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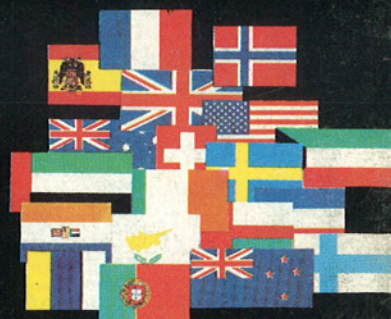


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65p  
November 1981



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100 NATIONAL LANE AEROSPACE, March 81. Little used, good condition, incl. spare sprockets etc., £275. TKM FF99TT, and Parilla SS20TT. Both complete, tuned carbs, ignitions, sprockets etc., and tuned by Mick Bryant. TKM £150, Parilla £200. Deliver anywhere. Tel: Standish 424821.

1980 SPRINT/CR125 HONDA, tuned, just fitted new crank assembly, piston, rings. Excellent condition, fast, clean outfit £595 o.n.o. Also Lewis leathers, suit Junior 5' 4", 36" chest, v.g.c., £45 o.n.o. Phone Rochdale 40695 after 5.30 p.m.

MICK BRYANT HAS FOR SALE 2 x DAP T72's, both very quick and immaculate and one SS20TT exceptionally quick and almost new. Genuine reason for sale. Phone Yeovil (0935) 24415 evenings.

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100 NATIONAL LANE AEROSPACE K88TT, 50.8, Full Sisley tuned, new mains, very reliable, very good condition, stand, suit, £375. Tel: Biggin Hill 71475.

100 BRITAIN BARLOTTI DAP trophy winner. Ready to race £240. Tel: Kettering (0536) 520815.



Apart from Mike Wilson's fine "English" win, the important message to come from the World Championships is that despite the opposition and disgust at the way it was introduced, the 135 Formula is now here to stay. Back here in England, the acceptance of this by the RAC is evident in the recognition of the class in the form of a newly created RAC 135 Championship.

The effects are, however, even more far reaching than is at first evident. A meeting at the last Green Man event of the year has agreed that the 1982 Green Man will be run using the 135 formula. This effectively spells the end for 100 International in Great Britain.

It seems predictable that over the next year or so, engines remaining in 100 International will be absorbed into our National Class, price permitting, and rather than the extra, elite category that Mr. Grana was seeking, we will merely have a replacement class for 100 International - at least as far as the UK is concerned, and the rest of the European countries won't be long in following suit.

In addition to the Komet, PCR and DAP engines in evidence in Parma, TKM have a 135 nearing completion, and there is a rumour that Hewland may "bite the bullet" and produce something. As it stands, the new English engines will be acceptable in the UK but not eligible for international competition until 1983 - our CIK delegate's most pressing task then must be to attempt to bring this forward. After all, for a CIK that is anxious to promote the new class, the "protection" afforded to the 3 current Italian made engines by not homologating new ones until 1983, is a somewhat odd contradiction. . .

CHRIS LAMBDEN

## FRONT COVER:

The 1981 World Championships will not only be remembered as the time IAME re-established dominance, but as only the second time an English driver has won the coveted title of World Champion. Here new Champion Mike Wilson leads team-mate Forsman as they race away to a comprehensive 1-2 victory. Our coverage of the Championship begins on page 7. (Photo: John Pudney)

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# KART AND SUPERKART

Monthly

No. 35

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3 SISTERS GREEN MAN FINALE  
TECHNICAL FEATURES

PUBLICATION DATE - 3rd DECEMBER

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





## Tyre List Changes

The recent Kart Committee meeting, on October 21st, finally came to a decision on the changes to the restricted tyre lists. As we go to press, the official RAC press release has not been completed, but Kart Executive Robert Langford has given us the basic changes:

**Junior & Senior 100 Britain Classes Added to list 'A' in the RAC regs are the following:**

Dunlop 10 x 3.6 x 5, 11 x 4.5 x 5, The compound is presumed to be a 'long-life' SL type, but of further interest is the fact that this tyre was apparently submitted by Dunlop Germany — the first that has ever been heard of a Dunlop karting interest there. . .

**Junior & Senior 100 National** In addition to the tyres currently allowed in these classes, the following are now permitted:

Dunlop (Japan) 10 x 4.5 x 5, 11 x 6.1 x 5 This is also presumed to be a 'long-life' SL compound.

**125, 210, and 250 National** In addition to the tyres currently allowed in these classes, the following are now permitted:

Dunlop — as per 100 National  
Bridgestone 11 x 4.5 x 5, 11 x 7.1 x 5  
These are also in the 'SL' long-life compound.

**Rain Tyres** — the current ruling, allowing cut versions of the homologated tyre in each class remains. The definition of a rain tyre has been brought into line with the CIK definition — a depth and width of 2mm being the minimum.

However, in addition, the Committee are to consider allowing some of the 'moulded' type of rain tyre. This will be considered early in the new year.

**Supply:** Tyre coding is gone. Drivers are now able to purchase their tyres from any source they wish. However, "control" samples of each tyre are now lodged with the RAC. Any tyre considered dubious at any time may be impounded by the RAC for comparative checking.

The changes to the tyre listings outlined above, take effect as of January 1st. Full details of the exact compounds and markings will be published when the official list is released.

Other decisions of importance taken at the meeting were:

● **135 Class.** The class has been adopted in the U.K. and a British Championship meeting will be allocated for it. In addition to the Internationally homologated 135 engines, English built engines are to be added to the class for races in this country. The deadline for homologation for this class has been extended to March to give any English manufacturers time to prepare engines.

At this stage, TKM are the only U.K. manufacturers known to be producing a 135.

● A long circuit "working group" has been constituted to look at the specific needs of this form of racing. Under the Chairmanship of Pierre Aumonier (Secretary of the BRDC, based at Silverstone, and representing the RAC Race Committee) the group is made up of Messrs Hesketh, Hines, Burgess, and Foster — all from the full Kart Committee — with Mr. Langford present in his administrative capacity.

The working group is to meet shortly to discuss any changes for 1982.

● Four-wheel brakes have apparently been banned from both 100 National classes — effective January 1st (Whatever happened to the 6 month "technical change" rule? . . .)

Full, official confirmation of all the above next month, including, it is hoped, lists of "downgraded" engine etc.

## Short Circuit Champs

Three Sisters played host to the second round of the RAC Short Circuit Gearbox Championships over the weekend of September 19th/20th.

As a result of the meeting, the following Champions were crowned: 125 National, Stuart Ziemelis; 210 National, Mark Allen; 250 National, Eddie Cortijo. Rob Kerkhoven and Malcolm Burnett tied on points for the 250 International title, and the RAC are to be asked if and how a tie-breaker should be used to decide the Champion.

### STOP PRESS

The FSO Cars TV trophy, the two part Superkart race filmed recently by the BBC, was won by Rob Kerkhoven, from Owen Jones, with Sandy Dalgarno winning a tie break for third with Nigel Smith.

Close action at the front of both races should make for good television. No date is yet set for transmission, although Nick Brittan expects it to be before Christmas — keep your eyes on the programme listings!

### MORE ON TYRES:

Robert Langford has clarified the compounds of the new Britain and National Class Dunlops.

Britain: This is the SL compound, but the tyres are Japanese — the German connection was an error in paperwork apparently . . .

National: These tyres are apparently of the K1 and K2 international compound . . .

## In a Word . . .

● The Eastbourne Club are pursuing an interesting membership bonus — next year's Club Champion will win a day's tuition at Brands Hatch, in a car yet to be decided. Prospective members can phone Joan (Eastbourne 21627) . . .

● The second Plymouth Hoe Kart meeting is scheduled for June 13th next year, following the success of this year's Drake 400 event.

● Double 125 World Cup winner Derek Price is set to enter the Superkart fray next year, using Zip/Rotax equipment supplied by Jack Fields and based at his Crescent Garage premises in Nantwich, Cheshire.

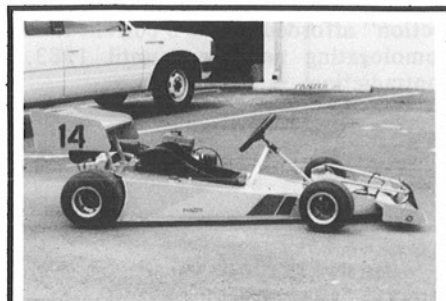
This follows successful recent outings with a Coward tuned Rotax (125) on Jack Fields' Zip GP.

● A telex from Rotax in Austria recently quashed rumours published elsewhere of a new 125 engine for next year. The company confirm that the engine will remain basically the same, with only small detail changes.

● Wigan Kart Centre 125 driver Malcolm Meadows is still in Derby Royal Infirmary following his nasty shunt at Donington. Anyone seeking information on Malcolm's condition is asked to ring WKC and not the hospital.

● We have entry and travel information for the forthcoming Hong Kong and South African CIK events. Intending competitors should telephone this office for details.

● Readers will wish Charlie Goff well as he recovers from back injuries sustained in a 100 Britain race at Snetterton recently. Charlie, as most will know, must be one of the most senior karters currently competing.



Former Junior Green Man round winner Richard Dean recently spent some time in the US, and drove this interesting Yamaha powered, all-aluminium chassis machine in some American Enduro races, with quite reasonable success.

It is with regret that the death of Terry Mitchell is reported. Terry died, together with his eldest son Paul, in a road accident on October 19th.

Terry was well known in the world of endurance kart racing, having achieved many fine results in long distance races such as Le Mans, Cabourg, and Caen, over recent years with Paul in evidence in the pits. Close friends point to Terry's tenacity and good humour under all conditions as the basis for his success and popularity within his chosen sport.

To his wife Carol, a staunch Hayes & Harlington Club supporter and Committee member, our sincerest condolences.

Mike Coles

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ZIP YAMAHA 125, smart, very quick, superbly reliable. Spares, £600. Wets, £45. 100 National TKM, super quick, 48.2, needs running-in, £190. Fully enclosed kart trailer, £75. Tel: Attleborough 454876.

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TEL: KIMBOLTON 361.

FOR SALE — TKM FF99TT, 48.2, ½ hour running since rebuild, very fast. £250 with carb and exhaust. Parilla SS20TT, 48.5, fully tuned, very fast £195 o.n.o. 350, 450, 600 x 5 Carlisle wets on rims, good condition. Offers. Zip PVC suit, £5.00. Contact Garry on Hoddesdon 63069 (eves).

100 NATIONAL OUTFIT, 80 Dart/81 Parilla TT22, Lane tuned, very quick motor. New wets on new Zip rims, stand, sprockets, etc., etc., £475. Also K88TT, Devco tuned, another quick motor, complete with Motoplat, coil and carb, £200. Genuine reason for sale. Please ring Keith on Byfleet 49067.

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DORSET. TEL: 074-76 2568.

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his Zip 981 chassis, 2 Parilla TT22's, Good-year slicks.

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GENUINE EX-WOOLDRIDGE 125 works Rotax outfit. Very quick and reliable. 2nd 1981 British Championship. For sale exactly as raced. GP rebuilt for Silverstone £1,200. Might split. Set of wets and spare front and rear on rims £45. Duplex conversion, four sprockets and chain £40. Purpose built aluminium trailer £200. Dave Edwards Frensham, Surrey. Tel: 025-125 2247 or Merlin Developments.

FOR SALE — VILLIERS 9E, recent new engine. Complete with trailer, £100 o.n.o. Tel: Bury St. Edmunds 67042.

100 NATIONAL ZIP SHADOW '77 twin disc., Parilla SS20, 48.2, overhauled for '81 season. New (M) suit, Griffin helmet, boots, stand, kart cover, spare slick and set of Continental wets, all on rims. 20 various sprockets plus many numerous spares, £390. Tel: Cardington 629 (Beds.)

SET FULL LEATHERS, blue, 36", (5' 10"). Single kart trailer. Offers. Tel: Peacehaven 4969.

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1981 AERO PANTHER 250 ROLLING chassis, six months olds, never shunted and in immaculate condition. Finished in black/contrasting red fibreglass. New rims to suit National/International Class, including wets. Cost new £800, accept £525 o.n.o. Tel: Harrogate (0423) 60650.

210 LYNX UPTON, latest Lynx chassis with adjustable torsion bar and rubber mounted engine, new in February and still unraced. Upton motor with rev. counter and Motiv exhaust was used on previous kart. Spares include new barrel and piston, Blue Magnum carb., modified Amal carb., jets, needles, blank liner, tools, etc., £650. Phone Diddot (0235) 816847.

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Why not try our Kart School? Every Saturday at Tilbury Kartway. Prices from £20 per day. For further details send SAE or ring:—  
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Tower Industrial Est., London Rd., Wrotham Hill, Kent. Tel: Fairseat (0732) 823848

UPTON VILLIERS ENGINE completely stripped less ignition and carb., £50. Phone Rushden (Northants) 58100.

VOLKSWAGON LT.31.VAN, V reg., black with orange stripe. Equipped for karting. Phone FN 57096.

1980 UPTON 210/ZIP SHADOW. Full Haywood tune, bored Amal, sidepods, full under-tray, stand, PVC's, tools, spares. Very competitive outfit. Retiring, £775. Phone Wisbech (0945) 4047.

ZIP 125 HONDA CR, Motiv tuned, EI carb., new wets, many spares, very competitive, £650. Phone 05384 6427.

ZIP SHADOW YAMAHA, 250 International, recent engine rebuild, reluctant bargain at £495. Unused set of Bridgestone wets available. Tel: 01-381 5719.

## BRITISH CHAMPIONSHIP WINNING SUPERKART!

CHRIS LAMBDEEN'S unique (right-hand mount) LBF ZIP/ROTAX is for sale, as raced, in immaculate condition. New chassis only three meetings old, engine only done 1½ hours since complete rebuild etc., etc. In short, a virtually new machine throughout. Best offer over £2,000 will secure this well set up kart, which made a relative newcomer look quick!  
Telephone Chris at Hoddesdon (09924) 44201 (day), 63069 (evenings).

ZIP SHADOW '79 250 YAMAHA TD3 spec., ready to race, tatty, hence £425.00 Tel: 0656 880759.

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Welwyn Garden City, Herts.  
Tel: Welwyn Garden City 35141

210 UPTON ENGINE. Comes complete with new Motoplat, 34mm Amal Mk II and Motiv exhaust. Also included is spare barrel, piston and exhaust, £350 o.n.o. Engine at Cirencester but ring Dale (06465) 203 if interested.

CHANGING CLASS — ZIP GT 80, excellent condition, very little used. Some spares. First reasonable offer secures. Tel: 01-828 5347, Central London.

LE SPECTRE KART, brand new, complete with spares £350 o.n.o. Mamba 781 kart, mint condition £295 o.n.o. SS20TT, fully tuned, excellent motor, 48.3 bore, all extras, £200 o.n.o. Leathers, boots, brand new Bell Star II, chain, sprockets, stand, too much to list. Must clear. Tel: Dunstable 608483.

210 BLOW UPTON. New Goodyears. Motoplat, v.g.c., £250. Tel: 061-681 8052 after 6 p.m.

250 NATIONAL 1981 KTM 250 ENGINE, fully tuned by SRA to full works specification. Recently rebuilt with new barrel, piston, rod, etc. One of quickest in Class, complete with Amal + Motiv 3 exhaust, £525 o.n.o. Tel: Duncan Pearcey, Harrogate (0423) 60650.

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Both motors are very fast, completely rebuilt and ready to race.

PLEASE PHONE FOR PRICE and DETAILS

Also one secondhand Fullerton kart complete and numerous lightly used Goodyears at £4 each. Bridgestones at £6 each. Many of these tyres have literally only done 10 laps.

CONTACT TERRY FULLERTON  
01-349 2671

ZIP 79GT/K88, ALL NEW DEC '79. Engine fully tuned and perfect. New rear tyres. Immaculate throughout. Some spares, £400 o.n.o. Tel: Sevenoaks 54918.

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ZIP SHADOW 210-BOOSTER PORTED engine, tuned and developed. Would suit beginner or enthusiast wanting to be competitive. Many wheel rims and some spares. Formula Fording forces sale, £158. Leathers and boots with kart, (5' 9" 7 races only) £50. Tel: Rotherham (0709) 63043.

FOR SALE — BIREL T8/SS20TT, excellent condition, never been bent, £350 o.n.o. Tel: Hoddesdon 63371/68503.

FOR SALE — ONE K88TT ENGINE, excellent condition, checked and rebored. Quick sale £100.00. Tel: Theydon Bois 3572.



ZIP SHADOW '79 GT. Full race Parilla SS20, chassis never raced. Bargain £350 o.n.o. Ring Sevenoaks 51248.

ZIP SILVERSTONE 210 rolling chassis, drum brakes. Good condition (no cracks), £80. Tel: Soton (0703) 444428.

COMPLETE 100 NATIONAL OUTFIT Zip 981 for sale. Over £1200.00 worth of equipment, 4 months old. Including 2 Parilla TT22s, one standard, one tuned, 3 sets tyres, one new on rims (one set wets), 3 tuned carburettors, spare Motoplat, throttle cables, bottle tank, tools, kart stand etc., £800 o.n.o. Tel: (0268) 288315.

ZIP HAYWOOD UPTON, Magnum carburettor, Motiv exhaust, host of spares including gear-box, exhausts, Amal Mk II, heads etc. Special tools, set of wets, leathers, boots, trailer. Might deliver. £600 o.n.o. Tel: Hemel Hempstead 58132.

100 NATIONAL EQUIPMENT — 1981 Delta chassis complete, 1980 UFO chassis complete. 2 Parilla TT22s, one Lane tuned, one Ferrari tuned. Both very fast and reliable motors. One Parilla SS20 Britain / National motor, quick. All just rebuilt and in excellent condition, plus trailer, wets, stand and many more spares. All must go. Any offers? Tel: 0443 207280 S. Wales.

#### CLEVELEY RACING ENGINES

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RING DAVE CULLIMORE  
Tel: 0452 36632

RICHARD DEAN HAS FOR SALE his UFO National kart, 8 meetings old, with wheels and tyres £225. Also box trailer (4' x 8') with cover, £400. Tel: Leeds 823310.

250 INTERNATIONAL SUPERKART (GP) chassis c/w wing, nose, sidepods, tachometer and pipes, wets on rims, stand, fibreglass. Spares. £500 o.n.o. Yamaha leathers, size 32" £20. Tel: 0623 869835.

SHARE 100 NATIONAL DRIVE. I have chassis, spares and limited budget. Anyone interested in sharing driving and costs next season please phone 01-340 1002.

#### HEJIRA RACING DEV.

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125 NATIONAL ENGINE, MOTO-ASPES 6 speed, 36mm Del Orto, Motiv. Very reliable and competitive Aspes. Ready to race £200. Tel: Chesterfield 590795.

COMPLETE 100 BRITAIN OUTFIT — most successful UFO chassis in the South, two ultra quick Chris Stoney tuned Arrows. Everything you need to go racing. In 1980 this equipment from 21 starts took 21 trophies and a Club Britain Championship. Unused since Dec. 1980. Retiring, quick sale hence £700 o.n.o. Tel: Andy 0354 740198.

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Sprint 3 bearing/K80 engine £400  
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Taifun/Parilla SS20TT £350  
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Each £200  
Sprint 2 bearing/Hewland 5 port TT £450  
Sprint 2 bearing/SS20TT £400  
BM Europa kart £150  
Sprint 2 bearing/T72TT £400  
3 Hewland 'D' port engines, as used by Gary Prior in recent months, £325 Each  
2 Hewland 'D' port engines, as used by Lee Cranmer to win British Championships £325 Each  
3 Yamaha AX motors as used by John Herbert at Locarno, Jesolo, £300 Each (factory Yamaha motors)  
PLUS many other secondhand items.

Contact: SISLEY KARTING LTD.,  
Tower Industrial Est., London Road,  
Wrotham Hill, Kent.  
Telephone: Fairseat (0732) 823848  
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250 NATIONAL, ALAN COLLARD'S race winning Montesa's, very reliable, very quick. One not used since total rebuild, 2 races on the other, both National wins, with pipes etc. Offers? Tel: Weymouth 71872, 8-8 o/c.

TIM PARROTT'S immaculate Dino/Rotax as raced throughout 1980. Hundreds of spares. An absolute bargain at £990. Contact Tim on 01-748 7363 (weekdays after 4), 0780 782897 (weekends).

BARLOTTI VILLIERS 210, running order less clutch. Sensible offers accepted. Phone (evenings) Matching 266.

210 UPTON MANX — fully race tuned, plus many spares, £350.00. Tel: Darlington 60783.

100 NATIONAL UFO, 2 bearing, 30mm axle, complete with wide German Goodyears front and rear. CSK tuned Hewland Arrow just been completely rebuilt and run in. This outfit is ready to race. Also wet tyres, stand and sprockets etc. Give away price £475. May split. Fully tuned Parilla SS20, good quick motor £150. Tel: Preston 728001.

100 NATIONAL - complete outfit. Kestrel chassis, 2 Parilla SS20TT's, Championship motors both just rebuilt. Complete set spares, wet, dry tyres all in excellent fully enclosed trailer, £445 o.n.o. Tel: Hoddesdon 61653 day, 01-731 5001 evening.

250 INTERNATIONAL DINO hoop-type chassis, wing, sidepods etc. TZ G spec. engine, aircooled clutch, Merlin pipes, DelOrto carbs., reversed motor, Ali radiator plus spare F barrels, crank, crankcases, gearboxes RDX, 34 Mikunis etc. Fast, reliable outfit. Trophy winner including 4th at Zandvoort, £925 or offers. Phone Gloucester 36632.

BLOW ROLLING CHASSIS — engine plates for 210 National. Ideal for Novice, school, etc. Recently renovated and rebuilt. £50.00 Tel: 061-962 6393.

ZIP SHADOW 125 — complete rolling chassis in good condition and ready to race £195. Yamaha 125 — complete with carb., ignition and exhaust. Only one meeting since complete overhaul £175. Both items unused in 1981. Tel: Bristol 776544 daytime, 830533 evenings.

250 INTERNATIONAL ZIP GP 81, long circuit trim, only two short circuits from new. Air Yamaha, F crank, E rods, all spares including slicks and wets on rims. Special tools, helmet, leathers, boots, wet suit, stand, etc. £1350. Tel: (0594) 22096.

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BRITAIN SIRIO 1981, 49.8 bore, Deavin modified and maintained. Complete with carb and mount. Very quick, £200. Britain Sirio 1981, 50.1. Fully modified, immaculate and complete with carb and mount £190. Deavinson Sprint Leggro 104cm, 1981, 30mm axle, black, immaculate. National or Britain, complete but less tyres £195. Deavinson development Britain chassis. Very quick, Cup winner. Little used, complete £195. Tel: Carterton 0993 842421.

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Crankshaft and rebore service

IAME parts in stock

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#### SIMON MERCER'S

Hermitite Zip Rotax 125

As raced, complete with spares/tyres, £1300 o.n.o.

Phone Great Missenden (02406) 2501 evenings.

BARLOTTI 250 YAMAHA TD3 special nose fairing and low seat position, rear tank etc. Chassis latest type. Only 4 meetings. Ready to race. Immaculate. £925.00 o.n.o. Tel: 0656 880759.

ZIP LE MANS BODY, never used. Why buy new? Bargain £180. Tel: Nigel Smith 01-394 2228.

THE ULTIMATE KARTING TOOL KIT, six drawer Proto box and comprehensive range of quality tools. Ideal for 100cc classes. Cost over £1,000 new, sell for £600. Tel: (0224) 573280.

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#### HONDA CR125 ENGINES

£240 + VAT complete with ignition, carb., and standard exhaust.

CONTACT:-

Service Garage (Branston) Ltd.,

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Branston, Burton-on-Trent,

STAFFS. Tel: Burton-on-Trent 68726

ZIP 250 SHADOW — rolling chassis r/wing, f/fairing, side, centre tanks, Bridgestones. Little used, really immaculate, £300. Set of National Goodyears and rims £30. Barlotti Monza rolling chassis, good condition, ready to use £85. Tel: Bath 833692. View weekends.

100 NATIONAL KESTREL/PARILLA SS20 tuned, plus stand, £350. Tel: 01-311 6725.

BURGESS 801/ARROW only 6 meetings. Regular trophy winner, immaculate, only £450. Tel: Nigel Smith 01-394 2228.

100 NATIONAL OUTFIT, UFO 80 with Parilla TT22 complete and ready to race. 8 meetings only from new, motor recently overhauled, fast, competitive and reliable. Race winner in the right hands, £525 o.n.o. Also DAP T70TT, recently rebuilt, fast and competitive, £200 o.n.o. Various other spares including complete motors, sprockets etc. Ring for details. Going 125. John Moss, B.P. Garage, Long Street, Thirsk, N. Yorks. Tel: 22042 (Thirsk).

## In a Word . . .

● Dates for some of the proposed European 135 Grand Prix events have tentatively been assigned. A six round series is envisaged: April 11th, Le Mans; May 23rd, Jesolo; June 13th, Munich (same meeting as the European 100cc Team Championship); July 4th, Hagen; August 1st, Luxembourg; August 22nd, venue to be allocated.

● Tentative dates for the 1982 Green Man Championships have also been advised, but again these are subject to final confirmation: April 11th, 3 Sisters; May 9th, Rowrah; May 30th, Clay Pigeon; 20th June, Wombwell; 8th August, Clay Pigeon; 29th August, Dunkseswell; 10th October, 3 Sisters.

● Bob and Paul Reeves (Tel: Crawley 25567 and 514504 respectively) are hoping to re-establish a club in that area. Anyone wishing to add their weight to the project should contact them.

## Late News

#### DONINGTON — OCTOBER

1st	John Ball	FSO Zip/Rotax
2nd	Rob Kerkhoven	RKR Zip/Rotax
3rd	Owen Jones	Strongbow CTRP/ Rotax

#### GREEN MAN — 3 SISTERS

100 International:

1st	Biff Harris	DAP/DAP
2nd	Alan Gates	TKM/TKM
3rd	Simon Wright	Wright/DAP

Gates wins Championship and "Driver of the Year" Award.

#### Junior National:

1st	Jeremy Cotterill	Sirio/TKM
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Steve Brogan wins the Championship

#### Junior Britain:

1st	Martin Prior	Zip/Hewland
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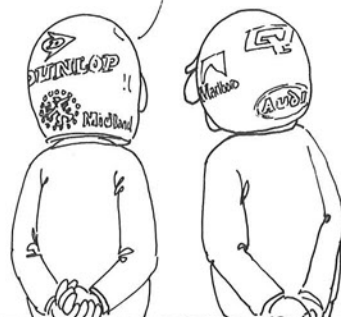
Prior wins the Championship

A meeting of sponsors and drivers at this event agrees that the 1982 Green Man Championship should be for 135cc powered machines.

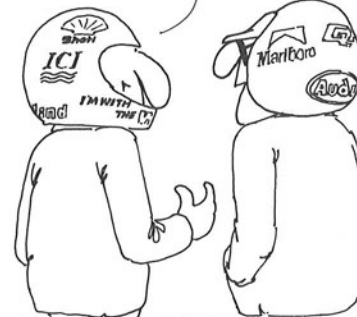
Full coverage of Donington and 3 Sisters next month.

## FRIGIT

CHEEK! A GREASY CHARACTER IN OLD BLACK LEATHER HAS JUST SUGGESTED...



...TO ME, THAT ALL OF THESE TELEVISED RACES ARE CHANGING DRIVERS ATTITUDES TO....



...KART RACING — BLOODY RIDICULOUS!



The Spanish Championships were recently decided at Villajoyosa (near Benidorm). The 100cc class was won again by Jose Bisquert (Bret/PCR) — above — while the 250 title went to A. Elias (Juv/Derbi). (Photo: J. L. Aznar)

Superkart drivers intending to take part in either of the Brands Hatch BRSCC meetings will be pleased to know that there is a practice afternoon on Wednesday 18th November.

The 24 Hour Brignoles race was won by the Swiss team of Solazzo/Richina/Kallen. English entry Dormer/Rey/Tilley struck mechanical problems and eventually retired.

## Letters

Dear Sir,

In the last couple of months I have been both disappointed and surprised at some of the, in my view, unjustifiable comment levelled at Tony Temple, the British Junior Team Manager, in his selection and choice this year.

No easy job selection, when the "possibles" spread four classes, and no easy job, when, out of the "newcomers" virtually every driver had, in the preceding year at some time or the other, beaten the other.

Twelve British Juniors went to Locarno. At the beginning of this summer we didn't have twelve Juniors that either had the experience, were able, or even wanted to go abroad. At the beginning of this summer we didn't have twelve selectible Juniors that had ever done timed practice. At the beginning of this summer we

didn't have twelve selectible Juniors that had ever raced on Bridgestones, and with temperatures well into the 80's, and the Bridgestones resembling lumps of steaming black pudding, the experience that we did get at home was next to useless.

It could be seen that the Continentals were selecting and discarding tyres by the dozen, whereas the majority of the British contingent didn't know where to start. . .

It was this that let us down, not the drivers, and I am firmly of the opinion that if such an event was run under our rules in this country, our boys would walk rings around them. It should be remembered that when the eventual World Champion and second man were put to the back in one of the heats for flag jumping, they came nowhere.

Anyhow, a couple of good things have come out of it. Firstly, we now have a number of new faces with international experience. Secondly, since the age limit of Junior National

BY BARRY FOLEY



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YAMAHA YZ125 E.F.G. & H. ....£60  
HONDA CR125 MT125 .....£65  
VILLIERS 210 .....£58  
YAMAHA YZ250 F.G.H. ....£65  
HONDA CR250 .....£65  
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BULTACO 250 .....£65  
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TZ250 F & G Reverse inlets .....£12.50  
Reverse Inlet Rubbers .....£1.25  
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MOTIV silencers Aluminium .....£14.50  
20 to 26mm steel .....£11.50  
MOTIV Yamaha TZ Centre Plug low squish head kits .....£65.00  
MOTIV TZ Head Bolts .....£1.35  
ROTAX 125 Crankcase Stuffers .....£20.00

## ENGINES CAN COMPETE

Cadwell October 4th 1981:  
Peter Haywood finished 3rd in the 250 Int. Final in only his second 250 race using a 1980 chassis, 1980 tyres, and a 1979 'F' Spec YAMAHA TZ second hand cylinder. He climbed through the field passing several highly respected ROTAX drivers, briefly taking second place before slowing with oil restricted vision. This engine fitted with carefully matched MOTIV exhausts and carbs, was quicker than the ROTAX on the straight but more importantly it was as quick out of the notorious Cadwell hairpin as any of the disc valve motors.

**JUST WAIT 'TILL HE GETS HIS MOTIV 'G' SPEC TZ BITS.**

ENGINE TUNING BY PETER HAYWOOD LTD.  
EXHAUST, CARBS & SETTINGS BY MOTIV.

P.S. MOTIV TZ "G" REVERSE WILL BE EVEN QUICKER.

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Zip 80 GT £150

**Swiss Hutless INTERNATIONAL**

**U.K. CONCESSIONAIRES**  
CHAMPION model as used by Peter de Bruyn, factory assembled less tyres £435.  
BLUCAT model suitable for all National Classes complete less tyres £350

**ALUMINIUM KART COMPONENTS**  
Front wheel boss, 15mm bg. £4.20  
Front wheel boss, 3/4" bg. £6.15  
Rear hub 25mm or 1" die cast £3.80  
Rear hub 30mm die cast £3.80  
Engine mount 15" £6.75  
Engine mount, sliding £9.60  
Engine mount bottom Clamps, each £1.15  
Carb. spacer with studs. £1.10  
Disc. Carrier 25mm or 1" £2.80  
Disc Carrier 30mm £2.80  
Sprocket carrier 25mm or 1" die cast £3.00  
Sprocket carrier 30mm £3.00  
Alu finger guard univ. £2.00  
30mm bearing housing 1 pc ally £2.10

**AXLES**  
25mm or 1" HT 1m x 6m £9.00  
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30mm axle hollow 1m x 6mm £15.00  
Axle key per 1ft £0.75

**BEARINGS**  
Axle bearing 25mm or 1" £2.00  
Axle bearing bare 30mm £2.50  
Hub bearing 15 or 17mm £0.50  
Hub bearing 3/4" £1.50  
Engine main bearing 6204 C3 £1.25  
Engine main bearing 6204 C4, nylon half cage. £3.00  
Engine main bearing 6204 TB P63 fibre £5.75  
Super big end cage/rollers £4.50  
Rose end 8mm female std. £1.25  
Super Rose end 8mm female RH and LH thread £2.20  
Rose and 8mm male, super. £2.15  
Small end rollers (25) £0.90

**BRACKETS**  
Chain guard bracket univ. £1.50  
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KP hydraulic system £46.00  
less disc  
KP pads, per pair £4.50  
Zip pads, per pair £4.00  
Airheart pads, per pair £4.40  
Brake pipe KP per ft. £0.13  
Brake disc cast iron (Slotted) £8.50

**CARBS AND ACCESSORIES**  
Tillotson std. HL317A. £9.50  
Tillotson body, std. £5.75  
Tillotson body bored 25mm £7.00  
Tilly bored and tuned 25mm £15.00  
Tilly bored and tuned 27mm £17.00  
Tillotson spares: Top Diaphragm £0.25  
Bottom diaphragm £1.20  
High speed screw £1.14  
Low speed screw £0.49  
Inlet assembly £1.80  
Nozzle check valve £1.25  
Parilla £2.88  
Repair kit £3.80  
Carb. nylon protector strip £0.30

**CHAIN**  
Regina BC std. 35p per 1m £4.50  
Regina KBC super 35p per m £6.66  
Link extractor, Renold £8.20  
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Cyl. Complete K88/78 £57.50  
Cyl. Complete K80TT £72.00  
Cyl. head TG/SSTT £28.00  
Cyl. head K78/80 £28.00  
Piston 3 port £5.10  
Piston TT Strengthened £8.42  
Ring set super £4.85  
Exhaust bend Komet or Par. £4.95  
Gudgeon pin light weight £1.95  
C'Case complete SS20 or K88 £75.00  
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Bell Star 2 helmet £65.00  
Crnk 1/2 sp. side £22.26  
Simpson Visor £3.00  
Bubble Universal Visor £1.50

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Slick 750 x 5 YBE CIK £21.00  
Wet 450 x 5 YBF CIK £20.00  
Wet 600 x 5 YBF CIK £22.00  
Dunlop tyres: Slick 450 x 5 K1 CIK £18.00  
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5 x 3 £2.20  
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5 x 3 £2.20  
5 x 4 £2.50  
5 x 5 £3.50  
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Tubeless valves, short £0.35  
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# CLUB SCENE

## Kalendar

### NOVEMBER

**8 MALLORY PARK** (Kirby, Mal-lory, just off A47, Leicestershire). Round 2, BRSCC Superkart Winter Series - in conjunction with car race meeting.

CHASEWATER (Pleasure Park, Brownhills, off A5)

ROWRAH (Near Frinzington, Cumbria)

TILBURY (Dunlop Road)

WOMBWELL (Dorothy Hyman Stadium near Barnsley)

**15 DUNKESWELL** (5 miles from Honiton, Devon)

NUTHAMPSTEAD (on B1368 Cambridge - Ware Road)

SHENINGTON (8 miles from Banbury)

**22 BRANDS HATCH** (near Farning-ham, Kent, between A20 and M20). Round 3, BRSCC Superkart Winter Series - in conjunction with car race meeting.

FULBECK (8 miles from Newark)

BLACKBUSHE (Airport, near Camberley)

**29 THREE SISTERS** (off Junction 25, M1)

### DECEMBER

**6 BRANDS HATCH** (near Farning-ham, Kent, between A20 and M20). Round 4, BRSCC Superkart Winter Series - in conjunction with car race meeting.

SNETTERTON (near Norwich). Short circuit meeting

KIMBOLTON (10 miles S.W. of Huntingdon.

HEMSWELL (Airfield, 6 miles east of Gainsborough).

Clubs are asked to submit their 1982 Programmes as soon as possible for inclusion in forthcoming "Kalendar" listings.

fifth. Another repercharged driver, Ian Palmer, went well and finished ninth. A very eventful final, especially in the middle of the field. The leading threesome maintained their positions, giving a win to Dominic McGee.

### 125 National

John Cook had a most successful day, winning back heats and final by substantial margins. Michael Schven only kept his second for three laps until he came off. Malcolm French then took over second place. John Rolley passed Nigel Wilkins (novice) on lap 3. The race then settled down with no further changes. A fine drive by John Cook.

### 210 National

The final was led away by Bill Brookes from pole. A tremendous struggle between Colin Poole, Dave Ridge and Ivan Wileman provided the main entertainment. Fifth place was tentatively held by Rod Brown. Nick Kelley made an enormous effort to pass Rod, finally succeeding on lap 4. The success was short lived and Rod re-took fifth, passing Nick on the back straight following the chicane. Nich was putting in ten-tenths effort and I was very sorry to see him missing from the lap sheet on lap 6. Brent Gilkes, starting from grid 12, couldn't improve upon sixth, which he had achieved by lap 6. The leader was still Bill Brookes, going confidently. From lap 8 onwards, second place was never secure once Ivan Wileman had come through. Ivan Wileman took Colin Poole, only to be repassed into the bottom hairpin. Dave Ridge was peering up the exhaust pipes of first Wileman then Poole, and he was always a threat, pressuring relentlessly. A splendid drive by Bill Brookes took him over the finish line ahead of the field. The second place race wasn't resolved until the chequered flag. A most enjoyable race for second with hardly a whisker between the drivers.

### 250 National and 250 International

These two classes ran together for the heats and the final.

The 250 National heats were won by Stuart Eason and John Ottrey. Sadly John Ottrey retired from the final on lap 5 and his challenge for the lead, when his petrol reservoir sheared. This left Stuart Eason in a comfortable lead. Alan Mugglestone finished in second place. The race for third was between Terry Hinton and Gary Killpack (novice). On the fourth lap Gary passed Terry and clung on to finish third.

The 250 International event was going well for Nigel Butler, he had won two heats, was on pole and got away well in the final. He went missing on the third lap on the top hairpin.

Novice driver Dick Savin suddenly found him-self in the lead. Another novice, Dave Watts, was second. The race order did not change and Dick Savin took the chequered flag.

Thank you, from everyone who took part in the September meeting, to our volunteer commentators, to the painters and labourers who created a smart Shenington circuit, to the marshalls, the officials and the St. John's Ambulance team.

Maggie

### Results

#### Junior Britain

1st	Stephen Bennett	Zip/Arrow
2nd	Kevin Keith	Kestrel/Arrow
3rd	Adrian Chapman	Zip/Arrow

Novice Award - Junior Britain  
Guy Wood Zip/Parilla

#### Junior National

1st	Gary Moynihan	Lane/Komet
2nd	Kevin Clarkson	Sprint/DAP
3rd	Michael Summerton	Sprint/Komet

#### Senior Britain

1st	Jimmy Marshall	Barlotti/Arrow
2nd	Eric Butler	KEG/Arrow
3rd	David Cook	Sprint/Arrow

#### 100 National

1st	Dominic McGee	Sirio/TKM
2nd	Stephen Wright	TKM/DAP
3rd	Nigel Keats	Birel/Parilla

#### 100 National B

1st	Stephen Hall	Christo/TKM
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#### 125 National

1st	John Cook	Dino/Rotax
2nd	Malcolm French	Barlotti/Rotax
3rd	John Rolley	Zip/Honda

#### 210 National

1st	Bill Brookes	Barlotti/Villiers
2nd	Colin Poole	Zip/Upton
3rd	Ivan Wileman	Zip/Villiers

#### 250 National

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

#### 250 International

1st	Dick Savin (Novice)	Zip/Yamaha
2nd	David Watts (Novice)	Zip/Yamaha

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## CLUB SCENE

continued . . .

Ferguson and Martin. (I was a bit sick as my engine duffed a plug on the rolling lap.)

### 250 National & International

A bit of a surprise in this race as Alan Tinnion got the power down to lead from Club Champ, Irishman Des Graham (water cooled Yam) trying everything to get past. David Bird moved into second as Graham lost it for a second, but it was all Tinnion needed, as he kept Bird at bay to take a popular win, with a jubilant Bird second, Graham third and F. Kirkham (1st Nat) fourth.

Ian Reading

### Results:

**Junior Britain**  
1st J. Plato  
2nd N. Charnell

MM3/Arrow  
Mamba/Arrow

**Junior National**  
1st P. Foster  
2nd I. Smith  
3rd S. Howarth

Wright/Parilla  
Premier/PCR

**100 National**  
1st I. Williams  
2nd S. Burr  
3rd D. Bird

Wilson/Arrow  
BM/Arrow  
Zip/TKM

**100 Britain**  
1st D. Robson

Sprint/Arrow

### 125 National

1st C. Dixon  
2nd H. Auld

Barlotti/Rotax  
Zip/Rotax

### 210 National

1st A. Cheetam  
2nd A. Barr  
3rd B. Cole

Barlotti/Villiers  
Barlotti/Villiers  
Barlotti/Villiers

### 250 National

1st F. Kirkham

Star/Honda

### 250 International

1st A. Tinnion  
2nd D. Bird

Zip/Yamaha  
Barlotti/Yamaha

## Shenington

### 20th September

Fifty club members had worked hard to improve the appearance of the circuit. Their efforts were extremely successful. The September meeting was dry but dismal, but all the shiny new paint cheered us along.

### Junior Britain

There were sixteen Junior Britain drivers in this event. Kevin Keith and Stephen Bennett were level pegging after the heats with a win each. Kevin was on pole and went into the lead from off the start. Stephen Bennett, driving superbly, pressured ceaselessly. Mark Lawson, Adrian Chapman and Andrew Guye-Johnson were equally matched in their struggle for third. Steven Tilkin had moved from grid ten to fifth in the front lap, but was stopped in his tracks when Alexis Peake ran into his rear end in the chicane. Stephen Bennett took the lead from Kevin Keith in a neat outbraking manoeuvre two laps from the chequered flag. Adrian Chapman took third place, further consolidating his lead in the club championship.

### Junior National

Paul Andrews and Gary Moynihan both had a heat win to their credit. From the starter's flag Paul and Gary were evenly matched. Gary edged into the lead. Kevin Clarkson was in third place.

Trevor Kingsley and Eric Symons had a coming together and Trevor Kingsley came off. Lap 6 saw the demise of Paul Andrews when his motor developed an electrical fault and his kart came to a halt. Gary Moynihan went on to win.



Winner Jimmy Marshall leads Eric Butler during the 100 Britain Final. (Photo: D. Armstrong)

### Senior Britain

Pole position was held by David Cook for the final. Jimmy Marshall went into the lead, tucking in behind him were David Cook, Martin Sears, David Boucher and Eric Butler. A move by Eric Butler pushed him past David Boucher, a further move and Eric Butler was also past David Cook. Eric Butler only had Jimmy Marshall to tackle. Jimmy Marshall drove

100 National heat action: Eventual winner McGee leads Ron Cox. (Photo: D. Armstrong)

superbly and was best on the day. David Cook and Martin Sears were driving nose to tail in the contest for third. Ian McDonald went well in fifth and increased his lead over Kevin Magee, David Boucher, Ian Thomas (novice) and John O'Sullivan, who were engaged in an exciting scrap.

Many congratulations to Jimmy Marshall for a fine drive.

### 100 National

Pole position was decided by the tossing of a coin as both Stephen Wright and Dominic McGee had won two heats. Dominic won the toss and elected to start from pole. Stephen Hall, Ian Palmer, Tom Commander and Gary Wardby were repercharged from the 'B' final. The 'A' final was dominated by three drivers: Dominic McGee, Stephen Wright and Nigel Keats. The lead was held by Dominic until lap 3 when Stephen Wright found a way through on the inside line into the top hairpin. Virtually at once, Dominic retook the lead into the chicane. Nigel Keats, lying 3rd, was all set to capitalize on any error. Almost half a lap behind the three leaders, Alan Quirke was leading Robin Chuter, Simon Pain, Ray Lewis and Stephen Byfield. A move by Ray Lewis preceded disaster. Alan Quirke and Simon Pain found Ray Lewis between them as they were going through the Pit's bend. Alan Quirke's chain flipped, jammed and spun him into the bales. He bounced off the bales into Ray Lewis. Ray hit Simon Pain and catapulted Simon and his kart into the weighing in enclosure, dropping him on his head and redesigning his kart. Robin Chuter was promoted to fourth. Stephen Hall (winner of the 'B' final) had driven consistently to come through to

continued . . .

has been brought into line with the continent, virtually all the "possibles" will now be racing in the same class. That should make someone's task a bit easier, and, 'provided we sort out the brakes,' what a class that will be.

All we have to do now is to have the opportunity of familiarising ourselves with Bridgestones, and to get some real timed practice in. The weather is our cross, which we can do nothing about.

C. A. Prior  
Meopham, Kent.

Dear Sir,

Criticism has appeared in the Motoring and Karting press over the actions of the scrutineers at Silverstone in not allowing the tyre technicians into the weigh-in area after the 250 International final. I was the scrutineer responsible, and I would like the opportunity to answer.

My instructions were: 'That no-one was to be allowed near the karts after weighing.' The weighing took some ten minutes from the time the first kart stopped at the scales. During this time the general public were kept away from the karts. There was one oriental gentleman with a pencil and pad making notes. He was neither using nor carrying any instruments. His only means of identity was that he was wearing a Bridgestone jacket. I asked him to leave, which he did with an apology. I was later informed, rather rudely, by a leading 250 driver, that he was a Bridgestone technician. If the scrutineers had been forewarned and had been approached beforehand, every possible assistance would have been given. All this took

place long after the tyres had cooled. Perhaps if anyone needs a 'slap on the legs' it's the tyre technicians!

On a lighter side, the scrutineers received a number of the promotional boxes, courtesy of Hermetite. It is very rare that officials are rewarded in any way, and the gesture was very much appreciated by all the recipients. Would you please convey our thanks to the appropriate quarter.

Mike Attwood  
Surrey

Dear Sir,

I have an idea that I would like you to put to your readers. It goes like this: I race 250 National, a class that the periodicals report as being poorly supported. There were 48 at Silverstone and they didn't count me in (boo hoo I had no bread!), which brings me to the tasty bit (pun).

I want 50, 250 National drivers to form a 250 National "Drivers Championship" which will be over 5 long circuit meetings including Silverstone. It will run in conjunction with existing heats and finals, that is to say the events are going to be run anyway and this is a bonus, exclusive to 250 National drivers.

Prize money will be payable at each meeting, first prize being £250, second £175, third £150, down to eleventh place which carries £40, then 30, 20, 18, 16 pounds down to 15th place. All the other drivers receive £15, providing they turn up and enter.

I am hoping for a total prize fund of £10,000. The winner of the Drivers' Championship will receive a Zip GP rolling chassis, bought, that is (Can you do me a good price, Mr. Hines, Sir?).

Perhaps at some events the grid will be restricted to less than 50 and the heats will be used as qualifiers. Nevertheless the non-qualifiers will not go away empty handed.

To enter the 250 National Drivers' Championship a driver has to become his own sponsor, so to speak. To do this he has to contribute £150 towards the massive prize fund. Then the drivers do battle to relieve each other of their money.

If a driver is so unlucky that he does not qualify, then he still claims back half his original stake — more if he can finish higher than 15th in at least one event. I've tried to make the series as attractive as possible to the driver, not simply parting with £150 without hope of return. As the prize list illustrates, a driver who breaks down at all five events will still receive £75 back and the more successful have, for an investment of £75 (which is all they stand to lose), the chance to win perhaps £1250 plus a brand new Zip GP rolling chassis.

If you like, it's a type of co-operative event, having been tried in the motorcycle racing world, and proved a success in '81. Five rounds have been chosen so that it does not present a closed shop at all long circuits next year. The incentive is there — a consistent 7th place man can recoup his stake in two meetings and the rest is prize gold. Now it's up to the lads. I'll have contacted the promoters. If it fetches the karts out for more than just Silverstone every year, then we are going to have 5 mini Silverstones.

The Superkarts may have arrived but they still need a little support!!

Adrian Lumb  
14 Corlett Court  
Foxwood Lane  
Acomb  
York YO2 3LR.

ED. — Supporters of the class and the suggestion outlined above may like to contact Adrian at the above address.

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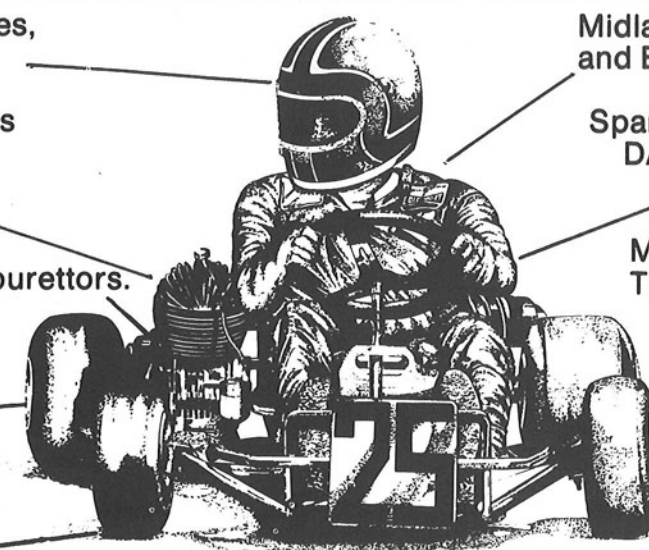
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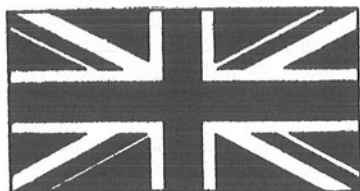
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2nd South West Autumn Nationals	National Meeting
Clay Pigeon 100 Britain - Andy King	100 Britain - Adrian Cottrell

## CLUB SCENE



Paul Fletcher (22) tails Pat Teatum into the pit hairpin. (Photo: J. Marshall)

but this was to be overcome as he passed Lew Marsden on the second lap of heat one to take the lead, but Lew was not to be outdone and repassed Fletcher just off the wall with a neat piece of driving. Derek Higgins was up into third until his chain jumped off. This left Graham Kershaw to take third place and the other 'Fletcher', Nicky, coming home fourth. A really terrific race. Heat two saw Steve Sykes take an early lead, but Paul Fletcher was soon with him and they were neck and neck all the race. With two laps to go Fletcher pulled out and passed Sykes up the straight and took the flag in fine style. Third came Graham Kershaw, and Lew Marsden was fourth. Nicky Fletcher

was leading heat three until her engine expired on lap three, which left Dave Preston in the lead, but he was soon passed by Lew Marsden on lap six. Third place man Neil Douthwaite, who was pressing Preston hard, spun out and took the close following pair of Sykes and Paul Fletcher with him. So at the flag it was Marsden, Preston and in third Neil McGovern who is just off his novice plates. Young Graham Kershaw racing in Seniors for the second time finished fourth. Sykes and Fletcher restarted and finished eighth and ninth.

The final saw Marsden take the lead from Kershaw at the small hairpin on lap one, and on the next corner Fletcher also took him. The race looked all set for a classic encounter between the Wilson driver and Fletcher but Marsden pulled out on lap two leaving Paul an easy race which he eventually won by seven

seconds. The most interesting race was between Preston and Sykes. These three were swapping and changing all race long and looked to be having great fun. Kershaw came out top, finishing second, Preston third and Sykes fourth. Bernard Holt drove a sensible race to finish fifth, sixth home was Neil Douthwaite having a mixed race with not much good fortune. After the race I asked Paul Fletcher if this was a one off race and he said he would be giving the National lads a run for their money through the winter. Well done Paul!

### 210 National

A few more than normal 210's getting some practice in for the National meeting in October which has a fifty pound first prize. In the heats Dudley Martin won two and the other going to Brian Finn. Dave Green and Frank Jones also doing well. The final proved quite interesting. Dudley Martin took the early lead, one he did not relinquish, however. Brian Finn was entertaining the crowd by two, wheeling his kart round corners and crashing through the tyres. He was pressing Martin early in the race but his antics left him a lap adrift. Second place went to Dave Green and in third place was Frank Jones.

John Marshall

### Junior National

1st	Simon Blessed	Premier/WRE TKM
2nd	Phillip Woolley	Birel/Parilla
3rd	Stephen Hedworth	Cobra/Parilla

### Senior Britain

1st	David Smith	Premier/WRE Komet
2nd	John Howlett	Zip/Arrow
3rd	Chris Burns	UFO/WRE Arrow

### 210 National

1st	Dudley Martin	Barlotti/TZ Villiers
2nd	David Green	Zip/GPV
3rd	Frank Jones	Zip/E.J. Upton

### 100 National

1st	Paul Fletcher	Fred Bear/Parilla
2nd	Graham Kershaw	Odin/Komet
3rd	Dave Preston	Dino/Komet

## Rowrah

### Club Championship Meeting - September 13th

With over ninety drivers entered for the Club Championship, fast and furious racing was guaranteed. Karting seems to be getting very popular with spectators here at Rowrah, as we had another large crowd turn up on what was a red hot day. Now then just a couple of words to all those who happen to read my reports (and I know you both) - if I make a mistake by getting someone's name wrong, or happen to miss them from the results, I do apologise, but you must realise that it is a very hard job when I race at the same time. So please be patient and I'll get it right eventually. Anyhow, on with the racing...

### Junior Britain

A flag to flag victory for Jason Plato, as he took command right from the start with nobody being able to keep up with the fast pace. Lap after lap Plato pulled out more and more of a lead, but on the eighth lap his heart must have missed a beat when he got tangled with a backmarker going around 'paddock' which allowed the chasing pack to close right up. A couple of more laps and Plato had opened the gap again,

to take an easy win from a hard trying N. Charnell (who took the Club Championship) with D. Charnell third.

### Junior National

After three heat wins, Phil Foster Jr. dominated the final, although I. Smith and Simon Howarth gave a brave chase. Foster never put a wheel wrong to take the Club Championship from Smith, who took a deserved second place, despite losing his exhaust two laps from home. Howarth took third with P. Margerison fourth.

### 100 Britain

Only two novice Britains supported this class, and racing from the rear of the nationals, Raymond 'POP' Robson took the win from first timer R. Bond.

### 100 National

A large entry of nationals gave some close fast racing. From pole, ex British Champion Ian Williams took an immediate lead closely followed by S. Burr and D. Bird. Terry Stamper soon latched onto the leading trio, these four pulling away from the chasing pack. Coming through the backmarkers both Williams and Burr opened a gap on Bird and Stamper. Another three backmarkers was all Williams needed as he pulled away from a hard trying Burr, who in turn had almost half a lap on

Bird and Stamper. At the flag Williams took the win and the championship from Burr, Bird, Stamper and M. Smith fifth.

### 125 National

With three heat wins Craig Dixon seemed to have got his new Rotax power well set up. But from the flag H. Auld made the best start to lead from Dixon and Meadows. It only took Dixon four tours to get his nose in front, and he just made it look all too easy. The rest of the field was spread out like jam. Dixon took the honours with Auld second from Meadows and Mumberson with the only non-Rotax a worthy fourth.

### 210 National

A large entry of Villiers produced another flag to flag win, this time for Alan Cheetam, although Bill Cole tried everything to hold on to the Club Championship, he had no answer to Cheetam's pace. Cheetam reeled twenty faultless laps to take an easy win. Meanwhile, Anthony Barr, who had been lying fifth on the first lap, was now flying (on what was rumoured to be an ex Phil Ansell motor). After picking off Martin and Ferguson, he closed onto Cole's bumper, and on the last lap dived inside Cole at St. John's corner to take second from Cole,



# CLUB SCENE

*continued . . .*

On lap 2, Mark's motor went sick and left Gary to pressure Bob for first. Further back, John Rolley had been holding onto third place until lap 9 when Graham Morris managed to demote John to fourth, and John was really out of it when one lap later Colin Kay pushed him down yet another place. Bob Lambert held out in the lead to the final flag and the next four places remained unchanged.

**210 National**  
The heats in this class didn't produce any clear cut favourite for the final, with Dud Martin, Ivan Wileman and Nick Kelly each having a first place. Dave Green, Roy Patterson and Kevin Routh also showed well in the heats.

In the final it was Nick Kelly who led the field away from the start, followed by Roy Patterson, Kevin Routh and Ivan Wileman.

Roy Patterson soon moved up to take first and set about building a comfortable lead. Nick Kelly had a real battle on his hands for the second spot, but managed to hold on until lap 10, when Ivan moved up, and on the next lap Dave Young also got past Nick, who fought back to take third spot at the flag. First novice home was Steve Tanner.

## Wombwell

### 13th September

The weather was superb and perfect for a super day's racing. Wombwell Sporting Association's Kart Club ran the meeting first class, with no time wasting at all.

#### Junior Britain

New British Junior Britain Champion Steve Murphy was driving excellently in the heats, having two wins and a second. Scott Banks, who also did well in the British Champs, took the other heat with a flag to flag victory. He also had two second places in his further heats. Also doing well were Steve Key, Patrick Walsh and Jason Elliott, all but the latter were driving the Premier Kart and Wilson tuned engines which seem to dominate this class on northern circuits and also seem to be doing increasingly well further south.

On to the Final. Steve Murphy led away from pole position but was soon passed by Steve Key and Scott Banks who took both of them, and by lap two had a three second lead over the rest. On lap six second place man Key overdid it and spurned the track in favour of the grass! By now Banks was an incredible six seconds in front of Murphy who was being pushed very hard by Patrick Walsh, who a lap earlier had taken Jason Elliott at the hairpin. At the flag it was Scott Banks having an easy win from Murphy and Walsh. Fourth went to Jason Elliott, Steve Key came back through the field to fifth.

#### Junior National

A very small field for this class — soon to be like the International class if no more interest is shown. Simon Blessed made easy work of all the heats with Phillip Woolley coming home second on each occasion, not being much of a threat. The final was a walkaway for Blessed after overtaking Woolley on lap two who seemed to settle for second and let Blessed pull

#### 250 National/International

A small grid of the 'big boys' joined to do battle. Chris Stoney on his Yamaha Inter. outfit led across the line in the heats, and behind him Alan Mugglestone and Rick Butler, both on National machines, had an interesting time of it.

In the final it was Chris Stoney who led the field away and in fact led to the final flag. Alan and Rick were squaring up for a real match when a puncture slowed Rick drastically, leaving Alan in an easy second spot. Rick hung on to third, and the first novice across the line was A. Lumb who, I understand, had never driven a Kart before!

#### Results

##### 100 Juniors

1st	Jason Elliott	Sprint/Arrow
2nd	Phillip Woolley	Birel/Hewland
3rd	Paul Dukes	HA/Parilla

First Novice  
Simon Bissell Zip/Arrow

##### 100 Senior Britain

1st	Dave Smith	Premier/DAP
2nd	Mark Wilkinson	Sprint/LBW DAP
3rd	Trevor Faunch	UFO/Arrow

away. Coming home in third spot was Simon Hepworth who had an uneventful race.

#### Senior Britain

The grids seemed to grow and grow in this class and I'm sure before long there will be two grids at Wombwell. John Howlett made easy work of heat one after passing second place David Croft on lap two. Chris Lumb finished third. Heat two was a flag to flag victory for Dave Smith, John Howlett drove well for his second place, while Chris Burns came through well to finish third. These Britains are getting more like Nationals for entertainment value. Burns had a well deserved win in heat three closely followed by Dave Smith and Martin Royle.

In the final Dave Smith shot into the lead closely followed by Chris Burns and John Howlett. By lap three Smith was some three seconds ahead, but Howlett, who had got by Burns, was starting to close slowly but surely on him. A good race was developing for fourth position with David Croft holding a slight

#### 100 National

1st	Barry Peary	Zip/Peary TKM
2nd	Andrew Cursley	Premier/WRE
3rd	Neil McGovern	Dino/TKM

First Novice  
Ian Holdsworth Zip/Parilla

#### 125 National

1st	Bob Lambert	Barlotti/Patty Yam
2nd	Gary Hill	Zip/Chat Yam
3rd	Graham Morris	Pit Stop Zip/Chat Yam

#### 210 National

1st	Roy Patterson	Barlotti/Patterson Villiers
2nd	Ivan Wileman	Zip/Upton
3rd	Nick Kelly	Dale/Upton

First Novice  
Steve Tanner Blow/Upton

#### 250 International

1st	Chris Stoney	Barlotti/Yam
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#### 250 National

1st	Alan Mugglestone	Blow/Bultaco
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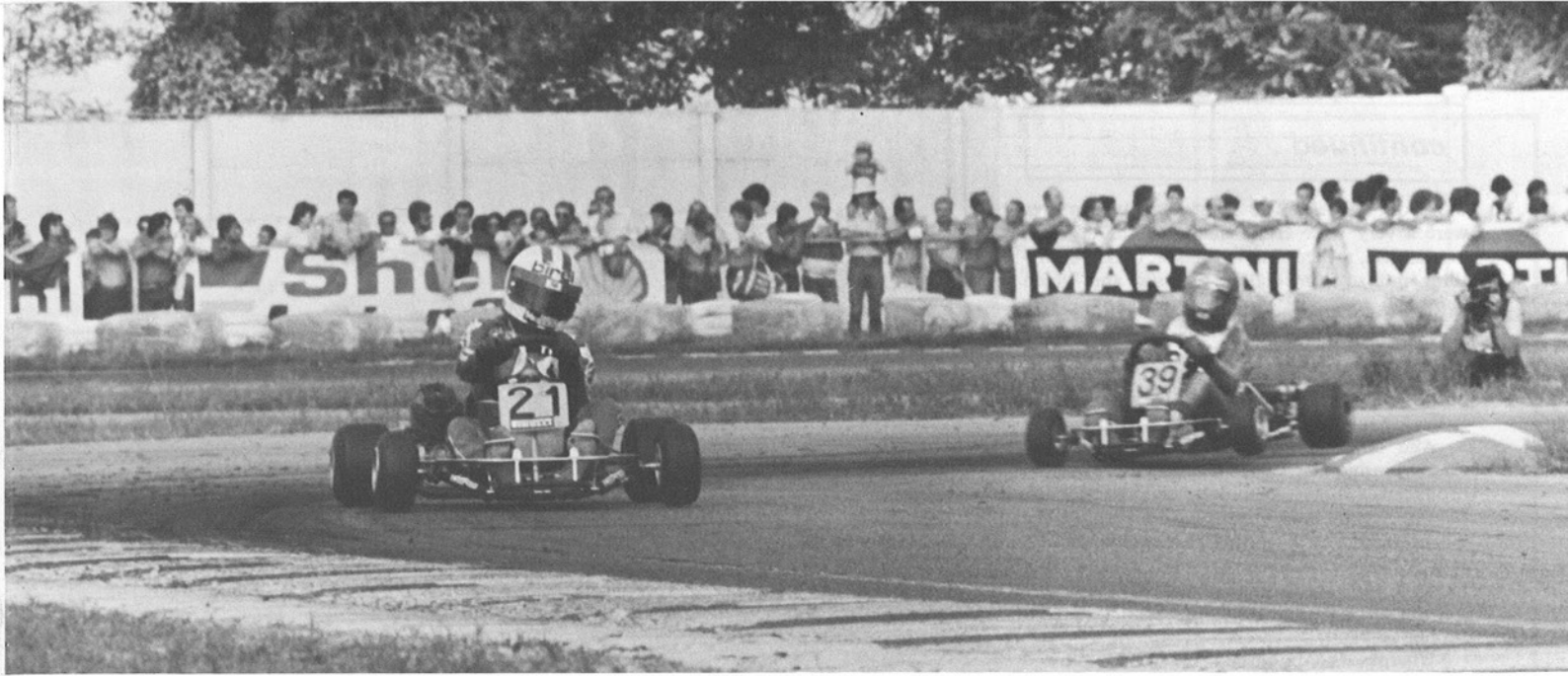
First Novice  
A. Lumb UFO/Honda

advantage over Trevor Faunch and Chris Hogarth. On to the last lap. Smith was still in the lead but only just from Howlett who was right on his bumper, another lap and he may have got by, third, some four seconds adrift, came Chris Burns followed by David Croft just keeping his advantage over Trevor Faunch. In sixth came Chris Hogarth who had been involved all day in various spins and crashes but this time it was carb trouble. A very good race which came up to National standard for entertainment and speed, some lapping just slower than top National drivers.

#### 100 National

Paul Fletcher was to surprise a few people in this class throughout the day. In practice he didn't seem able to get used to National tyres,

*210 winner Dudley Martin presses on to victory with the Barlotti. (Photo: J. Marshall)*



*As team-mate Forsman two-wheels in pursuit, Mike Wilson races away to claim the World title.*

# Game, Set, and Match!

**Mike Wilson takes the World Championship — for Italy, but Barnsley claims the success! Lars Forsman and Ruggero Melgrati complete a predictable IAME clean sweep. Da Silva best of the rest as challenges from de Bruyn and Fullerton evaporate. The karting world once again bows to the Grana steamroller. . .**

**Report: Chris Lambden  
Photos: John Pudney**

Whatever the outcome, the 1981 World Championship was always going to be an interesting event, if only from the point of view that it represented the crunch time for the 135cc formula. Would many entries turn up? Would the engines have found some reliability? Would IAME have the jump on PCR — and would there really be an engine from DAP? And did the class have a future?

The answer to all of these questions, in varying degrees, was to be yes, much to the obvious pleasure of Bruno Grana — head of IAME, instigator of the formula, and head of the promoting team for the Championship, transferred neatly from Jesolo to the IAME test track at Parma.

In many ways, Grana had done his job too well. His works team was very well prepared, in both the engine and chassis department. He'd even managed a deal with Dunlop for virtually exclusive use of some "Parma specials" (the meeting was not bound by CIK homologated tyre restrictions). The result of all this was that his two leading drivers, Wilson and Forsman, enjoyed the most comprehensive domination of a World Championship ever, leaving the rest to grapple with his third driver — unsuccessfully — for third place.

However, the cheering news for English supporters was that it was Barnsley born and bred Wilson who became only the second ever British World Champion. To the coachloads of supporters it didn't really matter that "Michele", as the Italians call him, wore red, the win was theirs. For Mike himself, there can be no doubt that the World title is the just reward for the courageous decision to leave his home town early in 1978, as a young 18 year old, and live in Milan amongst the people who could help him to that very goal.

First impression, as the karting press began to arrive, with Thursday's first timed practice imminent, was that there seemed a reasonable entry. Indeed, a late decision by the F.I.K. to allow an increase from six to ten drivers from any country had boosted what would have been 77 competitors to 92 — France, Italy and Sweden making up most of the extras.

England had in fact selected a full team, but in the end only 7 — Homewood, Jackson, Grice, Fullerton, Brown, Wright and Lane — made the trip. TKM pair, Gates and Allen, withdrew rather than use another manufacturer's engine, while the positive shortage of DAP engines (completed less than a month before the event) led the factory to dissuade some of their likely users from appearing — including Biff Harris and Derek Higgins.

For many, the beginning of the meeting was the first time they had laid eyes on a 135 engine — many taking advantage of 'race-hire' deals to equip themselves with engines and chassis, mainly from Grana himself. Not surprising then, that the engine allegiance figures showed Komet 61, PCR 24, and DAP 7. The chassis story was much more complicated, with no less than 18 different brands on show. . . A lot of interest, not unnaturally, centred around

*Defending Champion De Bruyn could only hang on briefly to third placed Melgrati.*







Pictures. Above: Riva gets the first final on its way, with Wilson (21) getting the jump on Forsman (39). Above right: half a lap later, and as the leaders pour through, Fullerton starts to fly off backwards courtesy of Catellani (hidden). Far right: Gudel got better as the finals went on. Here he leads Capelli. Left: the tension was obvious in the Wilson camp as the second final neared its end ... (Pic. J.L. Anzar.) Below left: Modena was fast early in the meeting, but then it all went wrong for the spectacular Italian PCR driver ... Below right: Irishman Smyth took the last qualifying spot for the second time in two years.



continued . . .

#### 1st Final

As Haase raced into the pits to have a flat tyre changed, the 33 starters approached starter Riva at the customary break-neck speed. Wilson got the all-important jump from the outside and led the queue through the chicane onto the back straight — Forsman, Melgrati, De Bruyn, Da Silva, Capelli, Fullerton, Catellani, Raphanel, and the rest, all away safely.

Into the mid-field section of the circuit, and Catellani tried a suicidal move, torpedoing Fullerton, with both going off, the latter's chassis damaged. Catellani attempted to restart, but an incensed Fullerton was having none of

that, and as they say, a brief altercation took place. . .

Meanwhile as Wilson and Forsman completed their first lap, of 18, a gap was already appearing to Melgrati in third. As Wilson settled to the task, Forsman's challenge was gradually eased, with Mike pulling those vital few yards of buffer space as the laps rolled on.

Melgrati was safe in third, but the "best of the rest" race, involving De Bruyn and Da Silva was nose-to-tail until the Dutchman's engine locked spectacularly on lap 6. His World Title had officially gone, but even in defeat De Bruyn managed a wry smile. . .

Nothing changed from here, and Wilson finished some 20 yards clear, with Da Silva dropping well back and fending off Raphanel to the end. Homewood renewed his personal battle with Schuurman, finishing 13th, while Wright's Komet broke its con-rod.



Kart & Superkart



Here we are at the beginning of November, the time when normally karts are being put into mothballs for the Winter and you've got no excuse to avoid mowing the lawn or D.I.Y.'ing. But this year there are plenty of excuses left, with Mallory and 2 Brands Hatch meetings still to come — plus Daytona for any jet-setters who want to get away for Christmas. So all those poor women who are trying to work out just when they are likely to get the 'old man' onto those household jobs, have got about four weeks before things have to be prepared for Cadwell!

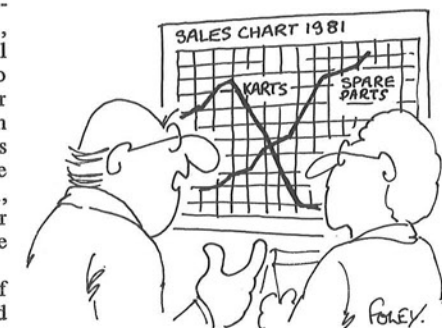
Next year looks like being more hectic than this — especially if all the foreign events come off. I can confirm that Peter Carter and Ian Rushforth will again be joining forces with myself to promote some meetings, at Snetterton, Mallory Park and yes, Brands Hatch. Yes, full kart meetings will be back at those last two venues again, and my thanks must go to Peter Stayner of Snetterton and Mallory, and John Webb of MCD for their efforts to arrange dates for us. The British Championship looks like possibly six rounds — 2 at Cadwell, 1 Snetterton, 1 Mallory, 1 Brands, and possibly 1 at either Donington or Oulton — but this has yet to be officially confirmed at the time of writing.

We will also be running a Champion of Champions series again, following the undoubted success of this year's series. At present, we are trying to locate a sponsor to secure prize money for the series, so if any of your sponsors are looking to assist an event next year, give them my phone number. . .

The Zandvoort and Zolder meetings were, as expected, excellently run and as expected, the karts generated a lot of enthusiasm and interest. The racing at Zolder was particularly close — both organisers expressing a desire to run Superkarts in 1982, indeed talking along the lines of a Kart Grand Prix at each venue. By this they don't yet mean a full GP meeting like our own, but a Superkart event in with a car race meeting.



It is, however, a start, and with the Danish GP, plus one in France, and with Sweden showing interest in the idea, it would seem quite possible to end up with a European Grand Prix Series, which could even possibly turn into a World Championship Grand Prix series without too many problems. If this did happen, I'm sure a sponsor for the entire series could be found — drivers could even end up getting start money. . . Well it's all just ideas at the moment, but there are a number of people around Europe thinking along the same lines. Hopefully we might get it all together before long. . .



WELL, OFF HAND I'D SAY THE DROP IN KART SALES IS DOWN TO THE RECESSION, WHILE THE INCREASE IN SPARES SALES IS DOWN TO ROSCOE.

Since Zandvoort I have been to the Rotax factory in Austria — due mainly to the fact that Zip Kart have now been appointed as their kart engine distributors, but also to see the place, and discuss the basic differences needed between bike and kart engines. This way, we can market an engine in '82 that is correct in every way for karting.

By the way, I can assure 125 followers that whatever they may have read in any other publication, the 125 Rotax aircooled is to stay exactly as it has been in the latter part of this year — with the new shape squish area in the head. The '82 engines that are now available have a new type of piston which is expected to cure the occasional problems that have been experienced, and in a few months time, after testing, a new con rod assembly is expected. This will be of the "knife edge" section type, with silver plated big end cage. Other than that, the engine will be totally unchanged for '82, which should come as a relief to those who

may have just bought an engine and then thought it was to be superseded.

By the way, so you know, all kart engines come with gear-ratios selected especially for the job, a crankcase operated pulse-pump, and carburettors set up to suit the pump. As for the 250 engine for '82, there are some detail changes to improve suitability and reliability. Again, the gear ratios will be selected for the job, with the right-hand gear change outlet (not used) blanked off. Mikuni double outlet pulse pumps will be supplied, with Del Orto carbs to suit, and a new Motoplat ignition. A third bearing has also been fitted to the rear crankshaft, to avoid the use of the double roller type bearings.

The factory itself was very impressive, but to try and cram it all into this column would be silly. However, sometime in the next few issues, I hope to assemble an article about the factory and their 1982 engines and the other interesting things they make. Should be a good technical read.

Of interest to the 125 brigade, hearing back to the European racing scene, is the news that the promoters are looking to run this class on long circuits there — in conjunction with the 250 events would make most sense, so a reasonably sized British Contingent could travel out together.

250 National circles have been rife with rumours concerning the introduction of the 250 Rotax single into the class. I can tell you that Zips did apply for the homologation — but in fact the engine will not be introduced for 1982. I felt that the class was not growing at the rate it should — mainly, in my opinion, due to the fact that the difference in performance between the current 125 and 250 National engines is so marginal that it is not worthwhile going into the 250 class when the 125 class is growing so quickly. Certainly the Rotax would have been available at a very realistic price — up to £190 below the class price limit — and may have injected that bit of life into the class.

Talking of boosting the class, I've seen the letter from Mr. Lumb (see "Your Letters," p5 ED.), which seems an excellent thought, and has my full backing. It could well be what the class needs, and I would be only too pleased to run such a series at our Champion of Champions meetings.

To boost interest in the class a little more, we shall next year be fielding a kart powered by the Cagiva 250 engine, which in fact is the old Harley Davidson SX 250, now marketed in Italy by Cagiva as the Cagiva MXR 250. It is a piston-timed, single cylinder, aircooled unit, at reasonable money. It's performance is as yet unknown — it will be interesting to see how it goes.

Next month's column will be hopefully based on the Superkart Promotions concern I'm hoping to set up, to enable everyone to compete in Europe at a realistic price — and indeed it will benefit UK drivers as well. Hopefully it will give you something to talk about over Christmas, and then hopefully you will let me know your views — because if such a service is not required, then I won't go ahead with it. Your views will determine its future. . .

Morton





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### 2nd Final

The field was stopped after a bad startline shunt saw Modena's machine cartwheel into the control tower, and left Wright injured on the track — thankfully not badly hurt. A ploy involving someone temporarily "stealing" his helmet, allowed Wright's team to make repairs, while the stewards held up the restart! . . .

Pole is not necessarily the best spot to start from at Parma — as at Estoril — but Wilson did the right thing, slowing them right down, and led comfortably into the first corner, with once again Forsman in tow. This time though, Da Silva had started well, and bristling with eagerness, looked to set about the two in front. But it only lasted a couple of laps, and he fell steadily back, to eventually be passed by the steady Melgrati as the latter's rubber "came on."



Some sixteen incident-free, almost boring laps later and it was all over. A jubilant Mike Wilson had won the World Championship. It may well have been as part of a dominant team, but as a driver Mike had done everything asked of him, kept cool under tremendous mental pressure, and at once wiped out the disappointments of the three previous years. Around the weigh-in area there was understandable emotion — father, mother and sister were all on hand, along with Mike's Italian girlfriend, and there were tears of joy. . .

Fullerton, Homewood, and Wright had all gone out at various stages with engine maladies, but De Bruyn had provided some defiant sparkle as he charged from grid 29 to 9th. Superb.

### 3rd Final

Academic as far as the Championship went, but important in settling the places, this represented the final desperate fling in many cases — and it showed.

Wilson seemed quite content to let Forsman have this one, and after Da Silva's brief challenge — ending in engine seizure after 5 laps — it was easy. Melgrati was showing signs of the long day, and Paul Guedel emerged as a latecomer, passing the Italian shortly before he went out with his engine blown. De Bruyn had done another miracle — 17th to 4th salvaging 7th overall.

Of the English team, Homewood had continued his mid-field battle, a battered Wright had given it a miss, and Fullerton had seized early on.

As in 1977, a sumptuous prizegiving, held under floodlights at the circuit, completed the day; the day Barnsley born and bred Mike Wilson claimed a deserved World Title.

Mike Wilson is World Champion, but the real winner, with a reputed turnover of equipment before and during the event of some £250,000 can only be Mr. Grana — game, set, and match. . .



### Road to the Top.

In case you ever thought winning World Championships was easy, take a look at Mike Wilson's record in this event. You'll agree his luck needed a change. . .

1977 — Parma: Assorted problems at first attempt. Unplaced.

1978 — Le Mans: From rear of grid to 4th in first final after qualifying via last-chance race. In a position to challenge for likely win in second final. Puncture on warm-up lap. . . Unplaced.

1979 — Estoril: Pole position for first final. Beaten away at start, then taken off on lap 2. Steady drive through remaining finals for 5th overall.

1980 — Nivelles: Didn't race due to sudden illness the week beforehand. . .

### 1981 World Championship — Final Result

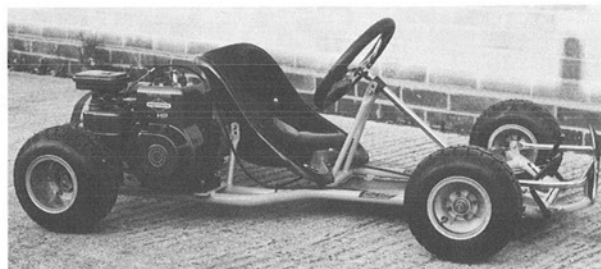
Pos.	Name	Country	Chassis	Engine	1	2	3	Best 2
1st	Mike Wilson	I	Birel	Komet	0	0	2	0
2nd	Lars Forsman	S	Birel	Komet	2	2	0	2
3rd	Ruggero Melgrati	I	Birel	Komet	3	3	28	6
4th	Ayrton da Silva	BR	DAP	DAP	4	4	30	8
5th	Paul Guedel	CH	Hutless	Komet	6	6	3	9
6th	Pierre Raphanel	F	BM	Komet	5	5	6	10
7th	Peter de Bruyn	NL	Techno	Komet	29	9	4	13
8th	Jean de Leeuw	B	Hutless	Komet	9	7	7	14
9th	Ivan Capelli	I	All Kart	Komet	7	8	31	15
10th	Marc Boulineau	F	Birel	Komet	10	24	8	18



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Zip motor, brand new, one only	£250.00	
DAP motor, brand new, one only, T80	£200.00	
DAP motor, brand new, one only, T22	£225.00	
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# Superkarts on Show

More than ever before, Superkart racing has this year taken place in front of new audiences, including recently at Zandvoort in Holland and the first of the BRSCC Winter Series events at Oulton Park...

## Superkarts Dutch Style

Zandvoort — home of the Dutch Grand Prix, situated near the top of Holland on the bleak North Sea coast, was the venue for their first "Trophy of the Dunes." After a stormy night, those camped overnight awoke to repair awnings and tents before preparing for timed practice. Of the 22 starters, the 6 British entered definitely had to learn fast as everybody only had 8 laps of timed practice to determine grids for the first of two races.

Nigel Smith did well to qualify on pole with a clear 1.5 secs. to the next qualifier, Stolk of Holland. Martin Hines, Carolyn Grant-Sale, Butty and Doug Rees also qualified well up the field with Glen George near the back after striking problems. One couldn't help speculating that once the race-hardy Brits had mastered the circuit, the Dutch locals represented were going to get "motored!"

In race one Smith rushed off into the distance and had built up a handy lead after three laps. Meanwhile Butty used the beginning of the race to learn the track, having only completed 2 laps of timed practice due to a rotary valve failure. Hines and Butty were in close contact for most of the race disputing second albeit with Martin feeling none too comfortable on the bumpy surface in his Silverstone 'laydown' seat. By the end of the race Butty had looked excellent in reeling in Smith and as they flashed over the line it was Smith by just 0.4 secs. from Butty with Hines third, some 20 secs. in arrears. Glen George and Doug Rees had their own personal battle, coming in 6th and 7th respectively. Carolyn was hit by cruel luck and failed to start when her clutch jammed open on the line...

Into race 2, and Glen George got a flier to lead into the notorious Tarzan Hairpin at the end of the straight, but it was Smith who came out first with Butty in hot pursuit. Hines slotted into a safe third, somewhat resigned to the position by the end of lap one. The sensation of the opening laps however, was Carolyn who had rocketed past the best Europe had to offer on the day, into 4th place after only 2 laps.

After 3 laps Smith and Butty were embroiled in a real grudge match up front — would they collide as at Silverstone a few weeks previously? Smith appeared to be in control with Butty forced into slipstreaming tactics down Zandvoort's long straight. After several hair-raising laps where the two adversaries played "chicken" with each other at Tarzan, it was Butty who got the nod on the line. He had slipped past Smith,

but on accumulated times, Smith had won overall. With Hines third and Carolyn fourth, Doug Rees passed Glen George on the line to take fifth place off him. With both race times added together, they finished in the above order, with the exception of Carolyn who missed the first race.

All in all a good show, with the winners smothered in flowers and ceremony before doing a lap of honour. The most impressive features of the day were the post-race computer-service lap readout, and the fact that the karts were the fastest machines of the day — circulating quicker than the Sports 2000's and FF2000's, also in attendance...

R.G.T.

1st	Nigel Smith	Stocksigns Zip/Merlin Rotax
2nd	Dave Buttigieg	Hermetite Zip/Zip Rotax
3rd	Martin Hines	Hermetite Zip/Zip Rotax

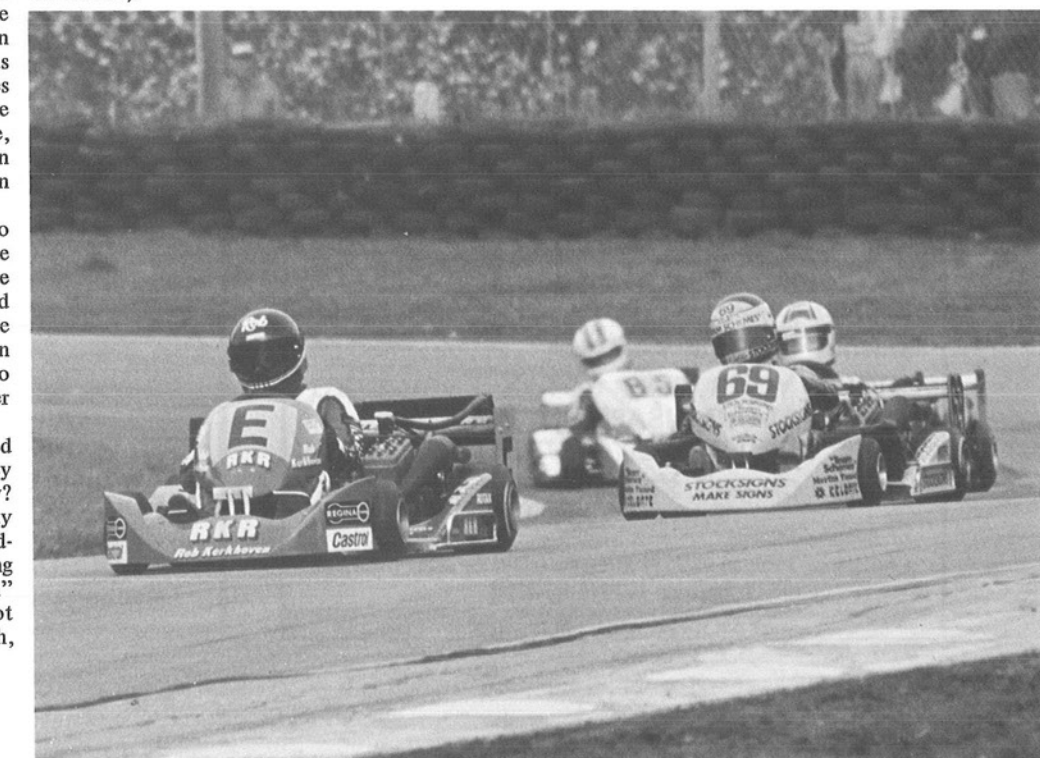
## B.R.S.C.C. at Oulton

The first round of the BRSCC Winter Cup Superkart Race took place at Oulton Park, and European Champion Rob Kerkhoven ran out a clear winner in the 10 lap race, taking over the lead on lap two.

Weather conditions were not as warm as for the Bank Holiday kart meeting a few weeks previously, but nevertheless the competitors were not troubled by any of the wet weather from the previous day.

A total of 21 drivers took to the circuit for the 26 minute morning practice session, with Nigel Smith still bubbling with confidence

Oulton Park, and it's Kerkhoven (E), Smith (69), Jones and Rodgers showing the way... (Photo: R. Calvert).



after his Cadwell Park victory, setting the quickest time of 1m 02.1s., equalling the time that Reg Gange set during the Bank Holiday meeting, to take pole position followed by Derek Rodgers and Owen Jones, setting equal times of 1m 03.5s. Making up the final place on the front row was Kerkhoven with the niggling Cadwell Park problems seemingly sorted out. On row two came the DMA Zip of Richard Dean with Peter Haywood and John Rees alongside.

Two drivers not having a happy time were Reg Gange and John Ball — both drivers only completing 3 laps during the practice session due to a broken clutch (Gange) and a seized engine (Ball).

With the drivers uncertain about the starting of the 10 lap race — lights/flag — Richard Dean, from the second row made a super start to take the lead into Old Hall on the first lap. He held on until lap 2 when Kerkhoven took over, to command the race for the remaining laps, followed closely by Smith, Rodgers, Jones and Gange. With the Kerkhoven/Smith battle looking to be hotting up for a possible new leader, Smith pulled off the circuit with engine problems (broken piston ring). This left Kerkhoven to run on to a clear win, with the battle for second between Rodgers and Owen Jones keeping spectators on their toes...

Gange retired on lap 8, which gave the chance for Rees and Haywood to move up the placings list. At the end Jones was able to take Rodgers second place from Derek who only made the race due to Reg Gange being generous enough to lend his second engine to Derek. Ball's problems continued, from the morning's practice session to the race, retiring on the warm-up lap due to fuel pump failure.

1st	Rob Kerkhoven	RKR Zip/Rotax
2nd	Owen Jones	Strongbow CTRP/Rotax
3rd	Derek Rodgers	Zip/CTRP Rotax

**New Record:**  
Nigel Smith 1m 01.5s = 96.82mph

The drivers were most complimentary about the efforts made by the BRSCC to assist in the running and safety of the event. They even took the trouble to tour the circuit with Smith and Ball to hear and implement their suggestions for positioning of especially provided straw bales. A good start to the Winter Series.

R.C.



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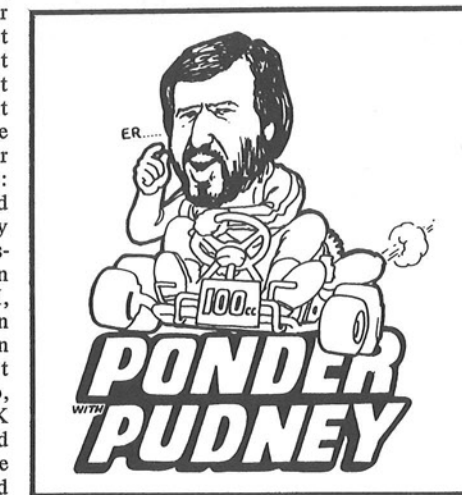
Of course it's great that a Brit has won the "non gear box" World Crown for only the second time in history, but as Mike Wilson swept relentlessly on towards victory and the Championship in that second final in Parma, I felt pleasure yes, but no great surge of pent up excitement as when Terry looked to be heading for victory last year in Nivelles. Why, you may all ask? Firstly, after so many years in Italy, Mike seems more like an Italian than an Englishman. It's just bound to happen — not that he's any less an approachable and pleasant guy, it's just that if you live and work in Italy over a period of years, you are bound to adopt the Italian way of life and to acquire Italian friends and workmates to whom you will turn first in times of triumph, rather than to your rarely seen friends and acquaintances who just happen to be around at the time. But the most Italian part of the victory was the feeling that Mike was simply the tool chosen to implement part of a "master plan" to win back the Universe by Grana and IAME. Does that sound over dramatic? I don't think so. Think it this way: The King (Grana) has ruled his empire (world Karting) untroubled for some 14-15 relatively peaceful years. Then there are stirrings of dissent and revolution from within his own kingdom (DAP and PCR) and outside (TKM, Dino, Petry, Yamaha, etc.) culminating in defeat at one of the annual wars (DAP in Estoril). The King starts to get worried about the strength of his kingdom and its arsenal so, helped by his legal ministers, (various CIK delegates) manages to get legislation passed through Parliament (the CIK) proclaiming the current weapons (100cc) to be outdated and proposes a new armament structure (135) to replace the old one, so winning back his empire, as only the King has the right weapons (engines) to fight with! Unable to believe that the proletariat (us!!) will allow the new weapons to be used, the King's enemies (the other engine manufacturers) sit on their laurels, waiting for the people's revolution ... which never comes, as the people (us) don't have a strong enough leader to lead against the King.

That, in rather descriptive manner, is just about the long and short of it. The new 135 class World Championship was a success, when many (including myself) expected it to be a flop, and the reason for that success was because lots of people supported Grana by turning up to race. If nobody had turned up, the 135 class would have died a natural death. As it is we are now stuck with it, for better or worse, so we might as well make the best of it.

Grana (left), may have been the best paid gatekeeper in the World, but the King reigns again. . . (Photo: J. Pudney)



Okay, the meeting was a success, but was it up to the standards of previous World Champs? The answer has to be a resounding no. Apart from the fact that it lacked real atmosphere, the racing was in the main very dull. The IAME dominance of the meeting was total, to the point of ridiculousness. Not only were Birel/Komets 1st, 2nd and 3rd, but the new World Champion did not actually overtake one single person, except those he was lapping, during all the heats and the finals. We all know that Mike is one of the best drivers in the world, quite capable of getting past anyone, but the fact remains that his domination was so total he didn't have to!



Lars Forsman, as you will have read, was fastest in timed practice with quite the smoothest and neatest timed session I have ever seen. It was therefore quite surprising that he didn't challenge Mike harder. The pit gossip, reputed to come from no less a person than Peter De Bruyn (who should know about these things) was that IAME team orders were for Forsman to let Mike win. Next year in Sweden will be Forsman's turn! If you are like me and normally regard gossip such as this with some degree of scepticism, just think about the facts. Grana brought Mike to Italy back in 1978, not to just work in the IAME factory, but recognising his rare talent, to breed him for stardom and the World Championship. After all these years, Mike is recognised by the crowds as being more Italian than British and Grana, if nothing else, is certainly a patriot, so what could be better than to have the adopted son win the first 135 title for Italy in front of an Italian crowd? The final flourish, having won the title, is then to immediately retire from Kart racing to go motor racing, making way for new young Italian talent. It all makes sense, doesn't it?

Some might argue that if Forsman had had the initiative, he'd have "done a Reutemann" and disobeyed team orders. The only problem with that would have been that he might have won the first final, but sure as hell he wouldn't have got the tyres and engines to enable him to win the second ... Bearing all this in mind, it will be interesting to see just how well Forsman does next year, especially as he will be on his home track. However, despite these advantages, I don't think Forsman will have it all his own way, as all the people who were beaten by the IAME factory steamroller, which had been testing for months, will have a year to catch up.

For sure, the main contributory factor to the lack of atmosphere was the sheer superiority of the IAME factory team. In previous years the field has been fairly evenly matched, superiority being judged by hundredths of a second. This year, the quick boys were whole seconds quicker. IAME had been testing engines for so

many months, while other people only got hold of their's weeks before the meeting, that they were bound to win. After the meeting, Mike Wilson's Dad, Brian, who is known and respected for his no-nonsense straight-talking approach to life, told me "Naturally I'm delighted and elated — it's one of the greatest days of my life. But he (Mike) had to win really didn't he? After so much testing and preparation, I would have been bloody annoyed if he hadn't." I suppose that just about sums up Parma 1981. Great to have a "British" victory, but anticlimactical. I can't wait for Kalmar in 1982 when everyone has had a chance to catch up.

It seems almost impossible to believe (but as the source of this information is very reliable, it would seem accurate) but DAP were apparently duped into a sense of false security about the real speed of the IAME engines in secret testing at Parma. It seems that the information they received from their spies indicated that the 135 IAME engines were only fractionally quicker than a good 100cc engine, when in reality they were some two seconds a lap quicker. All of a sudden, the real truth got through to DAP, and realising that the 135 World Championship might really take place and that the IAME engines might be really quick, frantic last minute developments took place. This is apparently why there were so few DAP engines available to anyone other than Da Silva and Schuurman. It's amazing really that DAP did so well considering their 135 (really a 129cc, bored out 100cc unit) only ran for the first time on August 31st, just two weeks before the meeting. When one remembers that my "Magic Man" Da Silva actually came 4th behind the IAME steamroller, who were all on very demon Dunlops, it's all the more amazing. If DAP had got hold of some tyres, and had time for more testing, who knows what might have happened!

It was interesting to hear Harm Schuurman's comments on the new engine when I caught him in a talkative mood during timed practice. Harm, who after a rather "frantic" early career, has established himself amongst the top echelon of drivers, was amazed at how good the DAP was considering its newness. However he did reckon it was quite the roughest engine he had ever driven, with such a terrible vibration in the low range (6-7,000 rpm) that it actually gave him blurred vision, hurt his back so much he couldn't breathe, and made him cough as he drove around! After each practice session he looked totally drained, though Da Silva didn't

Regular Italian starter Riva tells the front row how he wants the start — it was still chaotic! (Photo: J.P.)





continued...

seem to be experiencing so much of a problem. Harm put the problem down to crankshaft vibration, which is something he certainly didn't experience with the unique Dino "lay-down" engine he used on several occasions last year. Harm reckons the Dino has the best crankshaft around, but the engine needs at least a year's constant development by someone of the character of Baroni or Marachel. At the moment, the Dino engine is in a state of flux, with no one having a real go at it, and hundreds of thousands of pounds worth of computer lathe gear laying idle at the factory. During the racing, Harm never featured really strongly, perhaps as a result of an unusual and very painful problem which confined his left arm to a sling — one of his arm muscles had "popped out", a problem he had never experienced before!

As was to be expected, Parma was Bruno Grana's event. Everywhere you went he was in evidence, at one stage even acting as the highest paid doorman in the world, slinging people out of the pits left, right and centre. It was amazing really, but as usual at this sort of event there seemed to be more officials than competitors, with more than enough staff to man all the gates etc. However, despite the presence of one or perhaps two gatekeepers at every point, there would be Grana checking passes and generally exerting his authority...

I think it's true to say that I am a non-violent man, the last time I ever came to physical contact with anyone being about 15 years ago when I got my nose broken (shows how good I am doesn't it?) However this year in Parma, I got so wound up by the Italians



Fullerton "chats" to Catellani...

that I did come to blows with one Gatekeeper Gorilla, and would have done with another motorist had I not been restrained! I must admit to coming back from Italy rather disillusioned by the Italian mentality and extremely curious as to how, with their attitude, the Italians ever manage to get a Lancia or Fiat from Italy to "Pudney & Sims", let alone in one piece. Still, perhaps I caught the wrong people at the wrong time...

What I am sure of now though is that they are all corrupt in some way! Apart from the whole 135 business, which was one big con, the whole meeting was biased towards the home team. In good old Britain, it's in our nature (thank God) to be fair, to play the whiteman — call it what you like — but we as a nation will almost bend over backwards to avoid favouritism, especially in international sports. The Italians take a somewhat different approach. Firstly there are the jumped starts. If you are

an Italian it's okay, or an IAME driver okay. Anyone else, not okay! If one of the Italians isn't on the dummy grid, a pit marshal goes to get him, actually clearing the way for his kart carrying crew to get through the crowded grid. This sort of thing one can to some extent accept, but when it comes to a member of the Italian team actually being designated to deliberately take a rival off, then that's taking matters too far. It is freely admitted by everyone of all nationalities that Terry Fullerton is the most feared and respected driver in the world today. For the first final Terry was on grid 6. Although he had not shown too well in the heats, he is such a clever tactician as to make everyone wonder what aces he might be holding up his sleeve. But rather than risk a challenge to their dominance, one of the lesser Italians, Cattellani, starting directly behind Terry, was earmarked to take him out. Anyone who doubts these sentiments as sensationalism should note that the corner chosen by Cattellani for his "overtaking" manoeuvre was one on which not one single passing attempt was made the whole week, and when Cattellani actually made his move, he was at least two clear kart lengths behind Terry. In other words it was a suicidal manoeuvre. Unfortunately for Terry, it all went to plan. Terry's kart was too badly damaged to continue, but Cattellani did try to get going. But our man was having none of that, and stood in front of the Italian's machine. There then came a period of remonstrance, and for a few seconds I thought Cattellani was going to get away without a thumping as Terry turned to walk away. Then you could almost see T.F.'s mind thinking "sod it" so he turned back round and gave the Italian a hefty shove! One can't really condone violence, but really Terry you shouldn't have done that — you should have hit him HARDER. I'd have killed him!!!

J.P.

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continued...

could really make your eyes water! The wear and tear on a chassis was quite horrendous — all the leading edges of the chassis were completely stripped of enamel, and sparks would be seen coming from the chain as the fine dust soon nullified any effect of lubrication in that department. Although the drum brakes were not used for the bends, the linings would be completely destroyed in the course of a meeting. Something that always puzzled me was the fact that, with a few exceptions, drivers who were to some degree 'B' final material at the local Surbiton track were absolute magic at Wimbledon. One particular name I remember in that category was Rick Stevens, one who Graham Page doesn't remember, who was a regular competitor and mustard when it came to the dusty shale track...

In Hines' column last month he bemoans the fact, quite rightly, that people were only informed a fortnight beforehand that the Zolder and Zandvoort meetings were on. An official at Zolder, who was somewhat disappointed at the small number of competitors to come from England, when being told that we were only told about it a couple of weeks in advance was quite adamant that all details and regulations were sent to the RAC on June 24th, some three months before the event!! What a load of wine swilling, useless individuals we do keep in clover at Belgrave Square! or so it would seem.

In my last column I deliberately didn't mention Martyn Merritt's tragic accident, as I knew it was being dealt with elsewhere in the magazine.



The Molloy Magnum made it's debut at the Silverstone GP meeting. (Photo: C.M.)

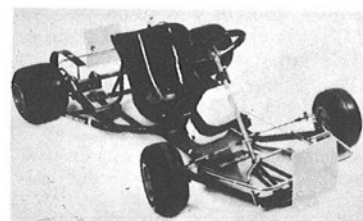
Why do these things always happen to the people who seem to have the greatest zest for life? Ever since I first met Martyn, some ten years ago, he struck me as a man of impeccable taste. You see, he loved Porsche cars — and anyone who likes Porsches can do no wrong in my eyes — except when he bends one! After three or four different models, Martyn changed from a 911S to a Carrera, and there was one favourite roundabout on the North Circular which Martyn reckoned was no bother to his teutonic beast, taken in fourth at about 80

mph. Poor Martyn was most choked when his new pride and joy 'fell over' as he put it, going home one night at the normal 80 mph in fourth gear at the said roundabout on the North Circular. Further enquiry did reveal, however, that it had been raining a little — which didn't really seem to have much bearing on the situation in Martyn's reckoning! I think it will be the dead pan expression on his face as he related the tale that I will remember him best for! Lovely fella — fond memories!

C.M.

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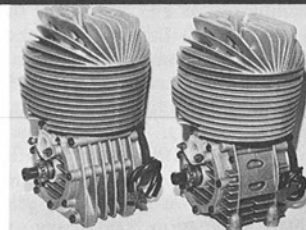
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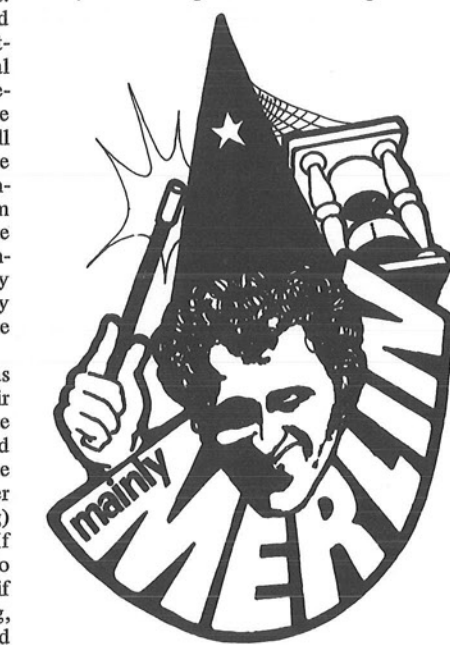
Graham Liddle has purposely avoided the karting scene for some five years now, to try and get the 'bug' out of his system, but in his words "no substitute has in any way measured up to racing" — motor bikes, building a hovercraft and now windsurfing have all fallen short of the 'High' he experienced from being out in front in a kart race. Not so long ago, there was quite a good TV documentary about a post and pre-war footballer called Wilf Mannion who found life rather flat after the peak of his fame — Mannion was a sort of George Best of his era. Someone in the film on television suggested that they should shoot all professional footballers at the age of 35 to avoid the withdrawal symptoms that they experience in their retirement! I think I understand what they were trying to get across! Liddle was one of the all time greats, and it was nice to hear the commentator at the Oulton Park Championships had not forgotten this fact when Graham made a welcome visit back to the circuit to see what was going on these days. The commentator, John Roberts, seemed more excited by Liddle's presence at the track, than he was by the four new Champions to emerge from the day's proceedings!

"Never in the field of human conflict was so much owed by so many to so few" (Sir W.S. Churchill — August 20th 1940). These great, oft misquoted words were re-arranged and mildly altered by Liddle to indelibly make his mark on karting's 'roll of honour' — "Never before in the field of human conflict (Karting) was so much achieved by such little effort!" If there was a lazy way out when it came to preparation, that was "the Liddle way"; if someone else was taking tools to a meeting, why bother to take his (hammer, crowbar and pipe grips); if someone else would do a job for him, then why bother about it himself; if he could borrow, then why should he buy? How then did he win four World Cups, two British Championships and numerous other titles and victories? With Liddle it was more than just a will to win, it was an obsession never to contemplate or accept defeat. Much thought, together with indifferent preparation went into Graham's racing. When it came to the actual event though, 100% determination, dedication and concentration went into the job in hand. He would sit on the dummy grid with a fixed ashen expression, surveying any potential competition. One by one he would satisfy himself that each one, for whatever reason, had their respective Achilles Heel. Suitably psyched up, the flag would drop and he was off, leaving all behind him with an almost contemptuous "I told you so" expression ...

When referring in such glowing terms to a star of yesteryear, one has to remember that some of you may never have seen him race, and some of you may never have even heard of him. But let me assure you that the measure of his reputation was such that when he was in a race, regardless of the competition, he was the one that captured everyone's attention. He was a compulsive competitor on and off the track. Be it darts in the local pub, backgammon, dodgem cars or table tennis, he had to win before he could relax! I remember what started off as a knock about, light hearted game of table tennis on the boat to Sweden during a karting trip. I had beaten him something like eight games to three and 'G' had really got the needle! Amongst other things he declared that my service was illegal anyway! He had, I thought, admitted defeat and we retired for food and a drink. Liddle was a trifle quiet, and then breaking the pleasant atmosphere he said "I've just worked out your weak point — back up to the table!" He proceeded to "whitewash" me six or seven games to nil, and was then the bubbling, happy Liddle again — honour was

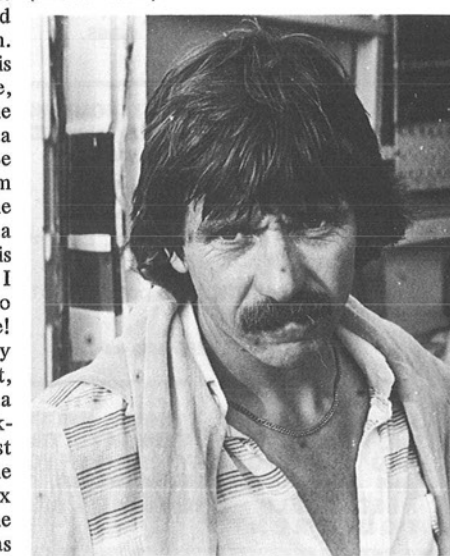
satisfied! And you couldn't help loving him for it — the bastard. A favourite expression of his, whenever I got a bit cocky was "you are only as good as your next race". That was always sure to shut me up! ...

Exactly this sort of strength of character is noticeable in Messrs Ball and Smith, who, undaunted by the Hermetite Zip "steamroller" seen in the first half of the season, have gone out and shown us all what they are made of, to great effect. John Ball, as most of you will know, has a racing mechanic's background and



does most of his own preparation. Nigel Smith on the other hand displayed a remarkable lack of Rotax engine knowledge when I overheard an amusing little situation in the pit garage on Saturday night at Silverstone. Having had to fit his spare motor after the first choice had given trouble in practice, he was anxious to have the trouble diagnosed and rectified, so that he had a running spare for the Sunday races. Long suffering Dennis Brown was set to work, the clutch cover and clutch were removed and main bearing failure was diagnosed, the time being about 7.30 — by which time Mr. Brown's mind was in gear for food and a "skinful". Nigel quite innocently requested "can you do that then?" I think he imagined that fresh crankshaft mainbearings were poured in the top with the oil or something! I supposed all the more

Graham Liddle — two recent visits to long circuit events have started rumours of a return. (Photo: C.M.)



credit to Nigel's driving ability, because he sure doesn't seem to know much more about an engine other than the piston goes up and down and that the crankshaft goes round and round!...

Paul "the pipe" Molloy, not content with making a fast line in 125 and 250 expansion chambers, has made his first kart. Started about a fortnight before Silverstone, and completed at the track whilst practice was starting on the Friday, Paul gave it quite an impressive maiden outing. The chassis was actually constructed with the assistance of Barry Loakes at Aero Karts.

Paul, who is guaranteed to get a bit 'prickly' when someone else produces an exhaust system bearing any resemblance to one of his designs, has produced a kart bearing more than a passing likeness to a Dino kart front end (board front discs and variable caster angle) and a very Zip Grand Prix-like rear end! Not a bad combination to say the least. The threefold 125 champion has christened the kart the "Magnum," the same name the Isleworth concern called their highly successful Villiers engine of the late 60's — and that name was taken from the Komet Magnum, which as far as I remember was the twin disc valve K99. Disregarding the fact that the kart I looked at was the prototype, it appeared to be a very well thought out, cleanly styled, and well made design. One can only wish him well with the project, and wonder when will we see new 125cc "No. 1" Wooldridge out on one?

Talking of the new No. 1, etc., Oulton Park provided a very interesting insight into how the four men who started the day with the most points, set about the racing. Messrs Newton and Collard seemed to treat the heats and finals like any other meeting — out to win regardless of the risks of possibly getting involved in trouble — the more strength to their elbow. Messrs Wooldridge and Lambden had one intent, and that was to steer clear of trouble and finish. Both of their conservative approaches were nearly their undoing, finding their unaccustomed mid-field positions rather dangerous places to be, both going off the track in other people's accidents and nearly throwing all their earlier efforts away. You never can tell!

Having established a fourth row position for himself for the all important Championship final, Chris Lambden, appearing remarkably un-nervous, went about a little bit of psychological warfare himself — not to his nearest rival Carolyn Buttigieg (nee Grant-Sale), but instead to her husband Dave. The conversation went something like this, Lambden speaking: "but how would you like to sleep with the woman who took your No. 1 plates away from you?" Buttigieg: "Well it would be better than sleeping with you!" You have to admit that he has a point! ...

Still on the subject of prized number plates, Martin Hines finds himself at the end of the season without a coveted "E", "O", "1" or "GP" for the first time for three or four years. This sad state was not commiserated with by Alan Rodgers of AK Racing, as any time he passed the Hines pit, he was heard to mutter "come in No. 42, your time is up", referring to the racing number that Martin uses when he is not entitled to anything better!

The September *Kart and Superkart* article by Graham Page — "Memory Lane", talking about karts on the Wimbledon Speedway cinders, brought back memories. I remember it well — but a painful memory it is. I only had one unsuccessful attempt — what put me off was the fact that in the good old days, one tended to sit in the kart with one's knees under your chin — and at 60 mph those pieces of cinder

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# Smith's Crisp Cadwell

Stocksigns' Nigel Smith takes a well-controlled Superkart victory. Hermetite trio take second, fifth and sixth, with Haywood third. Price holds off Ziemelis in the 125's. Newton goes one better than Gardiner for 210 honours, and Scottern is a surprise 250 National winner.

Report: Mike Smith  
Photos: Roger Calvert

After heavy overnight rain, the 1.5 mile Club circuit at Cadwell Park was very greasy during morning practice and the early heats. However once the sun broke through the day turned out to be very pleasant and the track soon dried. The much smaller entry perhaps reflected the ever increasing costs of travel and the still heavy programme of events to come. Some drivers are being more selective in

their choice of meetings at this late stage of the season.

For John Shaw this was his fifth and final meeting of the year as race organiser for the Cadwell Car and Kart Club, and with a similar programme already planned for 1982 the purchase of a mini computer to assist the administration is on the cards. The age of micro electronics has reached karting!

The 210 final was a "battle of the number plates" — Newton (1) winning out over Gardiner (GP).



Smith (69) weathered early pressure from Kerkhoven (E) and then Hines (42) before going clear with 2 laps to go.

The paddock scene was a familiar one even though a few well known transporters were missing. New number plates were the 'in' thing of the day with John Ball, Stephen Coward and Alan Collard being the only GP and No. 1 plates absent. 210's Mike Gardiner was looking resplendent in shiny new red and white leathers with a natty line in red pit hat to match ...

Chris Lambden's first outing as British Champion ended in an unpleasant way during his first heat. Entering Park Straight he was confronted by a spinning Martin Poole and was struck heavily on the helmet by a flying nerf bar, rendering him unconscious and sending him crashing off the track. The resultant damage was a broken finger, a dose of concussion and bruising, to say nothing of the bent LBF Zip. On being shown his Simpson helmet after racing, I could see and feel the bump left on the inner side and it certainly confirmed the value of a good quality article, leaving no doubt that this is an area where racing drivers cannot have anything but the best ...

## Scottern's Surprise

The small number of 250 Nationals entered again made it necessary for them to run at the front of the 210s, a fact which didn't please a number of drivers from both classes, some expressing concern at the amount of resultant baulking.

The first heat was run in tricky slowly drying conditions and produced some hairy moments especially at the tight hairpin. Mark Newby, (Zip/Yamaha) had few problems however and took the first heat from Paul Taylor (Zip/Honda) with similarly mounted Tony Taylor third, Frank Kirkham (Star/Honda) fourth and John Taylor fifth.

As conditions improved Newby quickened the pace by two seconds a lap to take the second heat with the Taylors again in the place. This time Tony took fourth with Paul and John as before. Tony Scottern split them with third place.

The 10 lap Final appeared a formality for Mark Newby, judging by his heat performances and as they settled into the first tour it was indeed the Zip/Yamaha in front. Paul Taylor and Tony Scottern were close at hand. By half distance John Taylor and Kenneth Homer had nipped by Scottern with Newby still a comfortable first. At the end of seven laps Newby was

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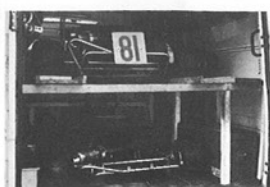
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Derek Rodgers (85) back on form, leads Martin Poole through Mansfield.

## continued . . .

almost with the leading 210's, with Scottern having elevated himself up to third behind Paul Taylor. Scottern's climb continued as he settled into second at the start of the ninth lap and by the end of this tour he was leading from Homer, Newby having disappeared out in the country. Tony Taylor was third with John Taylor fourth and that was how it stayed for the last lap with Jim Hammond hanging on to fifth spot.

1st	Tony Scottern	KAT/Yamaha
2nd	Kenneth Homer	Barlotti/Bultaco
3rd	Tony Taylor	Zip/Honda

Fastest lap: Mark Newby 1m 7.7s (77.4 mph).

## Newton's Law

The first six lap heat for the Villiers produced a duel between the Zip/APVs of No. 1 John Newton and GP man Mike Gardiner with Newton playing a waiting game and sneaking by on the last lap to win. The Barlotti of Bill Longden was a comfortable third, Barry Train (Zip/APV) fourth and Dave Kings' Aero fifth. The second heat saw a reversal of the first two places with Gardiner holding a comfortable advantage to the flag. John Newton was equally comfortable in second with Longden again third.

The ten lap Final proved the supremacy of Newton and Gardiner with the pair of them together at the front for the whole of the race. By half distance they were less than half a second apart with a gap appearing before third placed Bill Longden. Barry Train, Derek Avery and Graham Sykes were next and that was how it stayed for another five laps with Newton bringing the No. 1 plate home first.

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

Fastest lap: John Newton and Mike Gardiner — 1m 11.5s (75.52 mph).

## Price's 125

The 125 National class was again well supported with all the regular front runners entered. The entry was split to give each driver two heats with a 10 lap Qualifier to sort out the last ten places on the final grid.

Brian Hill of Rochdale needed only three laps to open up a huge lead in the first heat

Stuart Ziemelis and Brian Hill were really on a charge as the pair of them moved rapidly through the field to settle in third and fourth places by half distance. The Dale Wolf of John Hughes had gone missing leaving Barrington to a precarious second spot. Ziemelis had recorded the fastest 125 lap of the day during his early charge and was lapping half a second faster than race leader Price.

With three laps to go Barrington had succumbed to the Ziemelis/Hill onslaught and was in fourth place ahead of Luby and Molloy. Derek Price, meanwhile, had sensed the danger and put in a couple of quick laps to consolidate his lead leaving Ziemelis and Hill to take the next two places after a spirited duel over ten laps. Barrington still had fourth at the end with Luby and Molloy next and new British Champion Wooldridge languishing in eleventh spot.

1st	Derek Price	Zip/Rotax
2nd	Stuart Ziemelis	Aero/Haywood Rotax
3rd	Brian Hill	Zip/Merlin Rotax

Fastest lap: Stuart Ziemelis — 1m 8.4s (78.94 mph).

## Smith in Command

Despite a few of the regular names being absent from the Superkart entry, those present as always, provided colour, spectacle and excitement. The entry was split to give two heats, a qualifier and a twelve lap final.

Nigel Smith having tasted victory at Thruxton and Zandvoort obviously found it to his liking as he took the first heat in fine style leading for the full six laps. Hermetite's Carolyn Grant-Sale and Graham Roscoe had a spirited battle in second and third places for four laps until Zip Supremo Martin Hines took control and grabbed second place out of the hairpin on lap five. Roscoe suffered a puncture but managed to limp round to complete the distance in eleventh spot. Carolyn held on to third ahead of Steve Stylin (Aero/Rotax), Sandy Dalgarno (Zip/RKR Rotax) and Peter Haywood (Zip/Haywood Yamaha).

The second half of this heat was a win for Rob Kerkhoven, the new European Champion quickly pulling out a good lead over the Works Zip of Dave Buttigieg. Derek Rodgers showed a welcome return to form with a steady third in front of Clive Childerhouse and Brian Heerey.

The first half of the second heat again belonged to Stocksigns Nigel Smith as he moved steadily into the lead on lap three taking

Peter Haywood's return netted a consistent, albeit distant third, with the Yamaha.



## continued . . .

The track was in an interesting state as the field rolled out — dry on a fairly wide racing line, but still damp around the edges — something that would catch out more than one or two. . .

Immediately there was drama. Sparks, his engine repaired, ground to a halt with what seemed to be carburettor problems, and would take no further part. The flag waved, and Homer dived into the first corner with Prior in tow. Poor Lilley was also in trouble, grinding slowly to a halt after only half a lap.

Round they came, the front pair already with a small gap, the chasing queue headed by Edwards, Till, Moth, Warner, Harvey, and an amazingly fast-starting Foster-Jones, clearly in aggressive mood. . .

Warner had slipped inside Moth by the time Homer led the probing Prior past the starter for the second time, while Edwards' heart missed a beat, grazing along the pit straight tyre wall — a victim of the dampness those few inches off the racing line.

Homer was next to scare himself, bouncing off the same tyre wall. As he did so, Prior squeezed down the inside, only to two-wheel at the hairpin, slide wide, and watch Homer squeeze back past. Things were hotting up! . . .

Over the next few laps, Edwards re-established contact with the lead duo — so now there were three. But then Homer began to ease clear into the lead he was never to lose. Till was alone in fourth, but Foster-Jones was about to break from the bunch and close in.

As Moth's treble chance went with a seized engine, leaving Warner and Simon Sutton to scrap over sixth, Foster-Jones caught and on lap 17 passed Till.

Next time round and yet again Prior was out, engine locked. And still there was more to come. The Foster-Jones/Till scrap had allowed Warner to slip by as they encountered back markers, but with only 2 laps to go, Warner had pulled off, an ignition wire fractured. . .

So Homer scored an impressive win, some distance clear of Edwards, overjoyed with his best score of the series, enough to snatch second overall from Warner. Foster-Jones completed an aggressive drive in third, leading home a queue headed by Till, Sutton and Harvey. An entertaining end to the K&S series. . .

1st	Wayne Homer	Gillard/Gillard Komet
2nd	Nigel Edwards	Zip/DAP JM
3rd	Gary Foster-Jones	Dino/Parilla
4th	Gary Till	Zip/Zip
5th	Simon Sutton	Gillard/Gillard Parilla

A handily located Sports Club rooms, laid on courtesy of Club President Alan Johnson's company — Viscount Cycles, provided a convenient venue for the Championship prize-giving, at which the impressive list of prizes donated by the kart trade were presented.

1st	Graham Waldron	534 points
	(Zip/TF PCR or DAP)	
	won the K&S Championship trophy, and a complete Zip 981 National kart (courtesy Zip Kart).	

2nd	Nigel Edwards	503 points
	(Zip/DAP JM)	
	won a K&S trophy, and a Sisley Cobra National chassis (courtesy Sisley Karting).	

3rd	Kevin Warner	500 points
	(Dart/Hewland)	
	won a K&S trophy, and a Dino National chassis (courtesy AK Racing).	



4th	Wayne Homer	487 points
	(Gillard/Gillard Komet)	
	won a K&S trophy, and a Hewland National engine (courtesy Hewland Engineering).	

5th	Ashley Sparks	478 points
	(Zip/Parilla)	
	won a K&S trophy, and a full 100 National engine tune (courtesy TF Karts).	

6th	Simon Sutton	477 points
	(Gillard/Gillard Parilla)	
	won a K&S trophy, and £100 (courtesy Redhill Racing).	

7th	Steve Tillett	468 points
	(Astra/TKM)	
	won a full 100 National engine tune (courtesy Fullerton Racing).	

8th	Gary Foster-Jones	467 points
	(Dino/Parilla)	
	won a £100 goods voucher (courtesy John Mills).	

KART & SUPERKART CHAMPIONSHIP — FINAL RESULTS										
		1	2	3	4	5	6	Best	4	
1	G. Waldron	134	135	59	127	138	—	534		
2	N. Edwards	126	126	108	113	121	130	503		
3	K. Warner	112	67	137	128	123	104	500		
4	W. Homer	—	115	105	119	117	131	487		
5	A. Sparks	104	55	104	137	132	105	478		
6	S. Sutton	116	106	114	125	109	122	477		
7	S. Tillett	113	77	86	123	115	117	468		
8	G. Foster-Jones	130	128	107	85	—	102	467		
9	N. Parrington	—	—	109	110	124	119	462		
10	G. Till	121	51	101	78	99	126	447		
11	G. Prior	108	116	107	105	107	112	444		
12=	M. Mulhearn	33	96	105	121	107	51	429		
12=	N. Box	122	69	90	82	114	103	429		
14	R. Wright	101	97	43	108	38	118	424		
15	G. Matthews	115	108	103	91	72	61	417		
16	N. Hann	—	129	102	110	67	74	415		
17	R. Moth	101	57	123	63	83	94	401		
18	A. Clark	105	—	47	126	92	70	393		
19	T. Lilley	64	—	104	—	93	110	371		
20	P. Elliot	108	113	118	27	—	—	366		
21	P. Carr	81	112	125	28	—	—	346		
22	S. Carvill	57	93	129	62	—	—	341		
23	S. Stapley	—	115	44	106	73	—	338		
24	C. Callingham	77	47	76	69	95	86	334		
25	S. Watts	—	60	75	—	103	104	332		
26	D. Tebbutt	—	69	99	104	59	—	331		
27	S. Sykes	93	51	84	28	101	—	329		
28	P. Giddings	47	63	102	22	—	100	312		
29	S. Setterfield	64	52	76	53	103	65	308		
30	P. Wilkes	—	107	52	77	70	—	306		
31	K. Churchill	102	52	54	95	—	—	303		
32	J. Knell	65	103	32	100	—	—	300		
33	I. Ross-Johnston	—	91	134	73	—	—	298		
34	M. Mayers	66	50	64	34	63	103	296		
35	C. Royston	41	79	46	43	56	106	287		
36	B. Hooley	101	54	67	62	—	—	284		
37	P. Christo	64	107	112	—	—	—	283		
38	N. Fletcher	66	48	72	86	—	—	273		
39	M. Wilson	130	15	20	67	53	—	270		
40	L. Marsden	93	105	—	61	—	—	259		



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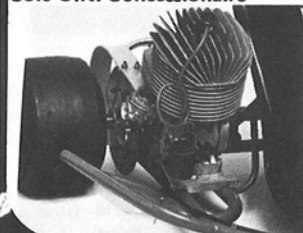


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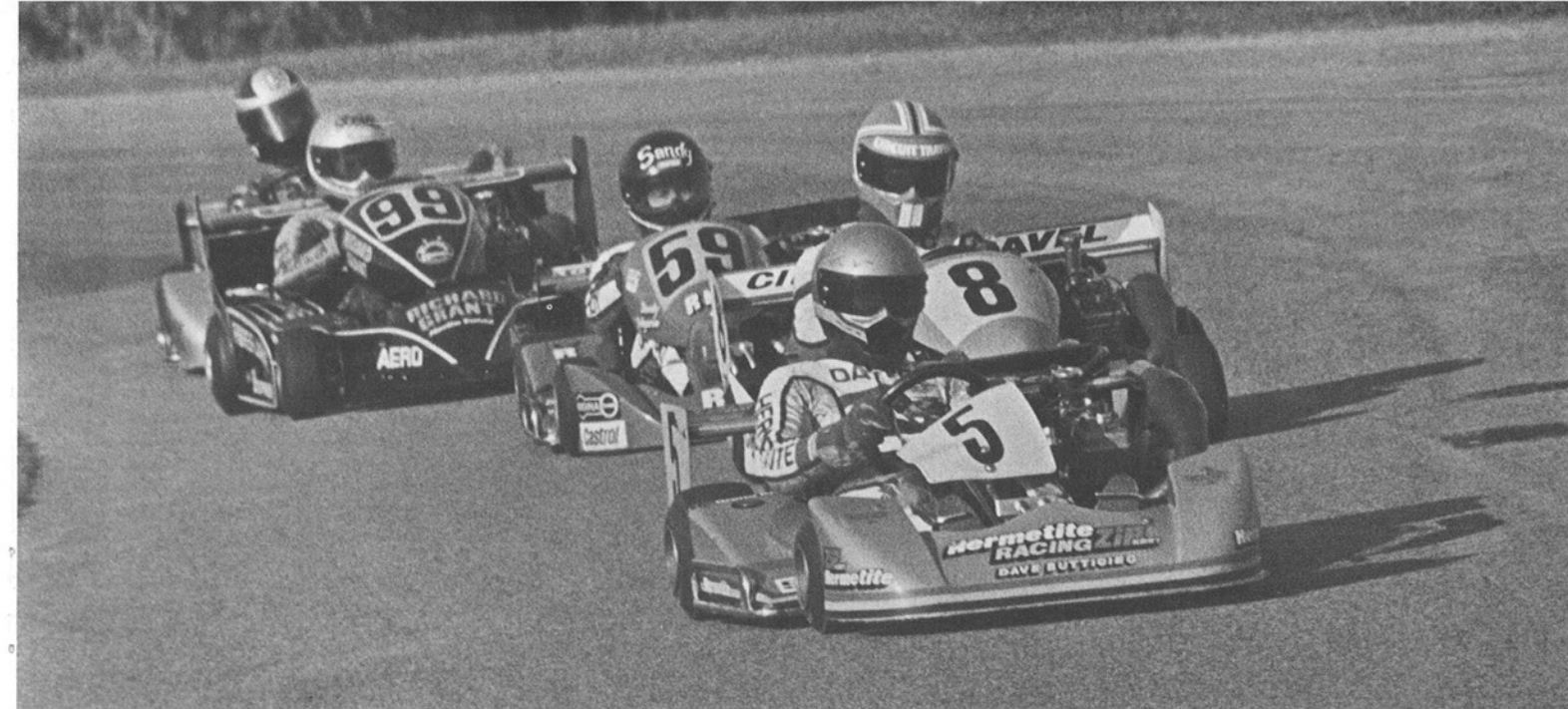


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Above: During the frantic opening laps, Butti-  
gieg (5) worked through the bunch — Childer-  
house (8), Dalgarno (59), and Stylin (99) —  
to eventually take second. Right: With Kerk-  
hoven and Hines delayed, Smith (69) continued  
on to the flag. Note the twin radiator set-up on  
the Stocksigns Zip.



over from Graham Roscoe. Derek Rodgers  
again had third with Peter Haywood and  
Carolynn in front of Sandy Dalgarno after the  
latter had a wide exit from the tight hairpin on  
the fifth lap.

The second half of the entry made up the  
last Superkart heat and Martin Hines wasted no  
time pushing through from the fifth row to lead  
from Kerkhoven and team mate Butty. The  
'Boss' gradually eased away from these two  
with Alan King some distance back in fourth.  
Drew Liddle, Mick Haith and Phil Ansell were  
next but well down on the leaders' pace.

The Superkart Qualifier was scheduled for  
ten laps but with only five karts lining up  
commonsense prevailed and a halt was called  
after seven relatively slow tours. Paul Sadotti,  
Mick Walker, Doug Hampson and Dennis  
Crompton were the four still running at the  
flag and duly took their places at the back of  
the main grid.

The first three rows of the Final grid looked  
like this:

Buttigieg Hines	Kerkhoven	Smith
Dalgarno Haywood	Grant-Sale	Rodgers
Ansell Childerhouse	Liddle	Rawson

A smaller than usual show of thirty four  
snarling Superkarts wound its way up Coppice  
to the short circuit start on Park Straight. At  
the 'off' it was the Hermetite Zip of Martin  
Hines at the front and by the time they drifted  
round Mansfield Corner for the first time  
Smith led Kerkhoven, Rodgers, Childerhouse,  
Haywood and Butty in pursuit of the silver  
machine.

By the end of the first flying lap Smith had  
taken charge from Kerkhoven with Hines in  
third, the Hermetite Zip suffering intermittent  
fuel supply problems. Rodgers and Haywood  
were next and being harried by Butty every  
inch of the way.

The second lap saw Kerkhoven slip rapidly  
down the order, one cylinder going off and  
relegating Rob to tenth. One third distance and  
Butty had forced his way to third behind  
Smith and Hines demoting both Rodgers and

Haywood. Carolynn was now through to  
seventh spot renewing her heat battle with  
Roscoe in sixth.

Nigel Smith meanwhile was putting on a  
fine display of controlled driving and still  
held the advantage from Hines. At half distance  
these two were well clear of Butty despite the  
latter's fifth lap time which was much faster  
than the leaders'.

For the next three laps the order was un-  
changed but as we waited for the leaders'  
appearance from the Gooseneck to Mansfield  
Corner it was the yellow Stocksigns machine  
first — and alone! Martin Hines had experienced  
an uncharacteristic spin out in the country  
dropping him off the lap charts and elevating  
Butty to second.

Kerkhoven had recovered well and was in  
fifth spot just ahead of the Works Zip of  
Carolynn. The ninth lap also saw the demise  
of Rodgers and Roscoe, both disappearing  
from the action.

Lap eleven and Butty had closed a little on  
Nigel, at the same time pulling out a ten second  
gap from third placed Haywood. Martin Hines  
had also staged a fine recovery and held sixth

behind Carolynn.

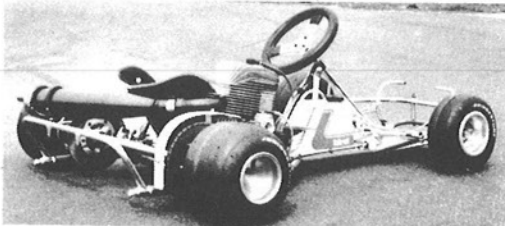
The last lap produced no changes to that  
order with Nigel Smith gleefully punching the  
air as he crossed the line to take a very well  
controlled victory. His new found control  
certainly paid dividends and will soon lose him  
that 'Sideways' tag and gain more victories  
judging from this performance. Nigel himself  
said that having now realised he can compete  
at the top, victories are what he's after. So be  
warned!!

For the Buttigieg duo this was Dave's fifth  
finish in the top three from five Cadwell meet-  
ings this year. How's that for consistency? As  
for Carolynn — well what can you say, another  
fine fifth place and from the Cadwell organisers,  
a special award of a cut glass bowl in recognition  
of her excellent form and fine example to all.

1st	Nigel Smith	Stocksigns Zip/ Merlin Rotax
2nd	Dave Buttigieg	Hermetite Zip/Zip Rotax
3rd	Peter Haywood	Stratos/Yamaha

Fastest lap: Nigel Smith — 1m 1.6s (87.66 mph).

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A start to finish win ended the K&S series on a high note for Wayne Homer. (Photo: K. Chambers)

The K&S series may well have been won, but with a load of valuable prizes in prospect, and three drivers in a position to take second overall, an interesting day seemed in prospect. Kevin Warner, Nigel Edwards, and Ashley Sparks were the threesome — none being Tilbury 'regulars', but each needing a big score (and if possible at the other pair's expense!) to take the runner-up spot. This battle would be complicated by the presence of several rapid Tilbury specialists — Homer, Prior, Till and Tillett, as well as Moth — and on paper it looked like a case of survival being all important. . .

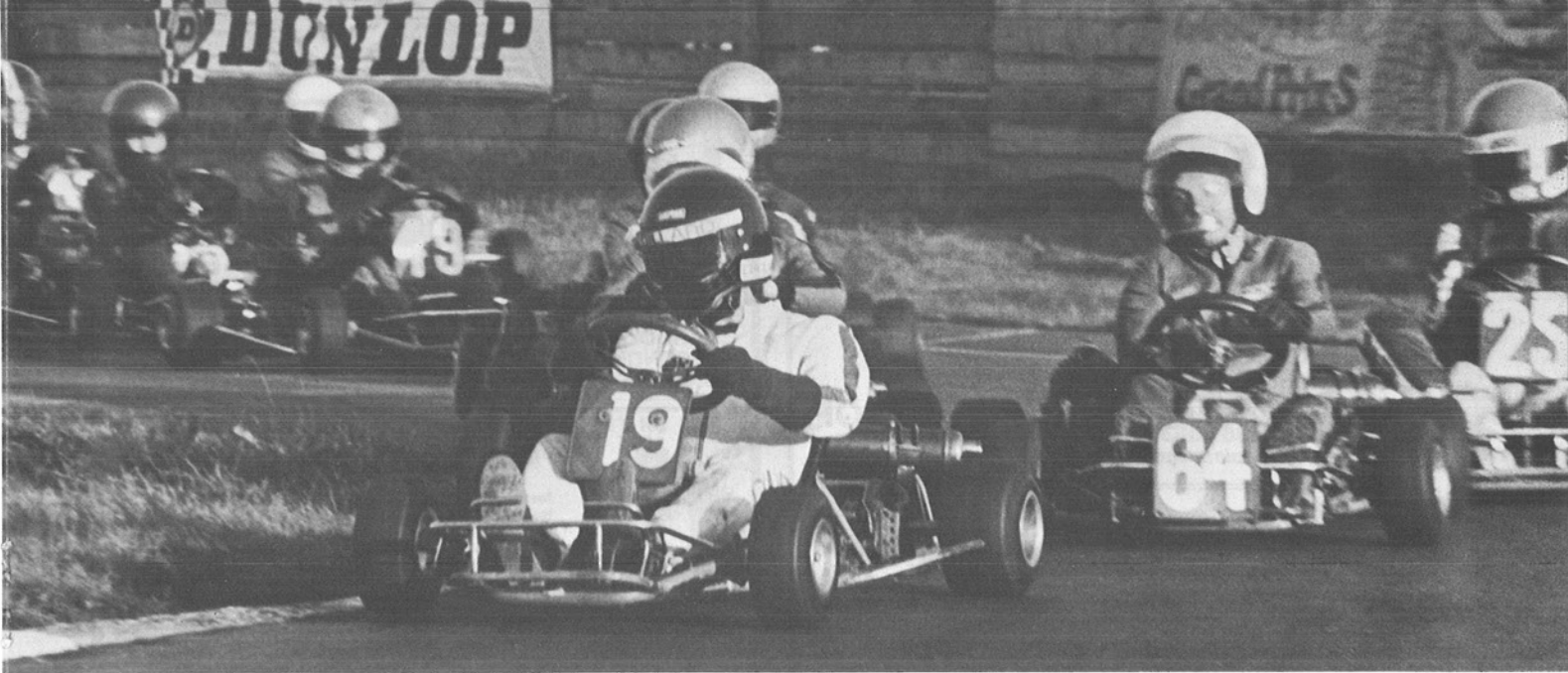
The final was of course preceded by the SAM 81 decider. With series leader Bundy on pole, the twenty four finalists lined up as follows:

Rochford	Bundy ▲
Studer	Germain
Magee	Cleveley
Jackson	Harridge
Stapley	White
Hogg	Goff
Abbey-Taylor	Gulless
Mortimer	Baines
Ennis	Browning
Cox	Turner
Sheldrake	Davis
Jarvis	Pollard

By now, what had started as a fine, dry day had seen a couple of showers affect the qualifying finals, and as the surface gradually dried, a mixture of wet and dry shod machines took the start.

Rochford reached the hairpin first, but went in far too deep sliding wide, along with Bundy. As the bunch tried desperately to slide inside the front pair there was chaos. But out of it all, Studer emerged to lead Cleveley, Rochford, Goff, Germain and the rest through to complete the first of the twenty laps.

*Rochford (22) led Bundy, Germain, Studer, and Cleveley into the SAM final first corner, but moments later everything changed at the pit hairpin. . .*



Homer (19), Lilley (64) and Edwards (25) head the field as the K&S final gets under way. Right: On a greasy track, Bundy wrapped up the SAM title.

Into the fast right-hander and Goff was rudely taken off, the incident delaying Rochford and Germain, and allowing a fast recovering Bundy up to third. Cleveley slid inside Studer, but already Bundy was closing in. White was a few yards back in fourth, with a rapidly changing Browning up to fifth after Magee had rotated himself out of contention.

Bundy was now running hot. Rapidly he closed onto Cleveley's bumper having slipped easily past Studer. Another lap and he was in front, tweaking the Barlotti down the inside at the pit hairpin. Having just been passed by Browning, White spun himself down the order, leaving Davis a now distant fifth, ahead of a recovering Germain.

As far as the lead was concerned, the race, after merely six laps, was over. Bundy just drove off into the distance. Cleveley wasn't looking comfortable as first Browning went by and then Studer re-took him.

Things almost settled here, but a few laps later Cleveley spun on the infield — an uncharacteristic mistake by the British Champion — and then couldn't restart. This was lap 13, and with the field fairly well spread by the slippery surface, this is how it finished, with Bundy racing home to wrap up the Championship.

1st	Andrew Bundy	Barlotti/BPH Komet
2nd	Paul Browning	Gillard/Gillard Hewland
3rd	Peter Studer	Reema/Wyrac Hewland

#### SAM 81 FINAL POINTS

1st	Andrew Bundy	499
2nd	Nigel Cleveley	469
3rd	Andrew Stapley	457
4th	Nigel Goff	450
5th	Peter Rochford	446
6th	Paul Browning	445
7th	David Germain	436
8th	Peter Studer	418
9th	Mike Devine	392
10th	Philip Sheldrake	383

#### Homers 'Homer'

The grid for the 25 lap K&S final promised an interesting finale. Wayne Homer, dropping only four points during his three heats, would start from pole — as he had done the previous year



only to get a puncture. Alongside, 100 National stalwart Terry Lilley had dropped only one more point, winning two heats in comprehensive style, one a storming drive on a drying track from well back.

On grid three would be the irrepressible Gary Prior, looking for that elusive engine reliability which had deserted him in so many K&S finals this year. He would be joined on the second row by the first of the three "second place" combatants, Nigel Edwards, surprising himself with a good brace of heats at a venue he expected to be his worst. Behind Nigel would be two of the locally based challengers, Steve Tillett and Gary Till.

The two other contenders for second overall had mixed heats. Sparks, after a win and a third, was lucky to find his last heat stopped due to an accident after his own engine seized. He managed to start the seized engine to complete the re-run, earning a fifth row start. Warner also looked good, but an inexplicable error saw him pile into the first corner tyre wall, losing many places, and points. He would start from the sixth row. . .

Gary Foster-Jones had won a damp 'B' Final, with Chris Callingham taking the last spot, having come from the depths of the "C" Final and obviously revelling in the slippery conditions. . .

Lilley	Homer ▲
Edwards	Prior
Till	Tillett
Parrington	Sayer
Sutton	Sparks
Warner	Wright
Howard	Giddings
Moth	Box
Watts	Sims
Harvey	Mayers
Osborn	Foster-Jones
Callingham	Royston

# Homer at Home

Wayne Homer completes the K & S series with a dominant home win, to snatch fourth overall. A fine second in the series and the Golden Helmet Award goes to Nigel Edwards after a cool second. Warner goes out late, but retains third overall.

Report: Chris Lambden

The London Kart Club's venue at Tilbury provided the backdrop for the final act as the 1981 Kart & Superkart 100 National Championship drew to its close. A reasonable entry of 72 contained all the leading Championship contenders — with one notable exception. Having clinched the series at Kimbolton, Graham Waldron — some of his equipment needed by mentor Fullerton at the World Championships — was content to watch the rest sort out the other places.

Tilbury is one of the hot-beds of 100

National competition, and with both previous K&S rounds here having fallen to regular local Roger Moth, a home win seemed on the cards — in fact it was a Homer win, the last gasp points bonus taking the Gillard works driver into fourth spot in the series.

A mid-season change of engine marque has done wonders for Andrew Bundy, and he wrapped up a successful few months by taking the SAM 81 Britain class final, and the series.

