go.

100 National B

A relatively quiet first heat won by P. Howard leading in T. Cato and J. Yeomans. Another good run for Howard when he won heat two from Rod Townsend. More like the Tilbury B group in heat three when half the field were involved in a glorious tangle on the first lap. This gave Rod Townsend and P. Anderson the chance to get clean away to take first and second place. A better start in the final saw Howard take the lead but then come off after two laps leaving T. Cato in front of Rod Townsend who was leading a tight bunch of pursuers who stuck together to the end managing to avoid collision although R. Osborn at the rear of the bunch, crashed as he crossed the finishing line.

100 National A

A return to karting by ex Champion John Weatherley gave us the usual spectacle of a Novice at the back of the A group. Brian Hoo-ley led heat one until Steve Tillett, giving the Startline Astra kart its maiden outing slipped past for a comfortable win. Brian held on to second place in front of Gary Prior. Chas Roy-ston led most of heat two until Wayne Homer's challenge went wrong, putting them both out which was to Tim Harvey's advantage as he now had the lead. From grid six in heat three Gary Prior was soon pressing leader Bob Newson and took the lead after a short struggle. Bob held second spot while Gary Till moved up to third.

A "charge of the light brigade" start as Steve Tillett took the lead and then lost it to Gary Till on the hairpin. Steve kept the pressure on Gary and regained the lead two laps later to pull away from the opposition. Roger Moth stepped up his attack and after overtaking Gary Till, and seeing Wayne Homer and Gary Prior take each other off to give him second place, he closed a little on leader Steve. Not enough to affect the result though as Steve and the Astra took the flag for their first Tilbury victory. In third place Gary Till led in Tim Harvey.

Results:

Junior Britain

1st	Piers Hunnisett	Kestrel/Arrow
2nd	Jamie Chitty	Dart/Arrow
3rd	Colin Duncan	Dart/Arrow

Junior National

1st	Steve Brogan	Dart/Arrow
2nd	Tim Wood	

100 Britain

1st	David Germain	Kestrel/BPH Arrow
2nd	Andrew Stapley	Kestrel/BPH Arrow
3rd	Neil Wiltshire	Kestrel/Arrow

100 National Novice

1st	B. Scott	Lane/Lane SS20
2nd	B. Hasler	Sprint/K88
3rd	A. Matthews	Dart/Parilla



100 National B

1st	T. Cato	Sprint/Sirio
2nd	Rod Townsend	
3rd	J. Yeomans	BM/SS20

100 National A

1st	Steve Tillett	Astra/Startline TKM
2nd	Roger Moth	Cobra/Arrow
3rd	Gary Till	Zip/Zip

210 National

1st	Trevor Gowers	Star/Gowers 9E
2nd	M. Summers	Barlotti/Upton

125

1st	D. Hart	Barlotti/Rotax
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250 International

1st	Kevin Ramage	Zip/Yamaha
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Boyndie

July 19th

With sunny intervals, heavy showers and alternating conditions, drivers were swithering between wets and slicks all afternoon.

Junior Britain

Brian Ross (Golspie) in superb form won all three heats. Brian Tewnion (Banff) had to settle for two seconds and a fourth. Alan Smith, a Novice from Bangor did well to get a second and a fourth, while Ali Polson (Golspie) had a consistent three thirds. Ross was first off the line in the final, hotly pursued by Tewnion, Smith and Polson. They kept these positions as the laps rolled past, Tewnion continually hassling Ross particularly at Caravan Corner where Tewnion closed right up but Ross had the edge as they raced up the straight. The first two had pulled out a good lead over third and fourth placed men Smith and Polson. Ross held on to the lead to win the final, with Tewnion a close second, Smith third and Polson fourth.

125 National

With ever increasing numbers, the full grid of 125s provided some very close exciting racing. In the heats Sandy Taylor won two and Granville Grubb one. Gavin Nicholson after a long absence from the 125s produced two seconds, showing he hasn't lost his touch, always well up and never to be discounted were Peter Gray, Ian Pratt and Gordon Petrie.

In the final, completing lap one in the lead was Nicholson, Grubb, Taylor, McQueen and Petrie. By lap two Taylor had moved up to third and Petrie had taken McQueen for fifth. On lap three it all happened at the hairpin, Grubb with Taylor up his exhaust, and Taylor both took Nicholson and Petrie took Gray. With Grubb and Taylor up front it looked set to be a battle for the lead, but by lap ten Taylor was making no impression on Grubb as his

engine seemed to slow down and Grubb gradually inched away. Places remained unchanged to the flag, Grubb, Taylor, Nicholson, Petrie, Gray and Pratt.

100 Junior National

Brian Ewing who has been dominating this class this season, didn't have it all his own way at this meeting. He won two of the three heats and Kevin Docherty won the first heat with Ewing second. Docherty had two seconds in the remaining heats. Ross McMorris, Michael Barron and Alistair Allan were also finishing in top places.

As anticipated in the final, the battle commenced between Ewing and Docherty. Ewing shot off the grid with Docherty, Allan, Sutherland, Barron and McMorris jostling for positions behind. Lap three and Barron had taken Sutherland for fourth and set his sights on Allan who was still third. Meantime Ewing had Docherty stuck to his back bumper except when Docherty showed his front wheels as he flew up the straight. Ewing was having none of it and looked determined to keep Docherty behind. It was breath-taking stuff to the last lap as Docherty repeatedly challenged for the lead. As they came round Caravan Corner to take the chequered flag, Docherty made one last bid. He pulled out on the outside of Ewing, overcooked it and went out in a blaze of glory and grass leaving Ewing to win with Allan second, Barron third and Sutherland fourth.

250 International

Bev "The Rev" Fraser, Roy Gallant and Paul Cook were the ones to watch as they each won a heat, making it anyone's final! Gilbert Keenan was also well in contention with two thirds and a fourth.

Off the line in the final went a determined Gallant with Fraser, Keenan, Cook and Rodgers screaming behind. Lap two and Cook moved up to third with Fraser and Gallant ahead. Lap

CLUB SCENE

continued . . .

did a superb job all day in keeping them in check.

At just 3.00 p.m. racing started with the first ten lap heat of the combined 125 and 210cc National classes. After a race-long battle between Rotax powered Tommy Rodgers and Alan McAlonan, the latter just shaded it at the finish. John Brennan never got his very quick Villiers wound up and retired at the halfway stage.

Next out were the 250cc Superkarts and as can be imagined the sound of 15 screaming Yamaha twins with one lone Honda double-engined machine, all revving to the limit on the start line in the Main Street, was something to remember. At flag-fall John Buggy was first away, followed by Freddie Russell and David Dowling. First time into the Main Street the leader was Dowling with Buggy, Russell and Bruen in close attendance, followed by the howling pack. This order was maintained until lap six when Dowling seized and Buggy took over. On lap eight Russell moved his water-cooled Yamaha into the lead which he kept to the chequered flag with Buggy and Bruen filling second and third.

It was the turn of the 100cc Internationals after this and the full grid of 22 karts came up to the starter in perfect order and were away first time. Vivien Daly, Jim Flannigan, Michael Wright, Alan McFarlane and Tony Farrell were all prominent and Vivien Daly ran out winner followed by Flannigan and Wright.

The second heat of the combined 125 and 210cc Nationals was notable in that John Brennan really got his Villiers motoring and

led for the first four laps. But his troubles returned and when he came to a standstill an eager Tommy Rodgers took over and ran out a close winner from Alan McAlonan. Paul Heavey was best of the Villiers brigade.

When the Superkarts appeared for their second heat it was evident that the first heat had taken its toll and only six karts appeared. The race developed early into a duel between John Buggy and Denis Bruen, the latter taking the honours.

The second heat of the 100cc Internationals saw Jim Flannigan take the honours from Vivien Daly and Tony Farrell and we all prepared for what promised to be three thrilling finals.

And we were certainly not disappointed. As Alan McAlonan, Harry Crossman and Tommy Rodgers led the pack down the Mall after the start, Les Featherstone in his Villiers was seen to be airborne in the middle of the pack. But all was well and he got away with the rest, shaken but unbowed. First into the Main Street was McAlonan with Crossman and Rodgers in hot pursuit. Leaving the straight, Rodgers tried a demon passing manoeuvre and left his braking until he had passed the two leaders. But it all ended in disaster and McAlonan finished a deserved winner followed by Crossman and McIlwaine.

All the Superkarts had ironed out their troubles in the meantime and a full grid of 15 came to the line with Freddie Russell on the second row behind heat winners John Buggy and Denis Bruen. Buggy was first away from Bruen and Russell. Russell spun on oil at the first corner and Dowling who had got a flier from the rear of the grid was third into the corner behind Buggy and Bruen. First time around and Bruen was in the lead from Buggy, Dowling and Russell, who had rejoined, and was really turning it on. Lap four and Dowling again

seized and retired at the end of the Mall. It was still Bruen, Russell and Buggy with the Deery Brothers and Tim Allen still in contention. Drama on lap eight, when Bruen's radiator cover came off his front-mounted radiator. He was black flagged when next he appeared, but apparently did not see the black flag and although it was waved at him for lap after lap he kept on. Freddie Russell was now only inches behind Bruen with John Buggy in his slipstream. Black flag or not, the spectators were enthralled with Bruen who sped around peering round the side of his radiator cover. With only two laps remaining Freddie Russell overdid it a little coming on to the seafront and demolished a steel barrier and almost demolished several spectators at the same barrier. Happily all was well with the onlookers and Bruen finished first with John Buggy, Tim Allen and Eamonn Deery behind. After the race an unhappy Denis Bruen was excluded from the results leaving John Buggy a delighted winner. But Bruen was really the darling of the crowd and was cheered all the way round on his slowing down lap.

The big field of 100cc Internationals were next away. Poleman Vivien Daly led away from Tony Farrell, Jim Flannigan and the thundering herd. At the first corner there was an almighty pile-up from which Daly, Flannigan and Michael Wright emerged unscathed. Vivien never looked in any danger and won rather easily from reigning Irish Champion Jim Flannigan with Michael Wright a deserved third. It looks as if Vivien has the luck presently in the Daly family with brother Derek getting all the hard knocks.

The big crowd who saw the racing at Malahide went away charmed with kart racing and it was a really worthwhile exercise in public relations for the sport. Let us hope that the remainder of our events this season will benefit.

David Glennon

Tilbury

July 12th — Team Castrol Meeting

Further improvements to Tilbury include an enlarged pit area and simplified rolling lap as the Club continue their policy of ploughing back the profits.

Junior Britain

Jamie Chitty's three heats resulted in third, second and first places — steady improvement if you like and for consistency it was Piers Hunnisett with two wins. From the front row these two battled out the finish with Piers taking the lead and Jamie applying the pressure from behind. Twelve laps later Piers had held on for a fine win and Colin Duncan and Steve Dart, after their own private battle finished third and fourth.

Junior National

The World Junior Championship had rather depleted the entry for this class, the entry including almost as many Novices as qualified drivers. Steve Brogan was outstanding, winning all three heats followed in each case by Tim Wood and M. Cole.

In the final Steve was clean away as behind him the few drivers that there were either hit each other or suffered breakdowns, realising the eventual finishers to three in the order of Steve, Tim Wood and S Kirton.

100 Britain

By way of contrast an almost full grid including



heat three with Keith Baines second and K. Magee third.

The final saw David Germain take the initiative and take a commanding lead. Andrew

Steve Tillett, who went on to win the 100 National final, leads through the pit esses during a heat.

Kart & Superkart



Back in business, John Ball sets off on the lap of honour (Photo: R. Calvert)

Ball Is Back!

Privateer John Ball nets a fine Superkart victory from Elmore, with Buttigieg a whisker away in third. Hine's early threat fades mid-distance with a broken engine mount. Derek Price takes the 125 honours from Wooldridge. Mike Gardiner has a flag-to-flag 210 romp, and Dave Cullimore wraps up the 250 National scene.

Report: Mike Smith

The first weekend of August saw the picturesque Lincolnshire circuit bathed in brilliant sunshine for the final rounds of the Cadwell Park Championships. Sun hats and shorts were the order of the day with many a bronzed body on show around the circuit, Steve Styryn brave enough to discard shoes and socks! The meeting was part sponsored by the Skegness Publicity Committee with attractive Carnival Queen, Alison Benham, on hand to present the awards.

The Superkart and 210 classes were, as usual, well supported. The 125s showed a slight drop in numbers and a disappointing 250 National entry meant the single cylinder competitors, once again, running at the front of the Villiers with a 30 second gap.

The only really notable change in the Paddock was the return to racing of the Worcester based Rob Kerkhoven. Rob has teamed up with Scot Sandy Dalgarno and under the banner of Rob Kerkhoven Racing paraded a pair of immaculate looking Zip/Rotax outfits. This was to be an earlier than planned race/testing exercise for the new team and they couldn't have been too disappointed at the end of the day. Steve Styryn, meanwhile, was still running the Richard Grant Aero but now with Merlin tuning expertise and Wakefield driver Colin Olden in the camp.

The Final turned out to be a somewhat processional affair with Mike Gardiner holding the lead throughout, never to be seriously challenged. By the second lap Gardiner had caught the leading 250 Nationals and at least had company to prevent boredom setting in. Bill Longden was a comfortable second ahead of an equally comfortable Newton in third. Fourth placed Phil Hemes was a long way back with a similar gap before the Zip/Upton of John Tunstall appeared. This was how it stayed for much of the ten laps with Mike Gardiner taking an easy victory.

1st	Mike Gardiner	Zip/APV
2nd	Bill Longden	Barlotti/Longtune
3rd	John Newton	Zip/APV Upton

Fastest Lap: Gardiner — 1:40.9 (80.27mph)

Cullimore's Charge

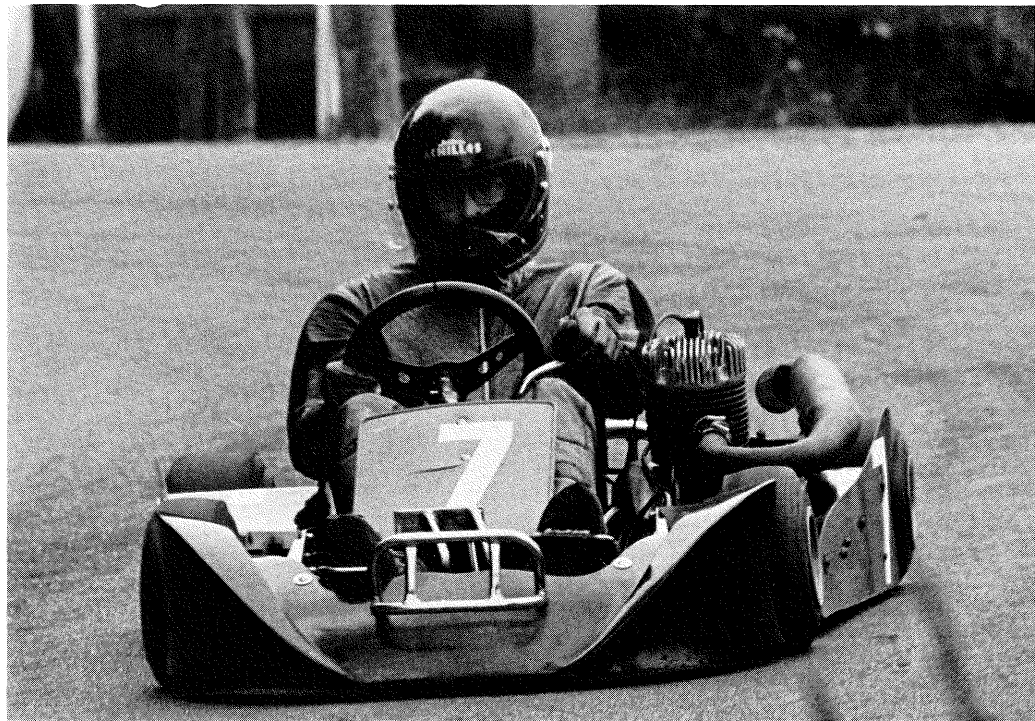
In the absence of usual front runners the 250 National heats were both taken by John Taylor on his Aero/Church KTM. Bob Phair followed him home in the first heat with Duncan Piercey third, Tony Draper fourth and Keith Lanceley fifth. The second heat had Duncan up to second spot with Tony also moving up one to take third.

The first lap of the Final and Piercey had the lead, but not for long as John Taylor took up the running from Bob Phair, demoting the Harrogate driver to third. By lap four Bob Phair had got his Aero to the front with former World Cup Holder Dave Cullimore having forced his Barlotti/KTM to second place. Duncan Piercey was in third and that was the way it stayed until the penultimate lap when Dave made up for disappointing heats and took the lead, holding it to the flag.

1st	Dave Cullimore	Barlotti/KTM
2nd	Bob Phair	Aero Antig/Astro
3rd	Duncan Piercey	UFO/KTM

The 125's again provided some stirring action with most of the regular names out to do battle. The Merlin Magic of Roy Wooldridge was, for once, not quite as dominant, although in his first heat from the seventh row, the Maestro carved his way through to second behind first row starter Jeff Johnson (Zip/Rotax). Third was the Bullitt/Rotax of Boyd Barrington, fourth came John Hughes (Dale Wolf/CTB Rotax) with Chris Anderson (Aero/Rotax) fifth.

Mike Gardiner led all the way to win the 210 final (Photo: R. Calvert)





continued . . .

The second half of the first heat brought Wigan Kart Centre driver Derek Price on the Zip/Rotax to the flag first, with a new 1:38.9 (81.9mph) record lap, and Stuart Ziemelis on the Haywood tuned Rotax second, Brian Magee took third, Peter Hall, another seventh row starter, charging through to notch fourth ahead of Tim Parrott's SRA tuned A K Dino.

Heat two and with only a tenth place to his credit from the first gallop, Brian Hill from Rochdale set about pushing his Chattertons Motors outfit to the front cracking Price's new lap record in the process at a new speed of 82.3mph. Price this time had to be content with second, Peter Hall improving on his first heat to take third, Dave Edwards fourth and Chris Anderson again with fifth place.

The second leg, and this time Wooldridge powered his way to first followed home by Mike Doble, Chas Walker, Jeff Johnson, Chris Stoney and Boyd Barrington.

The Final, after a couple of hectic opening tours, very soon settled down and by the third lap Brian Hill, Derek Price and the inevitable Roy Wooldridge already had a comfortable lead over the chasing bunch. Milnthorpe man Jon Henry on the Star kart was third, towing along Ziemelis and Hall. The leading trio gradually

Bob Phair (115) led the 250 National final, before Dave Cullimore (117) went by to win.



Top: Derek Price overcame the Wooldridge barrier to win the 125 final. Right: with Gange, Ball, and Hines gone, Dalgarno (59), and Buttigieg (1) head the pack into Charlies on the opening lap. (Photos: R. Calvert)

pulled away and by lap seven had lost the retired Brian Hill, victim of a big-end failure although with the satisfaction of fastest race lap. Chris Anderson had joined the chasing group which, by now, was well out of striking distance of the front pair. New leader, Derek Price and second man Wooldridge were, in fact, streets ahead and remained so to the flag. With the late departure of Ziemelis and Henry, Boyd Barrington found himself elevated to third ahead of Chris Anderson and Peter Hall.

1st Derek Price Zip/WKC Rotax
2nd Roy Wooldridge Zip/Merlin Rotax
3rd Boyd Barrington Bullitt/Rotax

Fastest Lap: B. Hill — 1:38.9 (81.9mph)

With a 20 points lead over Brian Hill at the start of the day and with double points at stake Roy Wooldridge's second place was enough to earn him the Cadwell 125 Championship and the Chattertons Motors' Trophy.

The colourful, very quick, spectacular and promotable Superkart category was, as usual, the centre of interest on the demanding twists and turns and ups and downs of Cadwell Park. Despite the gloom and pessimism emanating from



some quarters, the class continues to flourish and produces some exciting action for all. Today was no exception with all the leading names raring to go.

The heats produced no real surprises with Dave Buttigieg and Reg Gange taking a first and second each. John Ball, still lacking sponsorship, showed consistency with two seconds. Martin Hines, perhaps ever so slightly off his normal rapid pace, netted a third and fourth, Sandy Dalgarno, all the way from Aberdeen a third and fourth, Rob Kerkhoven a fifth and sixth and Chris Lambden a fourth and seventh.

Paul Elmore and Steve Styryn, not to be outshone, stormed to a win each with Paul also grabbing a seventh spot. Steve was unfortunate to drop his second heat as did Thruxton winner Nigel Smith, both men finding themselves in the 8 lap Qualifier. Carolyn Grant-Sale was in no mood to allow Carnival Queen Alison Benham to steal the limelight and drove to a steady eighth and ninth in her heats. That was not all; other well known names took some good places in the battle for Final grid positions, among them Derek Rodgers, Brian Heerey, Clive Childerhouse, Owen Jones, John Rees and Jon Dixon.

The two most likely to succeed in the Qualifier, Nigel Smith and Steve Styryn, did so with relative ease. The yellow Stocksigns Zip/Rotax being pushed to the front by Nigel Smith from the flag, keeping hard-chasing Steve at bay to the end.

The first few rows of the Final grid looked interesting with some exciting racing in prospect.

Dalgarno Rees **Ball Heerey** **Buttigieg Elmore** **Gange Hines**
Childerh'se Kerkhoven Jones Lambden

As the course car led them down to starter, Alan Scarboro, the army of pushers etc., scrambled for the best vantage points on the pit banking. The smoke was left hanging over the

210 National
1st Ian Jackson Aero/Upton
2nd Dave Freeman Zip/Peak Revs
3rd Russell Townshend Zip/Villiers

125 National
1st Geoff Hodge Zip/Rotax
2nd Paul Melhuish Zip/Yamaha
3rd Stirling Morley Zip/Yamaha

100 National
1st Bob Kett Mustang/FE Parilla
2nd Mark Lovell Lancer/NKC TKM
3rd Robbie Adams Dart/Arrow

Malahide

The beautiful midsummer morning of June 28th saw the peaceful little North County Dublin town of Malahide change from a seaside town with yachting, golfing and fishing interests to a kart racing circuit, with karters converging on it from all corners of Ireland — and indeed with one brave man from North Wales.

The event was the star attraction of the 1981 Summer Festival and with the help of an enthusiastic festival committee and over 100 very hard working marshals, the citizens of Malahide and the visitors, were treated to the

most spectacular event ever staged by the Irish Karting Club and only eight miles from the very heart of Dublin City.

From early morning the streets were a hive of activity with straw bales and steel barriers being erected all along the 850 yards circuit. Shortly after 1.30 p.m. the last car was persuaded to leave the streets and the roads were officially closed. Shortly after, practice started with the 125 and 210cc National classes and the people of Malahide were treated to their first taste (for most of them) of the sight and sound of racing karts. Spectators were six deep all around the circuit and the marshals really

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Gudgeon pin l/w £0.73
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Number plates, 250cc 5 x 4 £0.50
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Tillotson filter £1.00
Engine finger guard £0.70
Comb. side/engine guard £1.35
Steering bush 5/8" & 3/4" £0.90
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Kart & Superkart

September 1981

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CLUB SCENE

continued . . .

to win by almost half a lap. Wake claimed second while Cooper came through to take third with Nash fourth and McNally fifth. Goff repeated his heat two performance to win the last heat as he pleased. Hunt and Wake had a good dice for second with Hunt leading for the first half and Wake leading for the second and most important half of the heat. Cooper and Nash had a similar tussle with places changing throughout before Nash just pipped Cooper to the line. Goff claimed his now customary pole position for the final with Wake on two and Nash, Cooper, McNally, Hunt and Brockwell the next in line.

Goff led off the line and quickly settled down to reel off fifteen quick laps to take an easy win. Behind however, things were anything but easy. Lap one saw Nash second followed by Wake, Cooper, Hunt and McNally. Hunt and Cooper passed Wake on lap four only to be repassed on the next two laps. Wake then proceeded to close the gap on Nash, passing him on lap twelve to take an excellent second place. Nash held on for third followed by Cooper, McNally and Hunt.

The 100 National Novices were run off the back of the Britain's with Richard Anderson taking four wins from Shaun Reid.

100 National

Heat one was led all the way by Miles Townshend with Trevor Woodhouse a race long second. Gerry Mallows held third for three laps before being passed by a hard charging Mark

Woolford. With places swapping all the time the order at the flag was Townshend, Woodhouse, Woolford, Pat Reynolds, Mark Lovell, Rob Tusting and Bob Kett. A back to form Gordon Chenery led heat two followed by the 'Brothers Beaumont', Ian and Gary. Chenery was unlucky to seize on lap seven leaving Ian to hold off Gary's advances to take the chequered flag. Kett produced a fine drive to come from 12th to finish third ahead of Tusting, Townshend, Jimmy Archer and Woodhouse. Lovell showed everyone a clean pair of heels in the last heat to take a commanding win. Derek Calver held second but was forced to give way to Hand, Robbie Adams, Reynolds, Tusting and Townshend. This bunch had a fine old tussle as Adams and Reynolds passed Hand and then Reynolds nipped past Adams on lap seven to claim second with Hand fourth, Tusting fifth and Kett sixth.

For the final the front row was made up of Townshend and Tusting followed by Kett, Lovell, Reynolds, Woodhouse, Gary Beaumont, Ian Beaumont, Woolford and Adams.

Townshend led off the line with Kett, Lovell, Tusting and Woodhouse slotting in behind. Kett relieved Townshend of the lead on lap two and three laps later Lovell moved into second. He immediately set about catching Kett and latched on to his rear bumper. Townshend retired on lap nine, allowing Adams, Woodhouse, Ian Beaumont and Hand to move up a place. Beaumont passed Woodhouse on lap ten and now had his sights set on Adams, a little way in front. At the front Kett was still being shadowed by Lovell who was beginning to step up the pressure, but Bob responded magnificently to Mark's ever increasing challenge

to take a splendid victory by a kart's length. Adams held onto his third place with Beaumont, Woodhouse and Hand next across the line. Chenery drove a fantastic race to finish seventh from a grid twenty four start but the moment, no doubt, belonged to Bob, a very elated and popular winner.

So ended another highly successful meeting at the Snetterton Kartway. Just room to thank all the hard working officials and to the drivers for making this the best 'East of England Championship' yet.

Derek Calver & Shirley Chapman

Results:

Junior National

1st George Cubitt Mustang/FE Sirio
2nd Nick Palmer BM/FE TKM

Novice: Robert Cubitt Dino/FE Parilla

Junior Britain

1st Colin Duncan Dart/Arrow
2nd Peter Woolford Goff/Arrow

Novice: Dean Caswell Lancer/Arrow

100 Britain

1st Charlie Goff Mustang/Goff
2nd R. Wake Arrow
3rd S. Cooper Dart/Gillard Arrow
Barlotti/McCulloch

100 National Novice

1st Richard Anderson Mustang/FE TKM

250 National

1st D. Porter Barlotti/Bultaco



pit straight, the noise was deafening as the pack snaked its way down from the Barn, and in a flash the race was on.

In one of the cleanest starts for some time, the first to show as they screamed into Coppice was, predictably, Hermetite Team Leader Hines with Ball, Gange, Dalgarno, Butty, Lambden and Elmore immediately behind, seemingly glued together. By the time they reached Park this leading group were really having a battle with some desperate late braking by Hines giving him a slight advantage.

Into the second lap and Nigel Smith, from the eighth row had hurled the yellow Stocksigns machine into sixth place. He, in turn, was being

harried by a flying back to form Styryn who was urged on by frantic arm waving from the Aero crew watching from the Mountain.

A little way behind all this frantic activity was ex 210 exponent Owen Jones, holding the Rotax powered CTRP in a lonely eighth place. The next two places were filled by the blue and white LBF Zip of Chris Lambden and the third Hermetite pilot, the First Lady of Superkarting, Carolyn Grant-Sale with John Rees trying hard to keep the Goff Yamaha in touch.

By half distance the flying John Ball was sitting comfortably at the front, despite a broken seat stay and was now picking off back markers in an effort to create a buffer between himself and the howling pack.

Paul Elmore had got the immaculate A K Dino in front of Butty to claim second. Martin

Hines, with five previous wins to his credit this season, saw the chance of a sixth success dissolve with a broken engine mount, rapidly dropping to sixth as he found the outfit virtually undriveable at the pace required. The Vingt-Trois livery in the hands of World Cup holder Reg Gange found itself in fourth after the elevation of Elmore.

Lap seven and Nigel Smith had retired the Yellow Peril with a recurrence of brake problems, deciding the relative quiet, easier pace of the paddock the best place to be. Styryn, meanwhile, had relentlessly worked his Aero into sixth behind Hines, who by virtue of Nigel's exit had moved up a place to fifth. The next tour and Steve had wriggled his way to an excellent fifth, turning in 90mph laps to do so. However, his effort proved fruitless for on the next lap he overdid it at Hall Bend and his race ended abruptly in the Armco at the base of the footbridge. In the Pits afterwards, a visibly shaken Leeds driver reflected on what might have been and mused over wrong gear selection.

Back on the track and into the final lap with John Ball still holding the advantage over the Yamaha of Elmore with Butty a whisker away in third, hotly pursued by Gange. Behind this trio came Dalgarno, giving the gleaming new Kerkhoven Racing outfit an excellent first outing. Owen Jones had sixth ahead of a struggling Hines, Lambden, Carolyn and John Rees next.

Out of Barn Corner for the last time and despite present fuel prices, John Ball had more than enough on board to take a well deserved and popular win on this demanding 2¼ mile circuit. Butty, never one to shirk a challenge, dived out of Elmore's slipstream in a last ditch effort for second, but Paul kept the orange Dino in front by a nose cone at the flag. Reg Gange finding form again was next, followed by Dalgarno, Jones, Hines, Lambden, Grant-Sale and John Rees in tenth spot.

1st	John Ball	Zip/Rotax
2nd	Paul Elmore	AK Dino/Yamaha
3rd	Dave Buttigieg	Hermetite Zip/Rotax
4th	Reg Gange	VT Zip/Rotax
5th	Sandy Dalgarno	RKR Zip/Rotax
6th	Owen Jones	CTRP/Rotax

Fastest Lap: Styryn - 1:29.1 (90.9mph)

Third place points were enough to give Dave Buttigieg a two point advantage over Ball, to collect the Cadwell Superkart Championship Trophy.



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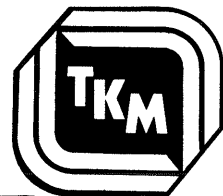
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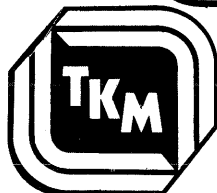
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CLUB SCENE

Smale, until Stuart and Alan went by. The order remained unchanged to the end with only the leading pair staying the distance.

Club News

The Borders Kart Club is inviting 250 National drivers to take part in a special series next year. We hope to provide some special trophies. The Club meetings for October and November have been moved to the third Sunday i.e. 18th October and 15th November.

John Stocks

Results:

100 Junior

1st	Jason Elliott	Sprint/Arrow
2nd	Michael Blackburn	Kestrel/Arrow
3rd	Darren Scott	BM/Parilla

100 Britain

1st	Phil Hogg	Barlotti/Arrow
2nd	Dave Smith	Premier/DAP
3rd	Chris Burns	UFO/Arrow

Novices

1st	Richie Haime	Zip/DAP
2nd	Dave Pattison	Star/Manx

100 National

1st	Shaun Egan
2nd	M. O'Horan
3rd	K. O'Horan



Chris Burns (9) shows the way to Dave Smith (69) and the pack, during the 100 Britain final. (Photo: J. Marshall)

210 National

1st	Ivan Wileman	Zip/Upton
2nd	Dud Martin	Sprint/Villiers
3rd	Dave Green	Zip/GPV

125 National

1st	Bob Lambert	Barlotti/Yamaha
2nd	Graham Marris	Pit Stop Zip/Yamaha

250 National

1st	Stuart Eason	Zip/Yamaha
2nd	Alan Mugglestone	Zip/AKM Bultaco

Snetterton

East of England Championships 5th July

Traditionally, the Norfolk & Suffolk Kart Club arranges good weather for the East of England Championships and this year's meeting at Snetterton was no exception, with the Kartway basking in bright sunshine, which was amazing. With the weather as unpredictable as it ever could be this year, it must go down as a great piece of either event planning or good fortune, but certainly great relief for the organisers.

As always, the racing was fast and furious with incidents aplenty to keep the ever increasing spectators entertained.

Juniors

George Cubitt got his "Blue Plate" career off to a tremendous start as he led the first heat from flag to flag to win from Nick Palmer, Sammy Hunt and Philip Wooley. Heat two saw a great tussle for the lead between Wooley and Ian Saville with Wooley leading until the last lap when Saville nipped past to take the chequered flag. Palmer held third throughout while Hunt claimed fourth place from Cubitt on the last lap. Wooley again led from the flag in heat three followed by Palmer, Saville, Cubitt, Hunt, Peter Woolford and Mark Handyside. Palmer took over at the front on lap four, from a struggling Wooley who proceeded to slip down the order to finish eighth. With places swapping constantly over the last half of the heat the order at the flag was Palmer, Saville, Handyside, Hunt and Cubitt.

Pole for the final was occupied by Palmer with Hunt alongside while behind these two sat Cubitt, Saville, Wooley, Handyside, Woolford and Colin Duncan, who had been struggling a bit to find his usual form. Palmer got off to a terrible start and was down to fifth at the end of lap one. Cubitt had taken the lead from the first corner followed closely by Handyside,

Wooley and Duncan. As the second, third and fourth men fought over their places Cubitt pulled out a small lead and Palmer steadily caught up to join in the battle. Duncan took third on lap two, with Wooley spinning on the same lap. Palmer was promoted to fourth with Woolford fifth. Three laps later Palmer relieved Duncan of third and set his sights on Handyside. The positions stayed this way until Handyside spun on lap eight. Palmer now held a hard earned second but Cubitt had increased his lead enough to make it virtually impossible for Palmer to do anything but settle for second, and no one making any mistakes Cubitt became Junior National Champion in only his first meeting — well done George! Palmer held second while third place man Duncan became the Junior Britain title holder. Behind these came Woolford, A. Wilson and Wooley.

210 National

Ray Mennell, Ian Jackson and Russell Townshend fought a great battle for the lead until Townshend and Mennell tangled on lap five which allowed Jackson an unchallenged run to the flag. Townshend recovered well to climb back up to second but was forced to give way to Dave Freeman with Mick Gates fourth. Jackson took his second win of the day as he led heat two all the way from Freeman, Ken Austin, Townshend, Gates and Beasley who also maintained their positions throughout. Heat three was a repeat of the previous one as Jackson once again won with Freeman, Austin, Townshend and Beasley following him across the line. Jackson, with a perfect score claimed pole with Freeman alongside, Townshend on grid three, Austin four, Gates five and Beasley six. Once again Jackson shot off the line into the lead pursued by Freeman, Austin, Gates and Beasley. Freeman and Austin fought tooth and nail over second place for eleven laps before Austin's pressure finally told and he took over second place. His spell in this position was short lived as cruel luck stopped his race on the next lap, allowing Freeman back into second. At the front Jackson continued to reel off quick, consistent laps to take the che-

quered flag to win from Freeman and Townshend.

125 National/250 National

Gary Thexton held off the strong challenge of Geoff Hodge to win all ten thrilling laps of heat one. Mick Beaumont held a race long third place while behind him came Stirling Morley and T. Jones. In the 250's K. Allen copied Thexton's performance to win from D. Porter. Heat two was another excellent race as Beaumont, Thexton and Hodge dived for the lead before finishing in that order. Paul Melhuish came home in fourth place with Allen again the first 250 to cross the line. Hodge led all the way in heat three from Melhuish, who drove an excellent race to bring his Yamaha home ahead of the Rotax of Thexton.

After three closely fought heats the line-up for the final was Hodge, Thexton, Beaumont, Melhuish, Jones, Allen, Morley and Porter. At the drop of the flag Hodge took the lead from Thexton with Melhuish, Jones, Morley, Porter and Beaumont following them through the first corner. The first three fought furiously as did the next four who were having their own battle. Beaumont and Morley both gained a place on lap five and two laps later Melhuish relieved Thexton of second place. It became obvious that Thexton was having problems and he retired on the next lap. Hodge, meanwhile, was comfortably in the lead as were Melhuish and Morley in second and third and this is the way it stayed to the end of lap 15 as Hodge took the flag to become East of England Champion with Porter taking the honour in 250 National.

100 Britain

Ernie McNally led every lap of heat one while behind places changed continually. R. Wake spun away second on lap two allowing D. Nash, Phil Hunt, G. Brockwell and S. Cooper to move up a place. Cooper passed Hunt on lap six while Charlie Goff made steady progress to eventually finish a very good second ahead of Nash, Wake and Cooper. Nash led lap one of heat two but once Goff got his nose in front he pulled away

CLUB SCENE

continued . . .

tried to show a clean pair of (w)heels down the straight, but it was not to be. This time it was Les Cranston's turn to open out a gap and take the flag with Bevan and Roy second and third. The 210's. Yes, Andy Whitefield with Doug Taylor second and Sandy Pratt third.

Heat four was taken by Roy Gallant, back at Golspie for the first time this season, followed by Fraser and Mitchell, George Mackay and Les Cranston going off at the exit from Beach. Wishaw man, Andy Whitefield once more took first in the 210's with Sandy Pratt and Jim Lewis from Edinburgh third.

Just when you think they can't possibly go any faster, they come back and prove us wrong.

Hemswell

A beautiful hot, sunny morning greeted the 72 drivers who signed on for the Borders Kart Club's 2nd August meeting which was run in association with Castrol. Incidentally, if any Club has not taken up Castrol's offer to support Club events then I would strongly urge you to do so. The range of equipment that they supply (free) is fantastic!

100 Juniors

A smallish grid of youngsters provided some of the closest racing of the day. The first heat went to Jason Elliot after Michael Blackburn spun in the early stages, after giving us all a preview of the battle to come. With some very fine racing, Michael managed to pull himself back to third at the end of the heat. In second was Darren Scott and fourth was Martyn Gilbert. The second heat, again went to Jason with Darren second and Michael third. The third heat belonged to Darren Scott who hoisted himself from third to first on the last lap. Second and third went to Jason and Michael.

For the final, it was no surprise to see Jason take up the lead, hotly pursued by Michael. The pressure was really on for the whole of the 12 lap race, with young Mr. Blackburn trying everything he knew to get past Jason, who was equal to the task of holding on to the number one slot. Rarely have I seen such superb driving, in any class, as was shown by these two youngsters and it is a pity that either of them should have to finish in second spot. In the blazing sunshine it was Jason who held off the challenge to take the chequered flag with Michael in second, Darren Scott third and Carl Dixon fourth.

100 Britain

Our largest grid (this year) of this popular class showed the not inconsiderable number of spectators what 100cc karting is all about. The heats went to Dave Bunn, Phil Hogg and F. Lumb. Also proving that they shouldn't be forgotten were Chris Burns, Matthew Charlton and Kev Blackburn.

For the final it was Chris Burns on pole, who led the field into the first lap chased by Dave Smith and F. Lumb. Lap 3 saw Phil Hogg work his way to the front and two laps later Dave Smith took the second spot away from Chris. The leading pair managed to pull out a slight lead, but in the next group Kev Blackburn was working his way up to fourth. By the time the race had gone just over the halfway mark, the running order had been established. In just about every group a private battle was going on and virtually no-one was sure of his/

The eventual winners, Roy Gallant and Andy Whitefield didn't have it all their own way, with such stalwarts as Bevan Fraser, Les Cranston, Sandy Pratt, Jim Lewis etc., around. They gave of their best and were worthy of their wins. More power to them. See you at the Scottish Finals.

C. Baird

Results:

100 Junior Britain

1st	Gary Cromer	Zip/Parilla
2nd	Alan Innes	Zip/Arrow

100 Junior National

1st	Brian Ewing	DAP/DAP T70
2nd	Kevin Doherty	Zip/Parilla
3rd	Jimmy Sutherland	Lane/Unsworth

100 National

1st	Andy Buchan	Zip 981/Hewland
2nd	Colin Robson	TKM/TKM
3rd	Pete Cartwright	Zip/ TKM SAG

125 National

1st	Sandy Taylor	ZIP GP/TR Rotax
2nd	Ian Pratt	SM Sprint/Yamaha
3rd	Peter Gray	Zip/Merlin Rotax

210 National

1st	Andy Whitefield	Barlotti/JWS Upton
2nd	Sandy Pratt	SM Sprint/PH Upton

250 International

1st	Roy Gallant	Zip Shadow/ Yamaha GBRD
2nd	Bevan Fraser	Zip Shadow/SA Yamaha



Senior Britain Mark Wilkinson. (Photo: J. Marshall)

her place until the final flag fell. First was Phil Hogg, Dave Smith was second, Chris Burns third and Kev Blackburn fourth. Novice trophies went to Dave Pattison and Richie Haime.

100 National

This ever popular class had a few surprises in store. The first heat went to Carl Sellers and the remaining two heats went to Shaun Egan. Also showing well were Richard Hind with a second and two third places, M. O'Horan (Novice) with a third and a fourth.

In the final it was O'Horan who led for the first lap, only to be relegated to second place on lap 2 by Shaun Egan. There then followed a superb battle for second between O'Horan and Neil Douthwaite. This pair repeatedly swapped places until the hot weather took its toll and Neil came to a sudden stop when his motor cried off. This left Shaun and 'young' Mick O'Horan with a safe gap before the third and fourth placed men who were Kev O'Horan and Richard Guest. That's the way it stayed to the flag with Carl Sellers in fifth.

125 National

Only eight drivers in this class, still not surprising really when Cadwell was on just down the road, but in spite of the small numbers the racing was good. The three heats went to Bob Lambert, with Novice Mark Higgins taking a second and two thirds.

In the final, Mark Higgins went into an immediate lead only to see Bob Lambert slide by and demote Mark to second. Mark wasn't

having that, and for the next five laps pressured Bob for the lead. Then Mark clipped a tyre in one of the chicanes and spun. Although he re-started, he was well down the field and eventually got back up to fourth by the end of the race. Graham Marris who had been working his way through the field found himself promoted to second and that's the way it stayed to the flag. Bob Lambert first, Graham second, John Rolley third and Mark fourth.

210 National

We always seem to get good numbers of the Red Plate Brigade and today was no exception. The heats were shared by Dud Martin, Dave Green and Ivan Wileman. Rick Butler, after a blown motor in the first heat took a fourth and a second, and also going well were Ian Eastwood and Harry Maddison.

In the final, it was Ivan Wileman who went into the lead followed by Dud Martin, Rick Butler and Dave Green. Ivan looked well up to the task of keeping Dud in second spot, but Rick and Dave had a real battle going for third. The leading four opened up quite a safety margin over fifth place man, Harry Maddison. The order up front remained unchanged until the last lap when Dave Green at last managed to take third spot from Rick. At the chequered flag it was Ivan first, Dud second, Dave third and Rick fourth.

250 National

Again only a small number of entries in this class but it manages to keep going. The heats were shared by Stuart Eason, Phil Smale and Alan Mugglestone.

In the final the lead was held briefly by Phil

I always enjoy a chat with Mick Fullerton Senior, Terry's Dad, because everytime I talk to him he seems to bring a different angle to a subject on which I have often drawn a hard and fast conclusion. Such a subject is the introduction of the 135cc class.

In line with most other people, I had always assumed that the introduction of a 135cc category was a master-stroke by Bruno Grana, aimed at outdoing his now very competitive rivals in the engine sales war by changing the class to an engine size which he already produced for the American market, but which none of his rivals had bothered with. At a stroke it seemed that he could revive his flagging engine sales, plus steal a march on the competition, which would take years for them to make up. It will take a very determined argument to persuade me otherwise, but it is interesting to hear the other side of the story as told by Pop Fullerton.

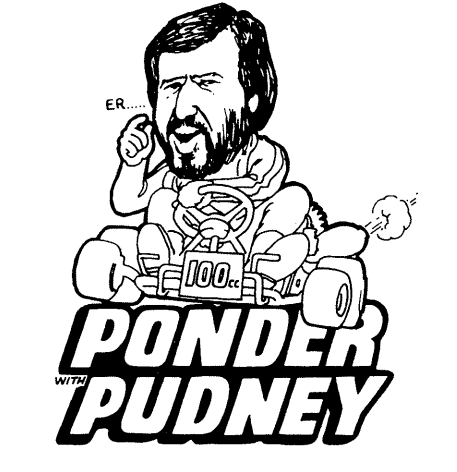
Six to seven years ago, even before there were signs of a real chink in the seemingly impregnable IAME engine armour, Bruno Grana apparently expressed an idea to Mr. Fullerton concerning a so-called Elite class of direct drive (rather than 100cc!) racing. This class would take the format of a mini Grand Prix circus, much along the same lines of today's Formula One, with 8 European Grands Prix, plus 2 in the U.S.A. The introduction of 135 was apparently not only aimed at encouraging American competitors, but more specifically at making the class that bit better than the normal 100cc. Grana's aim was to cream off the top "unbeatable" 4-6 drivers in each country deliberately turning them into the "Elite" circus, only eligible for the "real" World Championships, but not allowed to compete at any other level.

Here, Grana's sentiments become, as far as I am concerned, very laudable as his idea was to stop the dominance of certain specific drivers over a long period, thereby allowing new keen talent to emerge without being disillusioned. Remember, for instance, in the U.K. how Mickey Allen and Terry Fullerton have virtually dominated the British Championships for at least the last ten years with virtually no one else getting a look in. Hardly encouraging for any other struggling British 100 International competitor no matter how high his hopes! In Italy, top drivers are compulsorily retired around the age of 25 from team events, to avoid this very situation.

Of course, there are major drawbacks to the idea. How many drivers for instance would be happy to be forced into the Grand Prix circus at the exclusion of all else? - and now I'm not just talking about the U.K. but Italy, Germany, France, Holland, Denmark and Sweden etc., etc. How many could afford the costs? Grana's idea is that if the best talent in World karting was put together as a group to do a series of GP's, they would naturally have to have factory backing to start with, but the package could be sold to TV companies in much the same way Formula One is marketed today. It's a super idea in theory, but to actually put it into practice . . . !!!

It would seem that my worst fears about the 1981 135cc World Championship are starting to be confirmed with the news that Italy has succeeded in asking for teams of up to 10 to be allowed to enter. The reason for this can only be because entries from the fringe countries are obviously disappointing or non existent and it is a convenient way of making up numbers. Be that as it may, 10 men plus one reserve have been picked for the British team and with that number of drivers, most people including myself can hardly have cause for complaint - except perhaps about the order of selection. The 6 man team is Terry Fullerton, Alan Lane, Ricky

Grice, Paul Jackson, Martin Homewood and Mickey Allen. The additional four are Alan Gates, Derek Higgins, Biff Harris and Jackie Brown with reserve Simon Wright. I personally would have put Alan Gates straight into the 6 man squad at the expense of Martin Homewood or Paul Jackson, but as they are all in anyway who's arguing?



The big bone of contention though is who will have equipment available to take out with them? I spoke to almost all of the drivers concerned at the Clay Pigeon Green Man round and whilst Terry already has his to date unreliable PCR's, and Lane and Grice have their Komets, all the other named drivers have yet to actually get hold of a 135! Paul Jackson is doing a deal with Bill Sisley to race Komets on Bill's Cobra chassis and Martin Homewood will be getting hold of them through Paul Deavin but all the others will have to rely on being supplied untested equipment out of the back of the factory van unless something rolls up mighty quick! The insecurity of this supply I think may well put a few people off going.

As for Alan Gates and presumably Mickey Allen - they find themselves in the invidious position of being TKM drivers when the Company haven't got a 135 homologated, and Alan Turney isn't going to support the 81 World Championships. Although Alan has said that if Gates wanted to go and race another type of engine, he won't stand in his way. I can't see it exactly helping a very good relationship between the two Alans if Gates does do his own thing.

I can honestly see our 10 man team whittled down to 6 or 7 in the end. Time will tell . . .

As I mentioned, both Terry and the Lane team have already been testing 135's, Terry confirm-



IT'S OUR NEW SAFETY IDEA,
WE CALL IT 'CATCH TRACK'.

ing rumours that the PCR was proving rather unreliable, although the problem has apparently now been diagnosed and is well in hand. Alan Lane had some interesting comments about the power of the 135's, saying that the engines revved a lot lower and were altogether more torquey. He reckoned that a 135 should be a good second a lap faster than a 100 around Clay Pigeon, although he was going so much faster down "Billy's Blind" that he had to brake earlier and was being caught by 100cc karts!

Talking of Billy's Blind, which I believe to be one of the most spectacular corners on any 100cc circuit because it is flat out and overtaking is just possible - round the outside if you're brave or down the inside if you're Terry! - Paul South has just taken over the low flying record after his spectacular accident early on in the Green Man final. He tangled with Paul Fletcher, to hurtle into the protective tyres at undiminished speed, surprisingly doing himself no harm at all and even more surprisingly incurring only slight damage to his ART chassis which took the accident as well as we have now grown to expect. (No, this isn't a deliberate plug for Peter Wardle - I really am impressed with the ART karts accident bearing qualities!)

As a further aside to the Clay Pigeon Green Man, you may have read elsewhere that Driver of the Day Award went to the young Irishman Richard Smyth (remember the guy who finished an amazing 12th in the 1980 World Championships) . . . Richard, to me, is far and away the best driver to emerge from Northern Ireland and like most of the Irish drivers is a really nice chap. I just hope that when he gets his £100 he invests it in a new pair of leathers!!

As Paul Jackson is definitely going to Parma this year, I hope there is a swimming pool nearby, so that I can do back to the Jackson entourage what they did to me last year in Nivelles! . . On the Sunday night at the end of the Championships, coming back to the hotel after a good meal etc., etc., I heard voices and laughter from the indoor swimming pool. With visions of "skinny dipping" and bikini clad birds, curiosity got the better of me and I poked my head around the turnstile to see what was going on. That was a silly move!! Trapped in the turnstile in my panic to escape, it must have taken all of 5 seconds before I was in the pool fully clothed - wristwatch, shoes, best trousers, even Dunlop hat! None of these items have fully recovered, especially my trousers which having shrunk, shoved my voice up 4 octaves every time I wear them! So, to the Jackson/FRED crowd I say "don't go near water while I'm around!"

Actually, while we were mucking around with a ball in that same pool a couple of nights previously, an incident occurred which could have been very serious. I've always been a reasonable swimmer and have never understood how anyone could drown in a small swimming pool with lots of people about, but that night I was proven wrong. I was with Paul Fletcher and his daughters including Nicola, the well known karting daughter, who is certainly the best woman driver in the U.K. At the other end of the pool, literally feet away, were a mother and young kiddy playing in the water. Suddenly Nicola was missing, there's a bit of a commotion and Nicola is administering to a coughing and spluttering pair by the side of the pool. It seems that mother and daughter were out of their depth, couldn't swim, and got into difficulties feet away from us. Very luckily for them Nicola, who had finished an advanced course on life saving literally the week before, spotted their predicament and fished them out before Paul or I had even noticed. Just shows you doesn't it! . . .

J.P.

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Small End Spacers	41p
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kart length of Murphy but were unable to get by, so at the finish it was a win for Edwards. Over three seconds behind came Murphy, Marsden and Sykes all together, while coming home fifth was Adrian Wood, recovering after a bad heat crash. Three seconds behind him came Willie Greaves.

Senior Britain

Paul Browning had two heat wins and a fourth. On the Northern Britain scene he seems unbeatable at the moment with no Adrian Mills or Steve Gill about. Using a Gillard kart and for the first time a T80 GB DAP motor being supplied by John Mills, he looked very impressive. Others showing well were Chris Burns, Trevor Faunch, David Gibson and Chris Hogarth who won the last heat.

On to the final, a flag to flag victory for that man Paul Browning, at one stage closely followed by David Smith whose bad luck from the heats continued in the final when on lap ten he spun out leaving Browning to win by over ten seconds. However, Smith did restart and finished second ahead of Trevor Faunch and Chris Burns. Chris Hogarth who beat Browning into the first corner, retired while in third position on lap three.

210

Two heat wins to Dudley Martin, the other to Brian Finn. Good racing throughout the heats from this small field.

The dark horse for the final was David Green making an excellent start and never to be challenged. A good race was developing for second spot with Finn holding it until lap ten when Dudley Martin outbraked him into the hairpin and beat him by six seconds at the flag, fourth going to Alan Broadhead and fifth to Clive Pears.

Just a note for all the 210 lads. There is a National meeting here in October. It is most likely to be televised and sponsored by various people. It will be run like a Kart and Superkart meeting with a 15 lap 'C' final, 20 lap 'B' final and a staggering 25 lapper 'A' final. Trophies will be very good. Entries must be in early in order to get an entry. With entries already coming in from all over the country this must be the 210 race of the year. Possibly cash prizes as well.

John Marshall

Results:

Junior Britain

1st	Scott Banks	UFO/Arrow WRE
2nd	Patrick Walsh	Premier/Arrow WRE
3rd	Steven Key	Premier/Arrow WRE

Senior Britain

1st	Paul Browning	Gillard/T80 DAP JM
2nd	David Smith	Premier/DAP T70
3rd	Trevor Faunch	UFO/Arrow

100 National 'B'

1st	John Woodhead	Zip/WRE K80
2nd	James Kaye	Premier/WRE Arrow
3rd	Simon Klippel	Zip/Komet

100 National 'A'

1st	Nigel Edwards	Zip 981/JM DAP
2nd	Ian Murphy	Premier/PCR WRE
3rd	Lewis Marsden	Premier/PCR WRE

210

1st	David Green	Zip/GPV
2nd	Dudley Martin	Sprint/Upton
3rd	Brian Finn	Barlotti/Upton

CLUB SCENE



A round up of the Golspie winners. (Photo: C. Baird)

Littleferry

1981 Northern Championships

Final Round

This meeting was sponsored by B.P. Oil Ltd., and was held on 1st and 2nd August.

Now and again at karting events, as with other events, we get near perfect conditions for our day out. This year we were singularly fortunate in that we had two consecutive days when everything was perfect. Two days of karting and two days of sunshine to enjoy it in.

100 Junior Britain

As usual, the junior members of the fraternity provided much of the excitement during the event. Local lads Brian Ross and Ali Polson did much to bring the crowd to their toes. Unfortunately their efforts were eclipsed by a new star in the karting sky, Gary Cromer from Anstruther. Gary, on his first visit to the Littleferry circuit, was consistently in the first three in all the heats and took first place in the final.

The excitement in the final however, was provided by Brian Tewnton who, after being well placed on the final grid, spun at the hairpin allowing the rest of the field to get well away before he could get restarted. But Brian really put his right foot to the ankle in the floorboards and three laps later was back in third position, a position he held to the end of the race.

100 Junior National

Early on, Brian Ewing showed his prowess, going into the lead in heat one and keeping up a cracking pace throughout the two days, a pace almost matched by Kevin Doherty, Michael Barron and Jimmy Sutherland. Colin Bird had an unfortunate spin at the hairpin in heat one due to a braking fault and didn't really regain his usual form for the rest of the meeting. Another local lad, Alan MacLeod had his share of the glory taking the third heat while Jimmy Sutherland took a well earned third place behind Brian Ewing and Kevin Doherty in the final.

210 National & 250 International

Heat one and yet another puncture, this time Bevan Fraser. This heat was taken by Les Cranston with Roy Gallant in second place while first place in the 210 class was taken by Wishaw driver Andy Whitefield.

Heat two saw Bevan Fraser pull out a gigantic lead over Cranston and Gallant to take first place in the 250's with Whitefield once again in first place for the 210's.

At the start of heat three, Robert Mitchell

Team Talasan Kart Racing

PLEASE NOTE

CLUB SCENE

continued . . .

blew his Hewland Arrow up in the first heat in a big way and ran a new one in the remaining heats.

On to the final. Walsh made it round the first corner leading, but coming out of the hairpin he was trailing to Scott Banks. We also lost David Price here, up into third was Steve Key. These positions remained the same until the finish but the battle for first was terrific, Walsh never getting the better of Banks but what a race, both using engines tuned by Wilson Racing Engines so maybe this was something to do with it. Steve Key was trailing by some three seconds and could never really pull the distance back.

100 National

It took four heats to sort this large entry out. The Pat-Ron Racing team of Neil Douthwaite and Pat Teatum made it a 1-2 in heat one. Finishing fourth from the rear came Steve Sykes along with Ian Williams, both looking very good in these tricky conditions. Nigel Edwards shot from a midfield start to take the lead from Willie Greaves on lap two of heat two. Up to third by the finish was heat one winner Douthwaite, while Andrew Cursley did well to take fifth on his Premier kart. Heat three saw Lewis Marsden in a comfortable lead until lap five when his PCR blew apart. Another PCR engined kart took over the lead driven by Ian Murphy. Finishing second came Steve Sykes, third going to George Price. Driving very well again was Neil Douthwaite coming home fourth in this race. The last heat was a real cracker — the men providing the entertainment were Nigel Edwards and Ian Williams neck and neck all the race, with Edwards getting the better, third going to Ian Murphy. A good drive also from Lewis Marsden.

B final

John Woodhead driving a Zip/K80 had a very easy victory but some other fancied runners crashed out on the first few laps, one being James Kaye who restarted and finished second. Novice Simon Klippel had a steady race and finished third. Fourth place went to Richard Guest who also had a coming together, the final qualifier for the A final.

A final

With Neil Douthwaite and Nigel Edwards on the front row all looked set for a cracking race but Douthwaite only lasted a hundred yards before spinning out. Edwards took the lead followed by Ian Murphy and Ian Williams, these having a real clean, close battle. Williams got second spot on lap seven coming out of the hairpin but Murphy soon got it back. By this time, Edwards, driving a Zip/DAP, was some two seconds in the lead. On lap nine Williams spun out on Pits Corner. With three laps to go Lewis Marsden and Steve Sykes who had been driving a terrific race, had closed to within a

Photos. Top: Dudley Martin (19) and Brian Finn fought out 2nd in the 210 final. Middle: Senior Britain challenger, Chris Hogarth drifts through the pit bend. Bottom: 100 National driver Steve Sykes finished fourth after a steady drive. Here he leads George Price through during a close heat three. (Photos: John Marshall)



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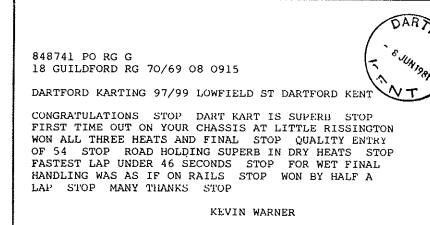
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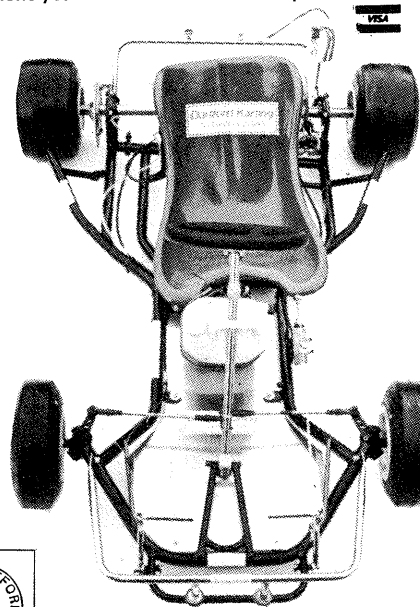
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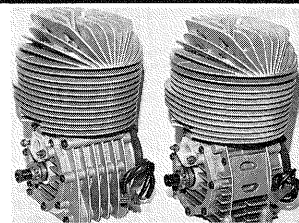
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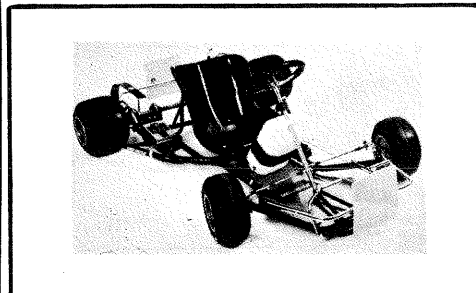
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CLUB SCENE

Chasewater

Sunday July 12th, saw the Chasewater Kart Grand Prix live up to all expectations. The weather stayed hot and sunny all day, attracting a capacity crowd of spectators, who experienced some of the best racing seen at Chasewater for a long time. Before the racing started I had a dread or should I say a nightmare — how was I going to keep commentating for 50 laps at a time! The nightmare turned into a dream — the racing was so entertaining that I had no difficulty in keeping up the chat throughout the longest final of 50 laps...

In the JUNIOR BRITAIN class Mark Beddall set out in his first heat determined to make an impression on the rest of the field. Having won the title last year he was even more enthusiastic to retain the JUNIOR BRITAIN GRAND PRIX title. Being in second place for two laps he went through to take up the lead for the rest of the 10 lap heat. During his second heat he struggled from a second line grid position and went on up the field, following behind Michael Blackburn who drove a splendid race but on the last lap the experienced Mark went through to take the flag and pole position for the final. With lap times in the heats, of 23.4, 23.5 and then finally the fastest lap set up by Mark with 23 seconds, it was definitely going to be Mark Beddall's day with the determination of a veteran driver. In the finals, three drivers excelled themselves, Mark Beddall, Miles Hall (having been loaned a Britain kart from Keith Reynolds thus enabling him to compete in both Junior events), and Steve Filkin all achieving good lap times. Finishing in first place Mark, then Steve and Miles in third place over the finish line.

The JUNIOR NATIONAL event saw Miles Hall out once more and putting in some very fast lap times of 23 seconds together with Neil Cunningham who was the fastest Junior National throughout the day with a time of 22.69 seconds. Racing was very close and extremely fast with last year's winner not competing. Jonty Millward was out racing in Switzerland representing Great Britain in the Junior Championships. It was anybody's race, all drivers having equal chance of getting out in front. During the heats Miles pulled through the field and had a first and a second and therefore a very good position for the final.

During the final he went out in front and remained there for the 30 laps, as fresh at the end as he was at the beginning. Neil Cunningham, during the heats had a first and a third and finished in the finals in second place. Another driver, David Geddes put in a lap time of 24 seconds and pulled through the field to gain sixth position in one heat and 4th place in the other and in the finals a fourth place. Derek Shields had a fourth and sixth place in the heats and pulled back from the second row grid to gain third place in the final.

With 32 competitors for the 100 NATIONAL class it necessitated four heats and we all experienced some close nail-biting tactical racing. Last year's winner Rob Cooper gripped the steering wheel and gritted his teeth with such obvious determination that the crowd were willing him to win. In the first heat the best he could do was come in second, having put up a joint fastest lap time of 23.00 secs. with Simon Grove in a brand new rig (having written off one in a testing session two weeks before). Four drivers in the second heat were determined to get over the finish line first, Mick Pritchard,

Gavin Jones, Warwick McRae and Simon Woolford with Warwick putting in the fastest lap of 23.3. In the third heat Mike Mulhearn shot ahead of the rest of the field and stayed there to finish in first place with Duncan Halliwell and Rob Cooper in second and third places. In the fourth heat Warwick McRae led the field from start to finish with a large gap between himself and the second place which was being hotly contested between Gavin Jones, Richard House and Mick Pritchard and the final was to be just as close. Mike Mulhearn shot ahead for the first lap closely followed by Rob Cooper who could see the trophy once more on his mantleshef in his minds eye. Out in front he went pulling further and further away from the rest of the field. Mike Mulhearn dropped out of the race on lap six and Simon Grove took up the challenge along with Tom Cammender and Robbie Adams until lap 9 when Graham Thomas, a finalist from the 'B' final came up to join the chasing pack. The lead was well established. All Rob had to do was just stay there for 40 laps. The real race was for the remaining positions. By lap 20 the places looked settled with Simon Grove in second place and Graham Thomas in third. Robbie Adams and Gavin Jones swapped places throughout the remaining laps, with Robbie finally getting ahead of Gavin and finishing in fourth place with Gavin in 5th position.

The 100 INTERNATIONALS and 100 Senior Britains raced together for separate awards. In the International class Martin Styles and Steve Cowell put up a lap time of 22.6 and Martin went on to win the first heat but Steve had mechanical trouble in the second heat so was well down the final grid.

In the final three drivers who drove exceptionally well were Mark Allan and Martin Styles who unfortunately went out on lap 35 with trouble and Richard Clark who kept in close contention with the leaders and ended up with a second place with the fastest recorded lap time of 22.5.

In the 100 Britain class, lap times were recorded for Keith Reynolds and Kevin Osborn both with 25.00 secs. During the final Keith Reynolds eventually came in second and Kevin Osborn took the first place for 100 Britain.

David Bailey in the 210 NATIONAL class in the first heat, set out to repeat his win of last year, winning the first heat very convincingly but unfortunately had mechanical trouble in the second heat which put him well down the grid for the final. Martin James put up the fastest lap time in the first heat, of 23.8, despite slowing down later in the race finishing in fourth position. David Bailey fought through the field for 50 gruelling laps and eventually came into second place. There was no way he could catch the leader, Tony Hayward, who from the beginning put his foot hard down and held first place for ten laps then was overtaken by a flying Ed Duckett who knocked seconds off the 210 lap record, to a 23 secs dead. Unfortunately Ed seized 15 laps later and Tony went through to take the chequered flag 50 exhausting laps later. Tony competed in two classes, the 210 Nationals and 125 National and completed a record 200 laps during Sunday's race meeting.

Bob Kennings in the 250 INTERNATIONALS had a hard day keeping ahead of Dennis Rhoades and lap times set up by Richard Dean of 23.1 were smashed time and time again. During the heats the fastest time put up by the

250 Internationals was by Dean, of 22.55 but during the final Bob Kennings shot ahead and stayed there lapping every single driver on the track up to the second man. During that time he smashed his own lap record and Chasewater's lap record to 22.0 secs.

In the 250 NATIONAL class speeds were also being recorded. Mark Hey smashed the record in both heats, 23.4, 23.5 and in the final, although not smashing the record, again gave a very good consistent speed in the 50 laps.

In the 125 NATIONAL class Tony Hayward had been kindly loaned a Star Honda in order to compete in the 125 class, by Mr Ted Harris and D.M.A. It was the first time out for the rig and all concerned were very impressed when Tony went on to win the 125 National title.

Val Lee

Results:

Junior Britain

1st	Mark Beddall
2nd	Steven Filkin
3rd	Miles Hall

Junior National

1st	Miles Hall
2nd	Neil Cunningham
3rd	Derek Shields

100 National

1st	Rob Cooper
2nd	Simon Grove
3rd	Graham Thomas

100 International

1st	Mark Allen
2nd	Richard Clarke
3rd	Peter Walker

100 Britain

1st	Kevin Osborne
-----	---------------

210 National

1st	Tony Hayward
2nd	David Bailey
3rd	George Wright

250 International

1st	Bob Kennings
2nd	Richard Dean
3rd	Dennis Rhoades

250 National

1st	Mark Hey
-----	----------

125 National

1st	Tony Hayward
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Wombwell

August 9th

The meeting organised by the South Yorkshire Kart Club had an entry of only seventy five due to holidays and other Championship meetings, but there was still plenty of action with the heats being run on wets and the finals on slicks, providing some outstanding racing.

Junior Britain

Scott Banks and Patrick Walsh provided the crowd with some excellent racing through the heats and the final. Two heats went to Walsh and one to Banks. In heat two, Banks was pressing Walsh but spun out and still finished third. Second went to David Price. Steve Key



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Every Green Man Championship round has something different to offer. The sense of occasion helps to generate a level of competition that sets this sort of racing right apart from the routine of Club events, and this particular round ran the full range of triumph and near disaster. Flag to flag wins for Alan Gates (100 International) and Steve Brogan (Jnr. National) and another, all but the first half lap, for Kevin Keith (Jnr. Britain) were unusual compared to the rest of the season to date, but against this a multiple accident in one of the early Britain heats saw poor Tim Knight being carted off in the St. John's Ambulance with a broken leg. Steve Murphy too was a non starter after he had an unlucky accident riding his motor bike round the paddock on Saturday evening! Luckily this proved not to be as serious as was at first thought and, though he did miss this meeting, he was back the following weekend to take the RAC Britain title in a very convincing way...

The spirit existing amongst the Junior drivers was typified by the large number of signatures added to a 'get well' card that has been sent to Tim, and I should like to add my own wishes for his speedy return to the sport.

One more incident in an exciting meeting saw Paul South get involved in what an awed John Pudney described as "the most violent accident I have ever seen!" That Paul emerged unscathed and indeed was racing again a week later at the 100 National Championships in the same kart says a lot for his own luck and the strength of his kart!

With the heats over and one or two anxious looks at the clouds proving unfounded as hardly a drop of rain fell, the first 'B' final for Jnr. Britains got away, providing a good win for Jason Plato, to be joined in the 'A' final by Darrell Beasley, Simon Collins and Keith Blackburn. The other 'B' race was for 100 International and this produced a win for John Alcorn after Nigel Smith got encouraged off at the beginning, and Richard Tapper actually spun on the rolling lap. Not Team Schemes' day...

Joining John in the top four were Mike Little, Paul South and Marc Donaldson, but at the weigh-in the race winner was apparently a fraction underweight on Clay's rather vague scales (which he vehemently denied, and in fact did appear briefly on the back of the 'A' grid until his motor died just after the start of the main final, forcing early retirement). Thus Green Man newcomer John Thompson found that he too had another race to do.

The first of the 'A' finals featured Junior National, with all of the top contenders taking part, headed in pole position by Steve Brogan. Beside him Jonty Millward hoped for a change in his luck, and they were followed out for the rolling laps by Lee Cranmer (making a welcome "come-back" race after an untimely decision to hang up his helmet had been reversed as the



GM5 To Gates

Gates walks away with the fifth round of the Green Man and goes into the Championship lead, as Grice leads the chase. Junior races go to Kevin Keith (Britain) and Steve Brogan (National).
Report: Peter Wardle

Green Man event approached), Phil Foster, Kerry Thorpe (fit again after his unfortunate Felton injury), Mark Bailey and the rest.

Out of the first corner with 24 laps ahead of them and immediately it was drama with Jeremy Cotterill, having gained a few places off the line only to get involved in a scuffle as they left the first hairpin, spinning to a frustrated standstill off the circuit. I've seen some agitated drivers in my time but Jeremy was actually hopping up and down in his efforts to attract the attention of the Club's official pushers to get him going again... which they did as the tail enders were going down the straight half a lap ahead.

As the race developed, Steve Brogan was hanging grimly onto his lead, chased unmercifully by Lee Cranmer. Phil Foster held third ahead of Gary Moynihan, Miles Hall, Paul Andrews, Ian Smith, William Hewland and co. Nick Crabtree had been charging up the order and claimed fourth before his carburettor came

loose and he stopped just before the start line, figured out what was wrong and finally managed to persuade a pusher that he could get restarted, then running to the finish holding the offending article in place and driving one handed! At almost the same moment, Lee's challenge came to an abrupt end as his motor seized half way down the straight. He too got restarted to cruise to the finish and collect a few Championship points. Millward, Smith and Thorpe all had problems of one sort or another and then a whole group tripped over a back marker at Billy's Blind (the tricky double apex right hander after the fast main straight) including Paul Andrews, Gary Moynihan and Phil Foster, who had until then been enjoying a terrific race.

Above: Alan Gates had an easy International win. Below: After early pressure, Steve Brogan took the Junior National race easily. (Photos: John Pudney)





Simon Collins were enjoying a fabulous scrap just behind.

Back at the front and Piers' efforts to keep Jamie at bay had allowed Kevin to pull out a tiny lead. Jamie was alongside at every possible opportunity, but just couldn't quite scramble ahead in this terrific battle, neither driver giving an inch. Lapping a back marker at the hairpin he got inside again, then at the double apex left hander that followed the two of them drove round side by side, Jamie being finally forced to lift only when they got to the fast 90 degree right hander that follows. Next time round and suddenly things got just too close. The same difficult left hand bend is one of those corners where drivers are on and off the throttle with the kart teetering on the brink of adhesion and, with the two of them nose to tail Piers happened to be off the power correcting a slide when Jamies foot was already pressed hard on the throttle. They touched and in an instant Piers was spinning, Jamie just managing to stay in control and set out after Keith.

Five laps to go and Kevin was beginning to look nervously over his shoulder, hardly reassured by the sight of Jamie right on his bumper. He may have been looking behind him but this didn't stop him driving a superb defensive race without the undignified weaving that has been seen from some other drivers. Jamie tried everything, but as the last lap board went out the order was still the same, and this was still the case as the chequered flag came out. Mark Beddall managed to hang on to third in spite of the efforts of Mark Jennings, then another Mark (Handyside), having his own best result for some time, took 5th ahead of Andrew Colson, Steve Dart, Tarquin Cook and a recovering Piers Hunnisett, while Gary Chapman completed the top ten. Jason Plato managed to make it up to 14th while poor Martin Prior culminated an appallingly unlucky weekend with a seized motor.

All this has left the Britain Championship wide open with the first four drivers covered by only 23 points. Anything could still happen with two rounds still to go . . .

1st	Kevin Keith	Kestrel/Arrow
2nd	Jamie Kavanagh	Mamba/ART Arrow
3rd	Mark Beddall	Reema/Arrow
4th	Mark Jennings	MM3/Arrow MM
5th	Mark Handyside	AKR/Parilla
6th	Andrew Colson	Barlotti/Arrow

Championship positions: Mark Beddall 206, Kevin Keith 196, Martin Prior 188, Jamie Kavanagh 183, Jason Plato 159.

The Junior Britain battle – Keith (12), Hunnisett (15) and Kavanagh (22) burst onto the start/finish straight. (Photo: John Pudney)

and Darren Maple, while Steve Filkin was pursuing all of them as hard as he knew.

By now, Kavanagh was energetically trying to find a way past Mark Beddall. He finally managed to get alongside as they rounded the kink on the straight and approached Billy's Blind, driving bravely round the outside of Mark at nearly 80mph, then, leaving his braking as late as possible he slid wide, allowing Mark to get inside him again. Up to the esses approaching the start line though and Jamie firmly shut the door, forcing Mark to lift off, and third place was his. Immediately Jamie pulled clear and visibly closed the gap to Kevin and Piers.

Piers was really driving well in his efforts to wrest the lead, but Jamie was clearly closing, and very soon the battle for the lead became three cornered. Beddall now had Mark Jennings to worry about, while Handyside had pulled clear of Colson, then Duncan, Tarquin Cook, Steve Dart, Gary Chapman, Steve Filkin and

Martin Leach (28) harried Richard Weatherley (43) in the late stages. (Photo: John Pudney)



continued . . .

All this left Jeremy Cotterill suddenly very well placed to get well into the points. He had taken William Hewland just before this contretemps and was now running ahead of Miles Hall in third place! Mark Bailey had had a relatively uneventful race to take second, some distance behind Brogan, and behind Hewland a reviving Phil Foster was comfortably clear of Alistair Massarella, an unlucky Paul Andrews, Philip Bailey (coming from the back of the grid), and Simon Howarth completing the top ten.

1st	Steve Brogan	Dart/Arrow
2nd	Mark Bailey	Sprint/Sirio
3rd	Jeremy Cotterill	Sirio/TKM
4th	Miles Hall	Zip 981/TKM
5th	William Hewland	Lane/Arrow
6th	Phil Foster	Ferrari/Parilla

Championship positions: Steve Brogan 248, Mark Bailey 193, Jeremy Cotterill 183, Lee Cranmer 165, Hugh Dunne 158.

The Junior Britain drivers were already formed up in the starting enclosure with Robin Hooker (pole) and Colin Duncan on the front row. Behind them Kevin Keith, Piers Hunnisett, Mark Beddall and Jamie Kavanagh were all sure they could make it to the front.

Into the first corner and Hooker led. By the end of the lap though it was Kevin Keith forging ahead to lead Robin across the line, then Piers Hunnisett, Colin Duncan, Mark Beddall, Jamie Kavanagh, Mark Jennings, Andrew Colson, Mark Handyside and Luke Wilson – all still locked together with the rest of the pack strung out behind them. Beddall, Kavanagh and Jennings quickly found a way past Duncan, who then dropped away from them and came under attack from Colson's group. Suddenly Hooker was spinning at Billy's Blind and Hunnisett, quick to take advantage, moved up to challenge Keith for the lead. Further back, Duncan had succumbed to the attentions of Colson, Gary Chapman (moving up well) and Handyside, and now Jason Plato was up with the next chain of karts, challenging Steve Dart

Club P.R. people are invited to submit coverage of their events for inclusion in *Club Scene*. Contributions are requested as soon as possible after the event in order to keep us as topical as possible. Photographic support is welcome. Don't forget that you can ring us at any time (Hoddesdon 44201) with any snippets of news.

Rowrah

12th July

A good entry of 97 karters arrived at Rowrah Stadium for the Cumbria Kart Club's sixth meeting of the year. The weather was a little worrying as a few drops of 'wet stuff' started to descend, but after an old tribal war dance (only known to the chosen ones as the Ritual of the seven virgins, anyhow we had to give that up as we only found two) the sun came out, to give another large crowd some very close and exciting racing.

Junior Britain

Fourteen young drivers lined up to do battle and for the first time this season McWilliam didn't have it all his own way as S. Murphy left everyone in his wake to take a superb win from a hard trying Jason Plato, S. Key and D. Price fourth.

Junior National

From a field of nine Junior Nationals it took a young lady in the shape of Mandy Roue to show the 'boys' home as she led from flag to flag (in fact the longer the race progressed the further she pulled away), to take a very popular win from M. Abbott and P. Margerison. Just for the record I think the last female to win at Rowrah was Carolyn Grant-Sale in a 250 race August 1979. WELL DONE MANDY.

100 National

An excellent entry of Nationals gave us the best race of the day. From the flag P. McCallum from pole, took an immediate lead with George Price tucking in behind. These two then opened up a gap which saw Price having a nibble on every corner (there's no answer to that!), but with McCallum holding the racing line Price had to settle for second a long way ahead of the pack, headed by local driver Nicky Stamper going very well, L. Marsden, Willy Grieve, S. Burr and John Jenkinson.

125 National

Another close race emerged in this class. As the flag dropped Kurt Luby took an immediate lead over 'Hilltop' with Brian Smith and Craig 'quack quack' Dixon in hot pursuit (Craig was rumoured to be driving a souped up sewing machine – I had to get that one in as Craig keeps calling my 210 a traction engine, cheeky sod). Anyhow it was bumper to bumper for 15 laps with no position changes, but it was all exciting stuff, as Luby took the flag inches in front of Smith and Dixon.

210 National

With three heat wins, Bill Cole was in no mood to let this one slip as he led from flag to flag. Behind Bill, Terry Ramshaw, Andy Martin and Anthony Bar battled it out and with Martin and Bar trying to knock??? each other off, this allowed Ramshaw to take second from Martin and Bar.

250 International and National

Another Mike Davidson benefit (yawn, yawn) as he took the win from Novice Alan Tinnion. Only these two finished, as the two Nationals both stopped half a lap from home and ex 210 driver David Bird 'doing' a big end in the heats.

Ian Reading

Results

Junior Britain

1st	S. Murphy	Premier/Arrow
2nd	J. Plato	MM3/Arrow
3rd	S. Key	Premier/Arrow

Junior National

1st	Mandy Roue	BM/Parilla
2nd	M. Abbott	Spectre/T70

100 National

1st	P. McCallum	Mamba/Arrow
2nd	G. Price	Wilson/T70
3rd	N. Stamper	Zip/Parilla

125 National

1st	K. Luby	Lancer/Rotax
2nd	B. Smith	Zip/Rotax
3rd	C. Dixon	Barlotti/Kawasaki

210 National

1st	B. Cole	Barlotti/Villiers
2nd	T. Ramshaw	Blow/Villiers
3rd	A. Martin	Blow/Villiers

250 International/National

1st	M. Davidson	Barlotti/Yamaha
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Kilcornan

Saturday and Sunday, the first and second of August, and once again the Southern Karting Club were blessed with the best of summer weather for their fourth Annual All-Ireland 100cc International Championship event. With a cheque for £150, a cup and the coveted IRL plates for the winner, all the leading Class 1 Irish drivers had converged on the beautiful little purpose-built track at Kilcornan, led by the reigning Champion Jim Flannigan of Bangor, County Down. The Southern Karting Club, inspired by Chairman Tom O'Brien had done their usual fine job of preparation, and the track was looking at its very best.

Saturday morning was confined to practice sessions, including timed practice, and at 3.30

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in the afternoon the heats got under way. It was arranged that every competitor would have four heats, with the best three to count. By lunch time on Sunday all heats were completed and Ricky Smith of Belfast had four wins, Stephen Quinn of Portadown, the 1979 Champion had 3 wins, with Vivien Daly of Dublin winning one heat.

The B final was the first big event on Sunday, and Alan Hick of Dublin was a rather easy winner from Tony Farrell also of Dublin and the very experienced Tucker O'Connell from Carrick-on-Suir.

It was the turn of the Juniors next, and with one heat win each the favourites were Martin Rogers from Lisburn, Tommy O'Connor from Dublin and Frank Stewart from Antrim. But unlucky Martin Rogers had ignition trouble on the first of the two rolling laps, and it was Tommy O'Connor who led away, followed by Richard Walsh and Frank Stewart. This was the order until lap seven when Walsh took over from O'Connor. The Walsh lead lasted only two more laps when he had the misfortune to be put off by a tail-enders. O'Connor again surged into the lead, and held it to the end, followed by Frank Stewart and Fergus Magee. Martin Rogers overcame his poor start and drove a great race to end at fourth.

Then it was time for the eagerly awaited Championship final, which was to be run in two 20-lap legs. The 20 fastest took their places on the grid for the first leg, with Ricky Smith on pole position beside Stephen Quinn. Behind them were Vivien Daly and Michael Conway. Smith was first away, followed by Quinn, Daly and a hard charging Alan McFarlane of Dublin, who had slipped past Conway. This was the order until lap 16 when McFarlane got past Daly, but alas blew it all on the last lap when he spun off to leave the final order of Smith, Quinn, Daly, Conway, William Blair and Jim Flannigan.

After a short spell to get various disorders sorted out the drivers took their place on the grid for the second leg. Smith was still on pole with Quinn, but for this leg Blair and Flannigan had moved up one row behind Daly and Conway. At flag fall Smith again led away, followed by Daly who had moved past Quinn. Conway, Flannigan and Blair were next, followed by that man McFarlane, who was not to be denied, and had charged up to sixth from nowhere. This is how it remained until lap 17 when the unlucky McFarlane disappeared with engine trouble, and Ricky Smith ran out an easy winner, followed by Daly, Quinn, Conway, Flannigan and Blair, in that order.

It did not take the very efficient team of lap scoring ladies long to sort out the final results and they confirmed that the new Champion was Rick Smith, with Stephen Quinn second and Vivien Daly third.

David Glennon

Results:

All-Ireland Class 1 International Championships

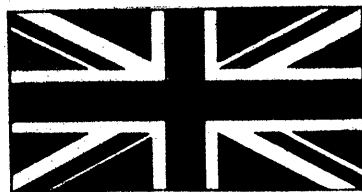
1st	Ricky Smith	Belfast
2nd	Stephen Quinn	Portadown
3rd	Vivien Daly	Dublin

B Final

1st	Alan Hick	Dublin
2nd	Tony Farrell	Dublin
3rd	T. O'Connell	Carrick-on-Suir

Juniors

1st	T. O'Connor	Dublin
2nd	F. Stewart	Antrim
3rd	F. McGee	Dublin



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Above: The Internationals smoke off the line.
Right: Grice (when is his front number not in
tatters?) and Harris had a torrid battle for
second. (Photos: John Pudney)

With Terry Fullerton well back on the grid and Alan Gates and Ricky Grice filling the front row, we should have been amply entertained by the Internationals. It looked good too. A bit of over-enthusiasm on the rolling laps (during which someone sideswiped the Starter's box as the field rushed past at a speed which was calculated to force another rolling lap, luckily without injury to the Starter) saw the red flag go out for the riot act to be read, surprisingly calmly, by Clerk of the Course Dave Phillips. Suitably chastened, things got underway again and this time, in a more orderly fashion, the race got underway. Straight away Gates made no mistake in taking a lead he was never to lose. Initially Biff Harris took second from Ricky Grice, Brown, Lane, Weatherley, Jackson, Leach, Knapfield, Austin, Smyth, Ward, Herbert, Fullerton, Higgins, Homewood, Fletcher, South, Wright, Mellish, Little, Alcorn (reappearing "unofficially"), Lee and Donaldson.

Another lap and then drama. Half way down the straight, Paul South had been overtaking Paul Fletcher, who didn't see him coming and moved across to take the natural line through the kink. Already though, South was two thirds of the way past, his right rear wheel riding up over Fletcher's left front and tossing the kart into a startling somersault at maximum speed. Over once, then in the middle of the second flip the debris fence between the main straight and the start line collected him, leaving him one side and the kart the other! Much to everyone's relief and amazement South simply got up, looked at his kart, decided that it's race was run, then strolled back to the paddock totally unhurt! . . .

Ricky Grice made it past Biff Harris at the hairpin a couple of laps later, watched by Jackie Brown, who was keeping ahead of Alan Lane, Richard Weatherley and Paul Jackson. Terry Fullerton had gained a couple of places and was now challenging Richard Smyth. Lane and Weatherley took Brown who then dropped behind Jackson at the centre loop, but International racing is so close that before Brown could get back into the groove Knapfield and Leach muscled him out at the top corner, then Higgins too took advantage to take him down the straight. Fullerton tried to get past Smyth, only to have the door shut very firmly in his face which left him with nowhere to go except off. He got restarted again but well down the order, and in fact towards the end he found himself nearly a full lap down on Gates!

Biff Harris was still trying and did get his second place back for a while at the same time as Richard Weatherley took Lane, just before



Alan's engine seized and he was out. Ricky Grice wasn't taking his demotion lying down though and various fist shaking episodes from Biff demonstrated the force of Ricky's efforts. Grice finally made it back to second then suddenly Biff's engine played up, popping and banging in an alarming fashion, though he did manage to keep it going for a while longer before it cleared and he eventually finished 17th.

Richard Smyth got past Roy Austin and that was more or less the last of the action. Paul Jackson and Jackie Brown dropped out, while Martin Leach succeeded in passing Paul Knapfield for fourth down the straight, and that, except for Fullerton claiming 12th from Gary Ward towards the end, was that.

Not, after the early laps, the most exciting race of all time, but then when you consider that after 28 laps virtually the whole field was still on the same lap, it was a very good indication of how very competitive this class has become. Even the acknowledged Superstars are finding it really tough this year without the bolt-on tyre advantage to rely on, while hitherto overlooked drivers are now finding that they are more competitive than they really expected. All in all a most healthy sign for the future.

The next round takes place at Rowrah as this edition goes to press, and as this is the 6th round, some drivers will be dropping their worst scores from earlier in the season which could well shake up the points table (the best five of seven rounds counting). Watch this space! . . .



The remains of South's battered machine.
(Photo: John Pudney)

1st	Alan Gates	TKM/TKM
2nd	Ricky Grice	Lane/Lane Parilla
3rd	Richard Weatherley	Sirio/Parilla
4th	Martin Leach	Zip 981/Parilla
5th	Paul Knapfield	Sprint/Sirio
6th	Derek Higgins	DAP/DAP JM

Championship positions: Alan Gates 227, Ricky Grice 189, Alan Lane 175, John Gravett 155, Dave Mellish 134.

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Just a few words this month, as the Hermetite team is flat-out preparing for the Grand Prix. What a day that should be — a last minute burst of overseas entries has ensured that it should certainly be the best, most International, GP ever . . .

Well, Paul Ricard was magic — the circuit, the weather, the organisation . . . everything. Dave got it all together to win overall, with myself in second. The entry wasn't bad for a first attempt, and the good news is that Superkarting will be back at Ricard next year — possibly as a support event to the French F1 Grand Prix!

Three other drivers went down from Great Britain for the meeting — Carolyn, Dave George, and of course Martyn Merritt. This was Martyn's last race before the tragedy at Cadwell, and it's doubly sad that afterwards, we were remarking just how well Martyn was getting his act together. Elsewhere in this issue I've tried to put everybody's feelings into words, but when you lose somebody you know that well, it's almost impossible . . .

The European Championship will be in the U.K. next year. That is for sure. And despite the CIK press release Mr. Southcombe assured everybody at the Open Day that although we had the event, no venue and organising club had yet been allocated. Hopefully several clubs will apply and give the RAC — who will make the final decision — a good choice of venues to choose from . . .

Of course, the GP will be over by the time you read this, but a prediction is always good for a laugh. Who do I think is going to be up there — Hermetite team aside? We all know the half dozen or so likely candidates, but right now, John Ball is the "form horse", with an "almost" at the Donington T.V. meeting and a win at Cadwell. And if Reggie (Gange) races, he'll be there at the end . . .

Martin

MAINLY POLITICAL

Well the Open Day has come and gone and one is left wondering, was it worth it? And will any good come out of it? My personal opinion, for what it is worth, is yes. To me, the whole affair was chaired in the best possible way, every person there was given ample opportunity by the Chairman to put their point of view forward and we did obtain certain promises of what could and would be done. Of course, as usual, no decisions were made, but at least one was left with the distinct impression that one was not just there out of sufferance.

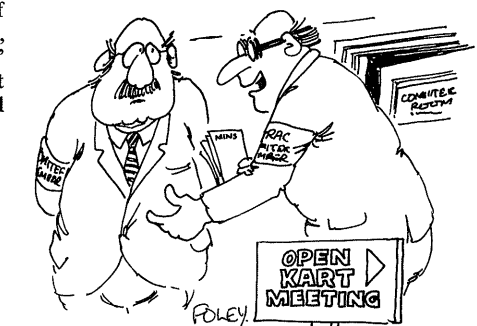
No attempt was made by the Chairman to cover up any of the bloomers that had been apparent throughout this year, and providing a lesson has been learnt by all concerned (and

perhaps it was as well that not too much time was wasted on what had already gone), one can only look forward to see if any new regulations and changes are in line with the ideas and suggestions put forward.

The item that seemed to get people going most appeared to be the tyre situation. The Chairman, after announcing that the tyre evaluation had been tabled at a meeting earlier in the day, said that the matter would be discussed in full Committee later.

It may be worth recording that the tyre evaluation was supposed to have been carried out by the RAC Senior Scrutineer, with no tyre manufacturers, tyre or kart distributors or manufacturers present. It came out at a later date that Mr. Peter Wardle of Art Karts assisted in the evaluation by supplying the kart (which he manufactures). No wonder one wonders what goes on!

One would have thought that if the evaluation was carried out as planned then the best tyres for each class will be accepted. After all, in fairness to drivers, some provision will have to be made so that tyres already on the list (even if they do not meet the required standard) can be used for a year. If by the end of that time they were still unable to meet the standard, then they should be dropped.



DON'T LOOK SO DEPRESSED — AFTER TOXTECH AND THE FISA/FOCA BATTLES, ANY MEETING IS GOING TO SEEM DULL.

Contrary to the widely held feeling, I have never pushed very hard for a tyre evaluation. Once the RAC made tyres open in the class my son races in, I lost interest in the matter. I fought like hell so that my son could use the tyres of his choice, and not be dictated to by somebody sitting at a desk in London, who in all probability has never driven a kart, and most certainly not on a long circuit. What I have campaigned for all along, is the freedom of the individual to buy tyres at any place he likes, and not be compelled by a one-sided regulation issued by the Motor Sports Association to the effect that all tyres have to come from one source. This injustice I have fought and will continue to fight to put it to rights — it amazes me how anyone on the staff at the RAC MSA in Belgrave Square can publish such a regulation and expect it to be carried out. This, to me, is a most unacceptable situation and if it comes to the crunch I will place the matter before the Common Market Commission in Brussels.

Let's turn to a meeting of another kind. By the time you read this, Silverstone will have come and gone, and I'm sure that with over 350 entries, the facilities available, and the atmosphere there, we will have enjoyed a fantastic meeting.

What a shame the 100 National RAC Championship couldn't finish with the same splendour, as along with the 100 International RAC Championship, it suffered a distinct lack of entries. Something certainly is lacking with regard to these MSA Championships . . .

Mark



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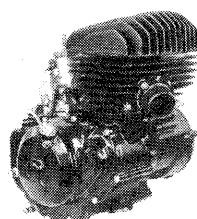
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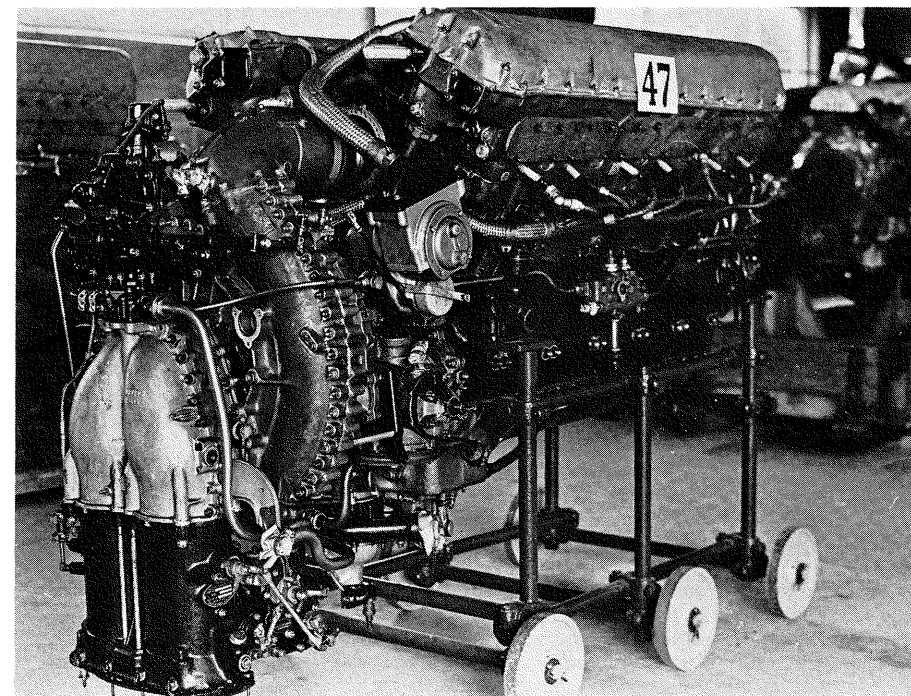
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£11,500 worth of Rolls Royce Merlin V12!

Nostalgia is an ever increasing business these
days! Last month I attended a mind-blowing
example of this, when a large portion of the
Strathallan Aircraft Collection was auctioned
by Christies in Scotland, near Perth, in a most
picturesque setting - a lush green airstrip,
surrounded by mountains that mark the start of
the Scottish Highlands. We arrived in the only
manner one should on such an occasion - by
air, in my friend's Cessna - and made straight
for the mouthwatering creatures that were to
come under the Auctioneer's gavel.

Before the sale commenced, we were treated
to the magic sight and sound of the Rolls
Royce Merlin powered Spitfire, which gave a
breathtaking aerobatic display. The super-
charged Rolls Royce Merlin (no relation) is
regarded by the initiated as a major landmark
in British engineering, as well as making one of
the most glorious noises for those who appre-
ciate such things. The V12 engine powered
both the Spitfire and Hurricane fighters and the
Mosquito and Lancaster bombers, which, to-
gether with the gallant men who flew them,
played such a vital part in protecting our island
from the Nazi hordes. One got the feeling that
to some of the elder spectators this brought
back very special memories of past glories in
the last war. The Spitfire was not for sale, but
was the property of the Hon. Patrick Lindsay
- the Auctioneer, who also is a distinguished
"pilot" of quite a number of classic racing cars,
an E.R.A. and a Dodge to name but two.

The star attraction of the actual sale was a
Hawker Hurricane - one that had featured in
the making of the "Battle of Britain" film, after
which it was acquired by Sir William Roberts,
the owner of the Strathallan Collection. It
fetched a cool £260,000 (plus the V.A.T. of
£39,000) - so I didn't buy it!

So what relevance has all this to a karting
magazine? - not a lot - save for the fact that
now karting in this country is well over twenty
years on as a sport, I wonder whether the time
has come to dig out some of the early examples
of karts, for demonstrations at the more presti-
gious karting events. It would, after all, give
those who for whatever reason no longer
choose to race, a chance to actively participate
occasionally. Perhaps some may feel they don't
want to be reminded of the somewhat basic
nature of the early machinery that started "Go-
karting" in Britain! The idea isn't mine - but
that of an old karting friend Steve Morey, with



whom I went to the Thruxton meeting. I used
to go to most meetings with Steve in the sixties,
for richer or poorer he always faithfully had the
same equipment as me - and though he never
took racing that seriously, he was usually there-
abouts at the end of the day. He once won a
Brands Hatch meeting, he won a Snetterton 9
hours and came second in the Villiers R.A.C.
Championships in 1965. He also contributed
handsomely towards my efforts in racing - I
always had his cast off driving gloves, boots
and overalls! I can't remember if he actually
gave them to me, but I borrowed anything sur-
plus and usually kept it!

Steve Morey always struck me as someone
to whom life had dealt all the best cards - not
withstanding that though, he always seemed to
enjoy his racing in karts, though racing a vin-
tage Bewcley might have been more fitting to
his station in life! Steve is now heavily into
motorcycles - top of his pile is a Desmodronic
Ducati Darmah (900cc), which I found to be
good for a comfortable 120 mph across the
New Forest in weekend traffic! He also rides a
"Triton" - for the uninitiated, a Triumph twin
in a Norton "featherbed" frame. The Ducati's
gears were "one down and four up" on the left
- the Triton was "one up and three down" on
the right - so you had to have your wits about
you getting off one straight onto the other!

Steve's working life consists of a variety of
interests - one of the top DAF truck agencies
in Britain; a large fleet of Ready Mix Cement
lorries; sand and gravel pits; and the latest ven-
ture is stocking "worked out" gravel pits for
coarse fishing clubs - all very carefully carried
out and excellent public relations for future
gravel extraction planning permission.

Anyway, "Bluebell" as he became known,
suggested that the time may now be ripe for
a few of the karts, say pre 1970, to come out
of their dormant state and occasionally take to
the track, say at the interval of next years
Silverstone Kart Grand Prix - a parade of the
"ancient pilotes", as they do in motor racing.
There must be literally thousands of just such
karts stuck away collecting cobwebs, spread
across the country. Anyone interested in the
idea may like to contact Steve at:- "Merry
Gardens", Church Lane, Burley, Nr. Ringwood,
Hampshire.

£260,000 worth of Hawker Hurricane . . .





continued . . .

Towards the end of July, 15 or 20 drivers hired Oulton Park for an afternoon's testing in preparation for the final round of the RAC fast circuit Championship. The session was arranged by Brian Hill and Dennis Crompton, the cost split equally amongst all those who took part, which then didn't work out too expensive. At last year's Oulton Park meeting it was announced by Bert Hesketh at the prize giving that this year's meeting would be round the full 2½ mile plus circuit, using the Esso Bend, and the part of the track which to my mind is the most challenging — Cascades, being a most deceptive corner and Knicker Brook, after the long straight, being much more of a "sorting out the men from the boys" bend! After a few laps at the practice session, all the drivers with the exception of Brian Heerey, considered that the little used portion of the circuit going up to Esso, was so bumpy that it simply wasn't on as they couldn't see where they were going. Signatures were gathered on a "drivers' recommendation" and it was to be forwarded to the RAC. The eventual outcome was that the RAC apparently wouldn't allow karts to use this portion of the circuit anyway, as it is only up to A.C.U. (motorcycle racing) safety requirements. Now if my memory serves me right, about six years ago it was decided that when karts raced on motor racing circuits the safety requirements were to be as per A.C.U. and not car racing requirements! . . .

The Hon. Patrick Lindsay's Spitfire . . .



The cause of drivers suffering from impaired vision on rough circuits is greatly aggravated by the ever increasing degree that seats in karts are laid back in an attempt to decrease wind resistance — a natural and obvious development in the search for more speed. Let us not however, go the way of the Grand Prix world, where the circuits now have to suit the cars, rather than the cars suit the circuits! There are few enough circuits to race on and constant radius, billiard board smooth tracks are very, very boring, both to race on and to watch. They also favour machinery rather than driver ability. If Hesketh goes to, one would assume, the greater expense of hiring the full circuit (the meeting will be over as you read this), the answer will have been to sit your seat up and see where you are going. Don't fall into the trap of a cotton wool existence . . .

If I ever had any motor racing aspirations, it wasn't to become a Champion in car racing but to drive a few laps round the full Nurburgring's 14 miles in the Eiffel Mountains in a racing car, where each corner and bump had to be related to the following corner — get one wrong and you are in trouble for the next and probably in the ditch. That is what, in my mind, race driving *used* to be about. One of the last circuits to fit or nearly fit the bill, was where this year's Austrian G.P. was held — the Osterreicherung — and it now looks as though that circuit's days are numbered, on purely economic grounds. Dear Gilles Villeneuve still seems addicted to dismembering Ferraris! . . .

Shortly before the RAC Open Day the Motor Sports Council distributed a well presented booklet in the form of their Annual Review. A certain qualified Accountant, Mr. Sutton, father of Simon, had cast his eye upon the

"Bluebell" Morey winning at Brands Hatch. Looks just like the writer, doesn't he . . .

finances of the RAC in the form of their balance sheet for 1979 and 1980. One particular figure in the amounts recorded was the £126,619 that went in Corporation Tax in 1980. As an Accountant, Mr. Sutton expressed the view at the Open Day that if the RAC was a public company and such a figure was presented to the shareholders, the whole Board would be booted off in double quick time, as it seemed to show a total inability to appropriate surplus funds when available!

In the expenditure and income amounts, a figure of £96,800 was shown as the amount accrued from sponsors of RAC Championships. It does seem totally incomprehensible that sponsors such as Marlboro, the Daily Express and Hermetite for that matter — should be asked to dig deep in hard times, when the guys who control the purse strings appear so incapable of using the hard-earned funds provided by licence holders and permit fees, to more beneficial ends.

It used to be said that the qualifications to "get into" Belgrave Square were a Jaguar, a BMW, Mercedes, or better still a Rolls, and an income from a business that ran itself. It would seem that the present inmates have qualified through inherited wealth rather than the acumen to acquire self-earned affluence! . . .

Before the revision of the RAC structure when the Motor Sports Council was formed as a separate entity from the Pall Mall side of the RAC, in fact some seven or eight years ago, there was the quite incredible case of the RAC employing a somewhat "ambitious" postal clerk who, in a period of *less* than two years helped himself to over £30,000 from the postal petty cash!! I think that if I was concerned or responsible for where the petty cash was going, I would have tumbled the gentleman in a slightly shorter period of time than that in which he enjoyed his new found standard of living!! Possibly the new regime may be a slight improvement on those days.

I gather there is a letter on the way, presumably to the magazine, from Buser, the C.I.K. chief, putting me in my place after my reference last month to the cost to the organising club of running a major international meeting in the form of the European Championship. I can only say that what I wrote was what I heard whilst on the RAC Committee — presumably a further example of the "half truths" that are used to ensure that only a few "in" clubs run these meetings . . .

C.M.

Kart & Superkart

Memory Lane...

Reader Grahame Page reminisces on "how it was", and suggests a possible return to the "dirt" as a publicity medium for the sport . . .

Nostalgia abounds in many ways. In these days of H.S.T.'s and A.P.T.'s, masses of people seek out the few remaining steam railways. In motor racing, today's Formula One cars, to many fans, cannot compare with those piloted by Fangio and Brabham etc. Even bikes remember fervently the days of Minter and Geoff Duke. The same however, cannot be said of the karting scene!

As a competitor during the early sixties, I have since effectively been absent from the sport — getting married, bringing up a family etc. — all the normal things in life. My son, having passed his fifteenth birthday, is now having his initiation to the sport and I am employed as Chief Mechanic. The gap of eighteen years has seen such development that even with my previous experience I feel a complete novice!

Admittedly, I was racing a Class IV as they were called (the largest class) in 1963. Practically all entries comprised Villiers or Bultaco engined machines, with an occasional Zundapp or DKW for variety. In the 100cc class, the JLO and McCulloch reigned supreme with the first Parillas and then Komets appearing in the Super class.

In Class I Sport you could buy a Komet K22 or K33 for £45; for Super the K44/K55 at £85; with the K96 twin rotary valve/carburettor engine for a whopping £124! The most popular Class IV set-up was the Super Shrike complete with 9E4 Villiers for £152, or for £220 fitted with alloy wheels, brakes and a Bultaco K200. The man to beat, by the way, was a certain Chris Merlin! . . .

Chassis development has continued unabated in this time, probably in tune with improvements to tyres, which in 1963 were rather more suited to shopping trolleys. Even retreads were quite acceptable for club events. Typical new tyre prices were £2.30 for a new Continental 3.50 x 5 treaded cover, the tube being 45p. A 3.50 x 5 retreaded cost 75p . . .

Being a founder member of the then new Surbiton/Riverhill track, now just sadly closed, most of my racing was spent there. Occasional visits were made to Blackbushe, Tilbury, Eelmoor Plain, Watford/Leavesdon, Tring (which had an ITV meeting in 1962) etc. Of these, only Blackbushe and Tilbury remain with the former still under threat of closure for more reasons than the noise factor. Star names of the day included Roger Keale, Jack Barlow, Reg Gange Snr., John, Brian and Jack Morrell, Chris Merlin, Rob Tann etc. Looking at the Watford Grand Prix of September 1963, I even see both Mark and Martin Hines entered, with Buckler/Villiers and Shrike/Villiers respectively.

Towards the end of my racing days, a series of kart meetings took place on the Wimbledon Speedway track. Organised by the Stadium owners to alternate on Saturday nights with stock car racing, the idea was to make a family evening entertainment complete with all-star cabaret during the interval, with such artists as Vince Hill etc. Wimbledon sported three official teams of five drivers and took on match races against other kart clubs such as 4 Counties or Rye House, each club putting up a team of five so that six teams competed etc. The karts raced in the opposite direction to the bikes, clockwise, each heat being of 6 laps with a maximum of 10 starters. Although speedway events were only over the traditional 4 laps, the karts were about 1½ seconds under the 500cc race record held at the time by Ronnie Moore the Double World Speedway Champion, on 200cc!

Sadly, the expected crowds didn't materialise despite good local promotion and the events stopped after a short summer season. Compared with the tarmac, racing there was an undoubted thrill, broadsiding around the shale track under the floodlights, four or six abreast on opposite lock! The racing was exciting to watch and those that took part enjoyed it although the cinder dust was troublesome. With stout wire fences you came to little harm if you overcooked it, although I remember one or two managed to get airborne over the top and landed on the greyhound track! Each of the six competing teams had coloured breast plates like speedway riders and team colours were painted on their crash helmets, enabling the spectators to recognise their team without referring to the programme for numbers.

In those early days it was the nearest thing to the formation of karting professionals. Maybe now that speedways are more popular, some astute promoter might like to give it another try. 210s would be ideal, and plenty fast enough on the relatively short tracks. After all, most speedway tracks are only used once a week and there is no noise problem. Another thought; today it might succeed and help the general public to recognise what karting is all about. Seriously, I reckon it is worth consideration — there are currently 36 speedway tracks in use spread all over the country and sponsorship might be easier to obtain when attracting crowds of 5,000 plus per meeting . . .



Some familiar names can be seen in this old Wimbledon programme! . . .

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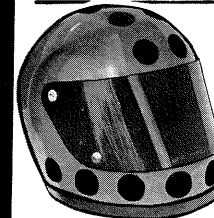
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1st, 100 National - Steve Sykes
2nd, 100 National - Andrew Cursley
3rd, 100 National - James Kay
1st, Jun. Britain - Scott Banks (WRE engine)
2nd, Jun. Britain, Steve Key

JULY 7th ROWRAH
2nd, 100 National - George Price
3rd, 100 National - Ian Williams
4th, 100 National - Willie Grieves
1st, Jun. Britain - Steve Murphy
3rd, Jun. Britain - Steve Key
1st, Jun. National - Mandy Roue

JULY 19th 3 SISTERS
1st, 100 National - Mark Nuttall
2nd, 100 Britain - Steve Key

JULY 26th FULBECK
1st, Jun. Britain - Patrick Walsh
2nd, Jun. Britain - Steve Key
1st, 100 Britain Novice - Matthew Payne

AUGUST 2nd 3 SISTERS
1st, Jun. National - Alistair Massarella
1st, Jun. Britain - Patrick Walsh
3rd, Junior Britain - Steve Key
2nd, 100 National - Steve Sykes
4th, 100 National - Andrew Cursley
5th, 100 National - Ian Murphy

AUGUST 2nd FELTON
1st, 100 National - Ian Williams
2nd, 100 National - Nigel Davison
3rd, 100 National - Willie Grieves
1st, Jun. National - Mandy Roue
1st, Jun. Britain - David Price

AUGUST 2nd SUMMERLEE, SCOTLAND
1st, 100 National, Louis Di Resta

The third and final round of the RAC's 100 National Championship saw a very disappointing number of competitors travel down to sunny Clay Pigeon, along with Junior Britain contenders present for the second of their two Championship rounds. Obviously, the disastrous format for the Championship had deterred all but the leading contenders from appearing, but at least the title was still up for grabs, and the race itself, along with the Junior event, proved interesting and exciting . . .

First of the two main finals was the Junior Britain decider. Martin Prior (Zip 981/Arrow) was the leader after the first round at Felton in May, but close on his tail were Stephen Murphy (Premier/Arrow) and Jason Plato (MM3/Arrow). Prior in fact, was only allowed to race after gaining permission from the RAC. He'd represented Great Britain at a CIK meeting and according to the Blue Book, should be in Junior National. But after contact with the RAC he was given dispensation and allowed to race. This of course caused a lot of argument between other drivers, and it was plain to see that should Prior in fact take the title at the end of the day, then once again the Clay Pigeon Club would not be able to present trophies to the drivers due to protests. Remember the tyre war of 78?

Unfortunately for Martin, he had a disastrous day which saw him relegated to the B final. But he easily qualified along with Darrell Beasley (Barlotti/Arrow), Darren Maple (ART/Arrow) and Kim Taylor (Kestrel/Arrow). The four heats had seen four separate winners in Kevin Keith (Kestrel/Arrow), Jamie Kavanagh (Mamba/ART Arrow), Piers Hunnisett (Kestrel/Arrow) and Gary Chapman (Reema/Arrow). With Martin Prior starting at the back of the final grid, Jason Plato must have felt that the Championship was his for the taking as he sat on pole with Piers Hunnisett alongside. Plato's biggest danger sat on row three in the form of Stephen Murphy. He had Kavanagh alongside with Kevin Keith and Simon Collins (Reema/Arrow) between himself and pole man Plato.

Away they went, with 20 laps standing between them and a new Champion. Kevin Keith was the early leader before hitting trouble. This left Plato in front with Hunnisett climbing all over him looking for a way past. Then tragedy for Plato. Hunnisett tried to pass at the hairpin, but only managed to run over the back of Plato and spin off. Plato's exhaust had been hit and as they came round it was an obvious danger to the other drivers. Unfortunately starter Eric Newsham had no option but to black flag young Jason, so through no fault of his own Plato saw the Championship cruelly taken from him. Had he not clashed with Hunnisett, would he have been the 1981 Champion? We'll never know.

Meanwhile, Stephen Murphy had got himself into the lead with Mark Jennings (MM3/Arrow) second and Jamie Kavanagh now third. Young Stephen pulled further and further away from the second placed man as the race progressed. Where was Martin Prior? Having quickly made repairs he was moving through the pack, into sixth place where he stayed, unable to make any impression on the five in front of him.

All Murphy now had to do was keep going and the title was his. Every time around his mother waved her arms frantically and pulled her hair in sheer excitement, praying that nothing would go wrong. But she needn't have worried for Stephen crossed the line and took the title of British Champion 1981. His Mum



100 National British Champion - Ian Ross-Johnson.

Consistency Pays

Waldron takes the race, but Ross-Johnson's second is enough to ensure the RAC 100 National Championship in sparsely supported final round. Steve Murphy wins the Junior Britain race and the Championship.

Report: A. J. Bryant

leaped onto his Dad - reminiscent of Pele in his glory days and they joyfully ran across to the pits to congratulate their son, his second at Felton and first here giving him the overall title.

Pre-race favourite Martin Prior had to make do with sixth on the day. Unfortunately, as expected, someone protested and only the first five trophies were presented . . .

1st	Stephen Murphy	Premier/Arrow
2nd	Mark Jennings	MM3/Arrow MM
3rd	Jamie Kavanagh	Mamba/Parilla
4th	Andrew Colson	Barlotti/Arrow
5th	Gary Chapman	Reema/Arrow MM

NEW BRITISH CHAMPION: STEVE MURPHY

Ian Ross-Johnson (TKM/TKM) led the 100 National Championship before this final round, and drove well to sit on the second row of the grid. He'd managed one heat win, along with Andrew Clark (BM Flash/Arrow MM), Gary Prior (Cobra/Arrow) and Norman Box (Sirio/Parilla). But the man they all had to beat was Mick Bryant (JETA/DAP). He gained pole with two seconds and a fourth in his three heats. Unfortunately his tyres went right off in the final and after a couple of mishaps he decided to call it a day and retire to the pits . . .

Ian Ross-Johnson's biggest rivals had mixed fortunes. Second placed Kevin Warner (Dart/Arrow) would start half way back, although third placed Graham Waldron (Zip/DAP) was alongside pole man Bryant. Warner and Prior had done the fastest times in the heats, recording a best lap of 38.2 secs each. Nevertheless, Ross-Johnson must have felt pretty confident as the field rolled up to the line.

Waldron took the lead immediately, with pole man Bryant following him through, and Nick Parrington (Reema/Arrow) third, followed by Ross-Johnson, Hann, Prior and Mike Ballantyne. A couple of laps later and Ross-Johnson was up into second with Bryant now third, Hann fourth and Parrington fifth. Up into seventh came Ken Churchill (Sprint/Sirio) with

Derek Higgins (DAP/DAP JM) eighth. A lap later, and Bryant was losing grip rapidly and was down to sixth.

A couple more and Bryant and Prior touched at the hairpin, both spinning off. Prior restarted to finish sixth but after a couple of laps Bryant returned to the pits. Kevin Warner had now worked his way up to fourth, but could not make any impression on the leaders.

Paul Carr (TKM/TKM) who had been off the pace all day, had a late battle with Ashley Sparks (Zip 981/Parilla) who had qualified via the B final. Coming down into the hairpin, Sparks was tapping Carr's rear bumper and as they came out, Sparks went over Carr's rear tyre and somersaulted into the fence. In doing so he took a couple of very angry drivers with him. Needless to say, he was given a severe talking to by the Clerk of the Course, and later by Ken Guest the RAC Steward . . .

Meanwhile, Waldron still had the lead with Ross-Johnson close in second. And that's how they finished, with Ian Ross-Johnson being crowned British Champion for 1981.

1st	Graham Waldron	Zip/TF DAP
2nd	Ian Ross-Johnson	TKM/TKM
3rd	Neil Hann	BM/MM Hewland
4th	Kevin Warner	Dart/Hewland
5th	Nicky Parrington	Reema/Hewland
6th	Gary Prior	Cobra/Hewland

NEW BRITISH CHAMPION: IAN ROSS-JOHNSON

At the trophy giving later, the winners' trophies were presented to Stephen Murphy and Ian Ross-Johnson so that HTV could show them on the TV. Of course the actual British Championship trophies won't be presented until later in the year at an RAC cocktail evening, when hardly any karters will be present! Clever fellows at KGB, sorry RAC, Headquarters!

Congratulations to Stephen and Ian and commiserations to the other competitors, especially Martin Prior and Jason Plato in Junior Britain. Never mind, there's always next year . . .