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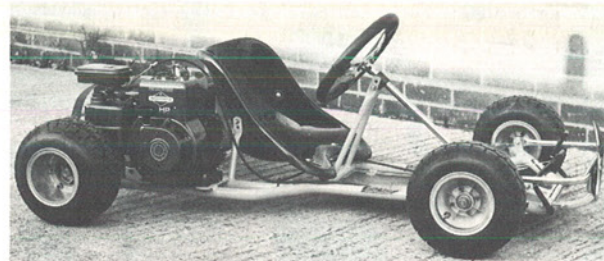
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(S.A.E. FOR SPEC. SHEET)



Following a comprehensive evaluation, and a noticeably long period of time in discussing the subject, it might have been hoped that the decisions reached by the RAC Kart Committee on the introduction of new tyres into the National classes would have been received with general accord. Alas, once again, no — though in fairness, the unhappiness centres around one portion of the legislation only.

The allocation of a Dunlop SL (long life) tyre to the Britain classes can bring little complaint, the SL showing much superior wear performance, and thus value to the currently permitted tyre. Similarly, the gearbox classes will find the Bridgestone SL a well wearing, good value tyre.

However, the ear-marking of an "international" compound Dunlop — the K1/K2 combination — for both 100 National classes, plus the gearbox classes is certainly causing consternation amongst competitors and clubs who quite understandably cannot see how such a tyre could be selected on primarily a wear basis, when compared with the likes of the various SL tyres up for consideration. Some clubs have already decided to take a stand against the introduction of the tyre by eliminating it from their club events — something they are quite entitled to do. Others are apparently contacting the RAC to see if a quick decision can be taken to change the obviously unsuitable compound to an SL one before it's too late (a Kart Committee meeting is taking place as this issue is printed).

If the ruling remains unchanged, and it then becomes apparent that a majority of clubs intend to ignore the new tyre for their club racing, then Kart & Superkart will be considering the possibility of framing the K&S Championship regulations to support the clubs and drivers. Until proven otherwise, we agree that an International tyre compound cannot be best for any National class. . .

CHRIS LAMBDEN

FRONT COVER:

Ayerton Senna da Silva may not be lost to the karting world! Following a sensational debut year in Formula Ford, da Silva has opted out of the depressing chase for the enormous sponsorship required to take up a Formula 2 offer, and returned to the family farm in Brazil. It seems that his plans mean that Parma (pictured) was not the last we have seen of the spectacular DAP works driver. (Photo: John Pudney)

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KART AND SUPERKART

Monthly

No. 36

contents

- 2 Just Heard
Latest news from the karting world, plus readers letters.
- 5 Goodbye 100 International
The final round of the Green Man 100cc Championship.
- 11 Ponder with Pudney
On the acceptance of 135, the new Championship sponsor, and more from Parma.
- 15 Ball Bounces Back
Donington Park is the venue for the final 1981 full long circuit meeting.
- 19 Mainly Merlin
Chris Merlin on TV meetings — who profits, an early manufacturer, and more. . .
- 22 New From TKM
Britain's first 135 engine, and a new 100cc short-stroke.
- 25 Sharing Around
The FSO TV Challenge, and the Winter Series at Mallory Park.
- 27 Hines Quarter
Martin Hines on the 1982 racing programme, plus a Superkart Club?
- 29 The Trade Page
Exclusive details of a revolutionary new chassis from a new manufacturer.
- 31 Club Scene
Latest coverage from around the club racing circuits.
- 42 Kalendar
Where and when to see Karting in the near future.

NEXT MONTH:*

HONG KONG — Asian Open
Inside the 250 Rotax

PUBLICATION DATE: JANUARY 7th

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



New Tyres — It's Official

The official RAC news release — containing amongst other things details on the changes to the National and Britain class tyre lists — has been published.

1. The recent meeting of the Kart Committee decided that as from the 1st January 1982 neither the Britain nor the National 100cc Classes would be permitted to run with 4 wheel brakes.

2. Restricted Tyre Lists. The Restricted Lists will be retained as published in the 1981 Year Book but the following new tyres have been admitted as a result of the recent Tyre Evaluation Programme:

LIST A (Britain Classes)
Dunlop Racing Kart SL 10 x 3.60 — 5 made in Japan (Tubeless).

Dunlop Racing Kart SL 11 x 4.50 — 5 made in Japan (Tubeless)

LIST B
Dunlop Racing Kart K1 10 x 4.50 — 5 made in Japan (Tubeless)

Dunlop Racing Kart K2 11 x 6.10 — 5 made in Japan (Tubeless)

*Bridgestone Racing SL 4.5/11.0 — 5 made in Japan (Tubeless)

*Bridgestone Racing SL 7.1/11.0 — 5 made in Japan (Tubeless)

*These tyres for Gearbox Classes only

All tyres listed must be identical in specification to the samples that have been homologated. Control tyres will be held by the MSA for reference. No further code marking will be necessary.

The tyres must be available to the customer at at least four retail outlets at a price not exceeding the limit laid down.

3. Rain Tyres. For the Britain Classes, only the approved List A tyres may be modified by hand cutting for wet use. For List B, rain tyres may be either hand cut versions of the approved list or specially moulded tyres complying with the size limitations for the list which will be announced shortly. To qualify as a rain tyre, suitable tyres can be cut in such a way as to ensure that the grooves are created to leave a minimum of 60% and a maximum of 85% of the total surface area as a raised tread pattern. The grooves to have a minimum depth and width of 2mm. If the grooves are cut they shall not penetrate deeper than the depth hole.

4. 135cc Class. It has been agreed that an RAC Championship for a 135cc Class (British) will be run in 1982. This class to run in compliance with the CIK Regulations for Formula K but that beside the CIK homologated engines, British engines for the class may be homologated for 1982 subject to applications for homologation for British manufactured engines being received not later than the 1st March 1982.

5. New Engines. A number of new engines were provisionally accepted for downgrading to the Britain and the National Classes. A full list will be published as soon as the inspections and other formalities have been completed.

den, Sandy Dalgarno and Carolyn Grant-Sale taking the remaining places. Reg Gange's gearbox went as he held third spot in the opening race, whilst poor Rae Davis blew a big end as he crossed the line. . .

Officials were forced to stop the second race after three laps, as a first corner incident had left Martin Poole and Chris Mason injured and precariously near the circuit edge. Both were checked out and fortunately were found to be okay, apart from feeling a bit "second-hand."

BRSCC Winter Series — Round Three

1st	John Ball	Join-In Zip/Rotax
2nd	Rob Kerkhoven	RKR Zip/Rotax
3rd	Martin Hines	Hermetite Zip/Rotax

K&S Series Shapes Up

The 1982 Kart & Superkart 100 National Championship (incorporating the SAM Britain series) is set to get under way in April, with once again six rounds — best four to count — but a couple of changes of venue. Again, an interesting series is promised. . .

In a Word . . .

● The 135 RAC British Championship has been allocated to Fulbeck, on September 5th, two weeks before the World Championship.

● Round one of the Green Man Championships is likely to be moved from April 11th to 18th, to avoid a clash with the first European 135 race at Le Mans.

● Apologies to the Motor Vehicle Studies boys at Belgrave Comprehensive School. Our British 100cc International Championship grid sheet showed their teacher Mike Topp on Zip(Arrow)Dunlop equipment, when in fact the kart was a school-built Topp T82 machine, completely built by the boys — even down to wheel hub castings. Tyres were Bridgestone, supplied by the team's sponsor — Johnson & Topp Ltd.

Well done chaps — a classic case for the abolition of the "homologated chassis" farce. . .

● The Wombwell Club are initiating their own Winter Series, starting with their January meeting. Most of the main short circuit classes will be catered for.

● He's done it again! Reg Dormer of Remrod Kart fame has won the Caen International Six Hours for the third time, in partnership with co-driver Thierry Ranchin, using of course the new Remrod '82 kart. Second was Swiss pair Carigiet/Mutter, with Weber/Weber third with a 125.

● Burgess Racing Developments are changing, both in name and address. Now trading as Richard Wallis Motorsport, the company will operate from 210 Philip Lane, Tottenham, London N15 4HH.

● Peter Haywood Limited now have available liners for Rotax 125/250 motors.

These are produced to a very high standard and specification using Centricast Mk II iron castings as used in 100cc motors, and are of such quality that once the cylinder muff has been machined there is only approx. ½ hour of work to be done to match the liner to the muff. All the ports match very closely to the muff — and give much more accurate port timings than a standard barrel!

There are several advantages in using the liner — firstly, it is reborable with pistons available in 4 sizes at £21 + VAT each, secondly port timings can be easily altered and thirdly the cost of a fitted liner, bored to size and complete with piston is still less than a bare new cylinder. The R.P.P. of the liner is £48.95 + VAT.

● Zip Kart now have available their fully illustrated Rotax parts and price list. Send s.a.e. and 50p postal order (state whether 125 or 250).

● Sisley Karting now have their Sizzler Fun Bike on the market. Utilising a 50cc Morini engine, with an automatic clutch, the Fun Bike sells for £300 + VAT.

The dates and venues for the 1982 series are:

April 11th	Clay Pigeon
May 9th	Wombwell
June 6th	Three Sisters
July 11th	Tilbury
August 1st	Snetterton
August 29th	Kimbolton

Regulations are expected to be much the same as for this year, although depending on the majority reaction to the new RAC tyre listing for 100 National, there may be the possibility of an agreement to run without the K1/K2 rubber, (see *Ed. Says*, P1).

ASECO RACING

CLASS I & IV NEW/SECONDHAND KARTS SUPPLIED

YZ125 and YZ250F engines, ex stock
BARLOTTI CHASSIS (Kit Form) ex stock
AREA AGENTS for the NEW COBRA CHASSIS
ROTAX ENGINES for EARLY DELIVERY

For Details:

ASECO RACING,
Lanes End Garage, Green Street,
Green Road, Darenth, Dartford, Kent.
TEL: DARTFORD 24581

100 BRITAIN EQUIPMENT, everything for sale, retiring. UFO '81 kart, 6 meetings, beautiful, £220 o.n.o. The flying B360 Hewland ex Cleveley, Sisley, Crabtree, factory special, new piston, rod, etc. Snip at £240 o.n.o. Plus two Hewlands, one ex factory £190 o.n.o. One 'MM' on standard bore, £220 o.n.o. Plus trailer etc. Tel: Reading (0734) 479254.

COMPLETE 100 NATIONAL outfit chassis, brand new '81 Sprint Leggero, engines x 2 TKMs. One factory selected, both fully tuned, spare everything, including 2 sets tyres and wheels, stand. Purpose built trailer, leathers etc., £725. Tel: Basildon 27188.

TEAM SCHEMES

STICKERS — BADGES
AMERICAN T-SHIRTS SWEAT SHIRTS
LEATHER LETTERS RACE NUMBERS
TEAM SCHEMES, 5 Stoneleigh Park Road,
Ewell, Epsom, Surrey. Tel: 01-394 2228.

STAR GEMINI/ YZ125 F. Engine brand new in June. Bog standard but very fast. Many spares include new crank, pistons, rings etc. Will split. Tel: Alsager 3764.

ZIP MIRAGE UPTON 210 NATIONAL. Many spares. Just rebuilt. Ideal beginners. £300 o.n.o. Phone 01-397 9134.

CHRISTO RACING TEAM EQUIPMENT

1 DAP KART
1 BM KART
1 ZIP KART
1 TKM JONTY MILLWARD
1 TT22 JONTY MILLWARD
1 T70TT JONTY MILLWARD
PLUS
3 TKM'S + 1 SIRIO
MINI HOME FOR SALE £60.00
ALL TEAM EQUIPMENT USED AT
INTERNATIONAL LEVEL
RING PETER CHRISTO
021 236 5563 DAY
021 329 2719 EVE.

125 NATIONAL — SPRINT RS250/ASPES, Fahron tuned six speed engine, Motiv, Bing. Front fairing and side tank. Spare five speed bottom end and barrel, chassis and exhaust. Bargain at only £450 o.n.o., or will accept very cheap mini as a p/exchange. Tel: Grantham (0476) 66404.

BM KART WITH PARILLA SS20TT immaculate and ready to race, £375. One Parilla TT22 48.2, £220. One Komet K88TT, 50.6, £180. Both engines just rebuilt. Tel: Ringwood 78148.

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 December 1980. Retiring, quick sale, hence £700 o.n.o.

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TWO MK 8 TUNED BULTACO ENGINES. New rods and mains. Excellent condition, standard bore. £150 and £125. Plus many spares incl. new pistons, standard and +25, barrel, Motoplat, rods MK 8 & 5 rings exhaust etc. Ring Rushden Northants 58100 evenings.

PORTABLE FOOT-OPERATED DENTIST drill c/w burrs etc., nearly new also 3-bike or single kart sprung trailer nearly new. Offers. Phone 0450 2918.

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PROSPEROUS NEW YEAR

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COULD YOU WIN THE 1982 BRITISH KART GRAND PRIX?

Try with the 1981 winner's equipment. John Ball's Zip/Rotax for sale. As raced and won at Silverstone, Donington and Cadwell (full circuit). Kart and engine freshly rebuilt, November. Available at Brands Hatch, December 6th. £2,000. SEE IT RACE AND BUY IT THERE, OR MAKE SURE BEFORE — RING JOHN, GT. GRANSDEN 410

100 NATIONAL DART TKM TUNED engine, wide Goodyears all round plus Carlisle fronts and wets (new) all on wheels. Spares, stand, £400. Tel: Stanford-le-Hope 2888.

TWO LANE WORKS SPEC. PARILLA TT22's, rebuilt and dyno tested. No expense has been spared on these engines £265 each. Also 2 Ibea slide carbs £65 each. Phone Esher 66851.

COMPETITIVE BRITAIN OUTFIT ZIP Shadow/DAP T70 JM. Complete rebuild ready for '82 season. Spares included. Award winner in Novice hands. Tel: Doncaster 840576.

BARLOTTI/KOMET K77. Immaculate condition. Very little used, stand, some spares, disc brake. Ideal for National Novice. £220.00 o.n.o. Tel: 0366 500351 (Norfolk).

KARTING TIES

Modern style KARTING TIES (Washable).
IDEAL CHRISTMAS GIFTS.
£3.00 incl. p&p (UK only).
SHERRINGHAM, 20 WEST FARM ROAD,
OGMORE-BY-SEA, NR. BRIDGEND,
MID GLAMORGAN.

C.S.K

Manufacturers of "U.F.O." karts
(Test Kart Available)

MAIN AGENT: Hewland Engines
STOCKIST: Barlotti gearbox karts, Rotax
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FOR ALL SPARES, NEW & SECONDHAND
KARTS AND ENGINES
ENGINE TUNING & SERVICING

RING: 0977 559032
94-96 WHELDON ROAD, CASTLEFORD,
WEST YORKSHIRE

DEAVINSON SPRINT/DAP T80TT, suit novice. £275 o.n.o. Ring Dartford 28263 after 6p.m.

250 NATIONAL — Barlotti/Bultaco, wing, side pod, alloy floor tray, front shield, one meeting since complete rebuild, trophy winner. Bargain at £485. Also trailer with cover £135. Tel: Spalding 68739 (home) or 3991 (work).

STAR/125 ROTAX. Engine completely rebuilt, new bearings, rods, seals, etc. Haywood iron liner conversion still requires running in, Star pipe. Very competitive on short circuits. Complete with wets and sprockets £850. Tel: Southport (0204) 42665.

NUTTY PRICES!

Stock up now for next year, with top quality nyloc nuts.

M6	£3.65 per 100
M8	£4.95 per 100

Min. quantity 100. Price includes P&P.
Manufacturers of HERON KARTS
HERON ENGINEERING, 82, HOWLANDS,
WELWYN GARDEN CITY, HERTS.

ONE ZIP GP 8 MONTHS OLD, vent. discs, Kelgate axle, 2 nose cones, spare floor tray, 2 radiators, 4 sets of exhausts, 2 pair of Amal carbs., 1 pair of Lectron carbs., 1 set wets on rims, 3 sets of dries, bubble shield, 2 fuel pumps, 2 temperature gauges, rev counter, TZ 'G' engine 8 months old, complete TD3 engine ex Rae Davis plus more. Best offer secures. Tel: Dennis Engineering, Rainham 51853.

OWEN JONES' WORKS CTRP/ROTAX £1975 o.n.o. Tel: Buckingham 3920.

ZIP SHADOW 80GT, PARILLA TT22, factory selected Ferrari tuned engine, two meetings only, c/w stand, wets, giveaway £400. Tel: Stamford 3313.

CLEVELEY RACING ENGINES

Hewland Britains tuned to latest spec.
Barlotti chassis supplied.
Reboring and overhauling
BE PREPARED FOR 1982!
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Manufacturers of Electronic rev counters. Totally self contained induction type, works by laying sensor head at side of HiP cable. As used by many top leading kart and motorcycle racers.

0-15,000rpm 240° round scale
Complete with mounting bracket and charging lead.

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JUNIOR BRITAIN ZIP/TKM complete kit including stand, special tools, leathers, helmet, wets on rims and spare set slicks on rims, carbs, sprockets, £395 o.n.o. Tel: 0670 513865.

IMMACULATE ZIP/HRD UPTON complete engine rebuild, new crank, bearings, seals etc., 32 + 34mm Amal + Motiv + rev counter. Very quick and reliable. This ready to race outfit must be seen to be appreciated, £650. Tel: Spalding 820144.

AGV HELMET, BOERI PVC SUIT, wet suit, gloves, boots (8). All new August £45. Tel: 01-592 8927.

BARLOTTI 81B JUNIOR OR SENIOR Britain kart (or National less tyres). New tyres, axle, disc etc. Immaculate trophy winner and ready to go, £185 o.v.n.o. Tel: Blewbury 850748.

KTM 250, completely rebuilt. Very fast. New piston, mains, seals, big end, gears etc., £200 or offers. Must sell. Tel: 021 588 7893.

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BUCKINGHAM ROAD, GILLINGHAM,
DORSET. TEL: 074-76 2568.

BUTTY'S BUS

Recently been completely overhauled — engine, suspension, the lot. Should last three or four seasons without any work at all. Accommodates 3 karts and sleeps 6-7 people.

TELEPHONE: SILVERSTONE 857354



Wayne Sandford heads a tight bunch of 125 competitors. (Photo: J. Marshall)

continued...

took the first two heats and not to be outdone, David Hemmingbrough took the third. Dave Miles drove consistently with three seconds.

In the final, David Hemmingbrough went into an immediate lead only to be pressured all the way by Rick. Miles was also up there, looking for an opportunity to pass. It was obvious that something had to give, and sure enough it did, although not in the way expected! A slowly deflating rear tyre dropped Rick Butler out of contention leaving Dave Miles to take second. Rick soldiered on to finish third.

John Stocks

Results:

100 Junior National
1st Phillip Woolley Birel/Hewland

100 Junior Britain
1st Scott Banks Premier/WRE Arrow
2nd Jason Elliott Sprint/Arrow

100 Britain
1st Trevor Fauch UFO/CSK Arrow
2nd Dave Pattison Range Storage Star/WRE Arrow
3rd Matthew Charlton Sprint/Arrow

100 National
1st Barry Peary Dino/Peary Parilla
2nd Adrian Wood Dino/Peary Komet
3rd Pat Teatum Cobra/PatRon Arrow

125 National
1st Colin Kay Kay/Kay Yamaha
2nd Graham Marris Pit Stop Zip/Chat. Yamaha
3rd Paul Horner Pit Stop Sprint/Yamaha

210 National
1st Phil Ellis Barlotti/Villiers
2nd Kevin Routh Barlotti/Patterson
3rd John Holmes Barlotti/EJ Villiers

250 National
1st David Hemmingbrough Barlotti/KTM
2nd David Miles Barlotti/Yamaha

Kalendar

DECEMBER

6 BRANDS HATCH (nr. Fawkingham, Kent) Round 4, BRSCC Winter Series for Superkarts — part of car race meeting.

KIMBOLTON (10 miles s.w. of Huntingdon)

HEMSWELL (6 miles east of Gainsborough)

13 TILBURY (Dunlop Road)

WOMBWELL (Dorothy Hyman Stadium, nr. Barnsley)

CHASEWATER (Pleasure Park, Brownhills, off A5)

ROWRAH (nr. Frizington, Cumbria)

20 THREE SISTERS (off Junction 25, M6 — Cheshire Kart Club)

27 BLACKBUSHE (Airport, nr. Camberley)

JANUARY

10 CHASEWATER (Pleasure Park, Brownhills, off A5)

TILBURY (Dunlop Road)

WOMBWELL (Dorothy Hyman Stadium, nr. Barnsley) Round 1, Winter Series

ROWRAH (nr. Frizington, Cumbria)

24 FULBECK (8 miles from Newark)

CLUBS ARE ASKED TO SUBMIT THEIR 1982 PROGRAMMES AS SOON AS POSSIBLE FOR INCLUSION IN KALENDAR.

ESLICK HELMET DESIGN

HAVE A CUSTOM DESIGN HELMET FOR 1981

SEND S.A.E. FOR DETAILS TO:—
KART RACING SERVICES,
2 MALVERN ROAD,
LIVERPOOL 6.

Derek Rodgers' WORKS ZIP GP/ROTAX £2025 o.n.o. Tel: Buckingham 3920

TWO ASPES 125 NATIONAL ENGINES, one complete and the other less exhaust £275 o.n.o. Tel: St. Ives 68419.

250 ROTAX SUPERKART on Zip Grand Prix chassis. Prepared by Zip Team equipment, 4 meetings from now. With many spares. Further details — Tel: 0943 461041.

KART TESTING on Chasewater Circuit from 2.00 p.m. Mondays, Wednesdays and Thursdays, also Saturdays with Trade Vehicle and Refreshments. £3.00 (Non-members). Gates locked at 8.00 p.m. (or Sunset whichever the sooner). Racing 2nd Sunday monthly.

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.

WANTED — ALL GOOD PHOTOGRAPHS of the 125 National Aero kart number 34 at Silverstone, number 35 at Oulton Park and number 45 at Cadwell and Donington (October) including the accident at the first corner of the final. Please send offers to Marc Haezenberghe, 10 Rue Nortier, 92200 Neuilly, France. Tel: 010331 7227 946 evenings.

NIKI LAUDA didn't drive this, but you could! Barlotti 79B ex works rolling chassis. 210 or 250cc National, v.g.c. Nearly new slicks, £275. Tel: 0793 812327 anytime.

All African CIK Event On Again

The All African CIK event for 100 and 250 International categories is on again at Zwartkop Raceway, and scheduled for February 5th and 6th.

A German enthusiast is offering competitive travel to the event via his own travel company. Enquiries to: Pindar Mode & Reisen, Morikestr 24, D-7000 Stuttgart 1, West Germany. The company have also arranged equipment transport via the Schenker group (they have a London office).

Letters

Dear Sir,

The 100 National class is often said to be the backbone of British karting, and judging by the grids at most tracks this would appear to be true.

But are drivers in this class being ripped off?

Many of the engines used in National are also available in a 3-port version for the Britain class, and yet the National ones cost up to £50 more, with one that is actually advertised as being 'readily uprated' costing £87 more.

But with the only significant difference between the engines being the liners and pistons used — which it can be seen from traders' advertisements are only pence apart in price — why should this be?

If one examines kart chassis prices, a similar situation appears to exist, with karts where the only apparent difference is National rather than Britain tyres, costing anything from £30 to £100 more. And yet, with Goodyear tyres currently being cheaper than Carlisles, once again, why should this be?

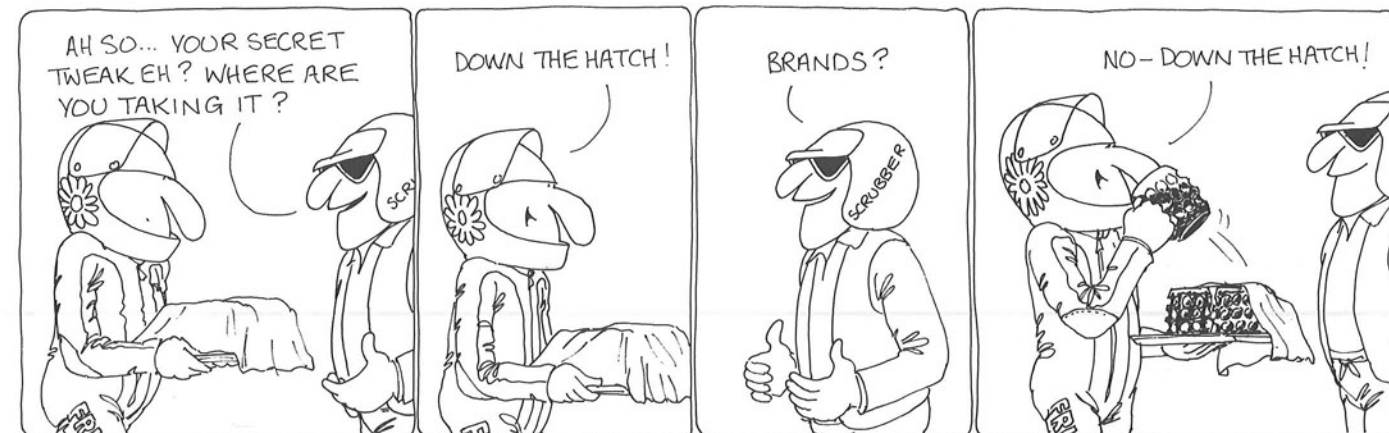
If one were to be cynical, one would observe that the RAC has set a higher price limit for National engines, and none at all for their chassis, and human nature has done the rest.

Have I missed a vital point, or has the RAC actually done something to benefit karting (in the Britain class at least), by restricting prices?

Keith Mortimer
Credon, Devon

ED: The Britain Class does indeed represent probably the best value in karting. Engine manufacturers claim that very little money is made on Britain Class models, and so we must conclude that Britain Class competitors are benefitting from truly restricted prices.

FRIGGIT



Raymond Jordan
Belfast

BY BARRY FOLEY



At a recent Tilbury meeting, K&S series winner Graham Waldron was presented with the remaining part of his prize — a 14" x 22" action painting by Mick Hill of Auto Art. Mick offers his undoubted skills to anyone wanting a similar action painting. They are produced by airbrush from colour (preferably) photographs and come fully framed. Cost is about £70. Mick can be contacted on Medway 79005.

Dear Sirs,

It is with deep regret I learned that four-wheel brake karts have been banned for the 100 National Classes.

I cannot understand the reasoning behind such a decision by the RAC Kart Committee. My reason for purchasing the system was for safety as it has independent front and rear brakes. As you know we have Road Racing in Northern Ireland and anything that can help the safety aspect of any Motor Sport is to be praised not condemned.

Not only in Northern Ireland but also in England the lap times of 100 National Classes are as quick and sometimes quicker than 210 National, 125 National and 250 National Classes and with these, four-wheel brakes are compulsory.

If the reason the decision was made was price, I would admit this system is not cheap, but what price do you put on a person's life because that is what the RAC Kart Committee's decision could mean — the difference between life and death.

Why if a person can spend hundreds of pounds in tuning an engine to go faster can the same person not spend the required amount in making sure the driver is able to get stopped.

To me, this is one decision the RAC Kart Committee must reverse.

Dear Sir,

Remember my letter 12 months ago (I enclose a copy just in case you don't) regarding changes in the National tyre list? Well, it's happened. Not only have the Britain classes got so-called Long Life "SL" Dunlops but the National classes have Dunlop K.1's and K.2's. These are the very latest International tyres and will make every National kart chassis obsolete overnight.

If ONE Kart Club allows one race under the new rules the battle is lost and this one race includes the RAC British Championships and any sponsored series.

We must act immediately and tell the RAC to "stuff" the 1982 Britain and National tyre rules as I reckon we have just one month, after Xmas is too late.

Paul Fletcher
Sheffield

ED: It's a bit unfair to brand all the proposed changes as bad. In the case of the Britain classes, the new tyre will very definitely be better from a performance, wear and value point of view. The same can be said for the SL tyre allocated for use in gearbox National classes. However, the K1/K2 choice for 100 National is undoubtedly going to create problems, having come from an evaluation where wear was meant to be the prime consideration. . .

Mini Ads

Sell (or buy) equipment, spares, or whatever with a Mini-Ad. All Mini-Ads must be prepaid and will be inserted in the first possible issue after receipt.

Rates: 10p per word (£1 minimum charge).

Please send your Mini-Ad, clearly typed or printed to: Kart & Superkart (Mini-Ads), Pindar Road, Hoddesdon, Herts.

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

PARKER RACING ENGINES
TUNING AND RACE PREPARATION
SERVICE
FOR ALL MAKES OF 100cc ENGINES
Enquire: GARY PARKER
0933 677513

ZIP EURO FRAME, Goodyears, new fronts, plus brake pads, all in excellent condition, £150. Tel: (evening) Newcastle (0632) 678156.

FOR SALE - ZIP SHADOW GT excellent condition with Simon Wright tuned TKM FF99TT c/w accessories £425 o.n.o. Also factory selected Deavin tuned Sirio ST51TT on original bore, very quick, £230 o.n.o. Ring 0282 813349.

DON'T MISS THIS CHANCE OF A LIFETIME!!

To make way for 1982 we have the following works equipment available at very reasonable prices.

ENGINES:

Hewland Arrow 3 port TT as used in Junior World Championships c/w Motoplat, carb and ignition, factory tuned . . .	£275
Hewland Arrow 3 port TT as used in Junior World Championships c/w Motoplat, carb and ignition, factory tuned . . .	£275
Hewland Arrow 'D' port as used by Lee Cranmer to win British Championships c/w Motoplat, carb and ignition . . .	£325
Hewland Arrow 'D' port as used by John Herbert, c/w Motoplat, ignition and carb . . .	£275
Hewland Arrow 5 port TT as used by Gary Prior, c/w Motoplat, ignition and carb . . .	£275
Hewland Arrow 5 port TT as used by Gary Prior, c/w Motoplat, ignition and carb . . .	£275
TKM FF99TT as used by Lee Cranmer, only raced twice from new, fully prepared by ourselves, c/w all accessories . . .	£250
Yamaha AX Junior World Championship motor, c/w Motoplat, ignition, carb and mount . . .	£250
Yamaha AX Junior World Championship motor, c/w Motoplat, ignition, carb and mount . . .	£250
Yamaha AX, ex Paul Jackson, complete with all accessories . . .	£250
Factory Yamaha AX specially prepared by Yamaha factory in Japan for use in Junior World Championships, comp. . .	£275

(PLEASE NOTE THAT THE YAMAHA AX WILL BE ACCEPTABLE FOR 100 NATIONAL AND JUNIOR NATIONAL IN 1982.)

KARTS:

COBRA 1981/1982 DEVELOPMENT MODEL 2 bearing, wide engine rail, two meetings from new, immaculate, ideally suited for next year's softer tyres in National and 135cc . . .	£250
COBRA 1981/1982 four meetings from new, immaculate condition, as used by Lee Cranmer in recent meetings . . .	£225
COBRA 1981/82 two meetings old only, as used by John Herbert . . .	£225

WORKS ACCESSORIES:

KELGATE four-wheel brake system, only used twice from new, ideal for 135 next year . . .	£230
Two Redhill slide carbs, little used. . .	Each £50
Black Widow slide carb (as used by Lars Forsman) . . .	£40
LITERALLY HUNDREDS OF SECONDHAND TYRES, CARLISLES, GOODYEARS, DUNLOPS, BRIDGESTONES, IN BOTH SLICK OR WET FORM. From . . .	per tyre £2

QUALITY SECONDHAND OUTFITS:

Sprint '81 with fully tuned Gillard Sirio ST51TT . . .	£450
Dart '81 with fully tuned Sisley BPH Parilla TT22 . . .	£450
Sprint 3 bearing rolling chassis . . .	£130
Kestrel Britain '81 with SS20 Britain motor . . .	£350
Cobra '81 rolling chassis, choice of four . . .	Each £200
Sprint 2 bearing with T72TT motor . . .	£450
Zip Euro Britain rolling chassis . . .	£100
Sprint 2 bearing with Hewland 5-port TT motor . . .	£400
BM Europa rolling chassis . . .	£135
Cobra 2 bearing with Hewland 5-port TT motor . . .	£450
Kestrel Britain/Hewland Arrow . . .	£395

WE WISH TO CLEAR THE FOLLOWING ITEMS WHICH ARE SURPLUS TO OUR REQUIREMENTS

Please send cash with order for items listed below.

Lockheed brake . . .	Each £30.00	Chain protector strips . . .	Each £0.10
King helmet, large, only one left . . .	£15.00	Bubble visors . . .	Each £1.00
Various visors . . .	Each £0.50	Gudgeon pin extractors . . .	Each £3.85
Nylite wheels . . .	per wheel £4.00	Demon nylite wheels . . .	per wheel £5.00
Rally jackets . . .	Each £2.00	Del'Orto fuel pump diaphragms . . .	Each £0.50
Plastic plugholders . . .	Each £0.10	Del'Orto air filters . . .	Each £0.20
Number plates, black and red . . .	Each £0.10	Digital pyrameters . . .	Each £40.00
Airheart master cylinder repair kits . . .	Each £2.00	Airheart caliper repair kits . . .	Each £4.00
35 pitch sprockets, 56 - 82T . . .	Each £1.90	Class 4 sprockets 23 - 36T . . .	Each £2.00
Pistons 3 port, 48.0 - 48.64 and 50.6 - 51.2 . . .	£3.50	35 pitch chain . . .	per length £2.00
1" and 25mm axles . . .	Each £5.90	5 x 5 spun ally wheel halves . . .	Each £2.00
1" sprocket carrier, class 1 . . .	Each £2.50		

SISLEY

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WROTHAM HILL, KENT.
Tel: (0732) 823848

Tilbury

Dartford Karting Southern Area Championships with Castrol Support Tilbury, October 11th

A bright but windy day and a dry track to ensure some fast racing for the trophies bought with Jim Cruttenden's extremely generous sponsorship money.

It is with great regret that we have to announce that we are losing the services of our Race Secretary Sandy Howarth. With her husband Dave, who has also worked hard for the Club, she is moving to Lincolnshire where their Startline Racing business will be in closer touch with both the Class IV and Class I scene. We wish them the best of luck and grateful thanks for their past efforts.

Fortunately we have persuaded Eileen Allen (wife of 250 driver Keith) to keep up the good work, so all future entries should be sent to:— Mrs E. Allen, 197 Southend Arterial Road, Hornchurch, Essex.

Results:

Junior Britain

1st	Jamie Chitty	Dart/Arrow
2nd	Martin Prior	Zip/Arrow
3rd	Darren Gibbs	Zip/TKM
Novice:	G. Duncombs	Kestrel/Arrow

100 Britain

1st	Andrew Stapley	Kestrel/BPH Arrow
2nd	Tony Davis	Dart/DK Arrow
3rd	David Germain	Kestrel/BPH Arrow

100 National

1st	Wayne Homer	Dart/TKM
2nd	Kevin Warner	Dart/Arrow
3rd	Roger Moth	Cobra/Arrow

National & Britain Novices

1st	Brian Pearce	Zip/Arrow
2nd	Jim Goldsmith	Birel/K80
3rd	Keith Mound	Sprint/TKM

Britain

1st	A. May	Kestrel/Arrow
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250 International

1st	Roger White	Zip/Yamaha
2nd	T. Taylor	Zip/Honda
3rd	Kevin Ramage	Zip/Yamaha

210 National

1st	Trevor Gowers	Star/Gowers 9E
2nd	Mark Austin	Barlotti/Upton
3rd	R. Bettis	Barlotti/Robins 9E

125 National

1st	Graham Steer	Zip/TVM Yamaha
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Junior Britain provided a win for Jamie Chitty. (Photo: D. Callingham)

Hemswell

October 18th

After a bitterly cold start, the sun eventually smiled on the 80 drivers who turned up for the Borders Kart Club's meeting at Hemswell on Sunday 18th October. Practice was delayed as the ambulance had to attend to an unfortunate young lady who injured her back whilst she was parascending on the other side of the airfield! . . .

100 Juniors

Jason Elliott, Scott Banks and Patrick Walsh shared the honours in the heats with Phillip Woolley, Paul Corbett and Darren Scott showing good form. It was Patrick Walsh who lined up on the pole position for the final, with Scott Banks joining him on the front row.

Scott Banks led away from the start, hotly chased by Patrick, Phillip Woolley and Paul Corbett. By lap 5, Phillip had worked his way up to second, and two laps later was at the front, deposing Scott to second place. The leaders at this point were starting to pick off the backmarkers, and Jason Elliott used this opportunity to move up the field to take third. Young Jean-Marc Elliott who was lying fifth at his first ever meeting accidentally tangled with Darren Scott at the first chicane and turned turtle. We were all relieved to see the young man escape unharmed and wish him better luck in the future. At the final flag then, it was Phillip Woolley first, Scott Banks second and Jason Elliott third.

100 Britain

Dave Smith took the first two heats in fine style, but the gremlins struck in the third heat leaving Trevor Faunch to take a well deserved win. Also showing well were Chris Burns, Chris Hogarth and James Holdsworth.

In the final it was Chris Burns who went into the lead only to be put under pressure by Chris Hogarth, Dave Smith and Trevor Faunch. After two laps, Dave Smith was up to second place and a real battle ensued between Dave and Chris Hogarth for second place, with Burns holding a slight lead on this pair. Two laps later though, Burns' motor cried off and the two who had been battling for second spot were now disputing the lead. At the end of lap six, disaster struck. Chris Hogarth saw a gap appear and tried to get past Dave Smith at the entrance to the first chicane. Dave wasn't giving way without a fight, and the pair of them tangled in a big way with Chris spinning out and taking Dave's exhaust with him. Dave managed to continue, but got the black flag because of the noise. Chris restarted but was a lap down. This left a delighted Trevor Faunch, who had been within striking distance of the leading pair, in first place, which he held to the flag. Second was Dave Pattison and third was Matthew Charlton.

100 National

John Aldred took the first two heats and Barry Peary took the third. Pat Teatum, Ian Holdsworth and Adrian Wood were ever present in the heats and it was anybody's guess as to who would take the final.

John Aldred took up the running from the start of the final, only to disappear from the circuit at the end of lap one. Pat Teatum then led the field as Barry Peary relentlessly closed the distance between himself and Pat. On lap 5 Barry managed to take the number 1 slot away from Pat, who then came under pressure from Adrian Wood in third. Teatum held on to second spot until just two laps from the end, when Adrian at last found a way past and left Pat in third. The order remained unchanged to the end of the race with Barry Peary first, Adrian Wood second and Pat Teatum third.

125 National

Roy Patterson took the first two heats but had to make do with second in the final heat when a very determined Colin Kay took first. Paul Horner, Graham Marris and Chris Pashley showed good form in the heats and we looked forward to the prospect of an exciting battle in the final. Roy Patterson led the pack away for the first lap, chased by Graham Marris and Colin Kay. At the end of three laps Roy tried that little bit too hard and spun out of contention. Colin Kay seized the chance and nipped smartly through into the lead, leaving Graham in second spot. Paul Horner was in third spot and the order stayed unchanged to the final flag, in spite of a determined charge by Roy Patterson that carried him back to fourth in spite of his early mishap.

210 National

Nick Kelly took the first two heats and Kevin Routh took the third. Dud Martin, Phil Ellis and Ken Spooner also showed well but most drivers in this class seemed to have their fair share of mechanical problems.

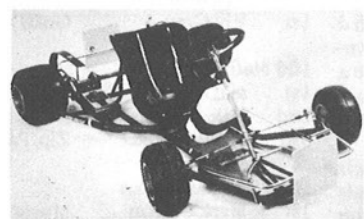
In the final, it was Nick Kelly who led the field away chased by John Holmes, Kevin Routh, Steve Fowler and Phil Ellis. It was Phil who started to push his way through the field and by half distance had worked his way up to second. At about this time, Nick got an attack of the gremlins and started to drop back, leaving Phil in the lead. John Holmes was in second now, but only for two laps until Kevin Routh slid past, dropping John to third. The order remained unchanged to the flag with P. Hunt picking up the Novice Trophy.


250 National

Only a small entry in this class, but thankfully numbers seem to be on the increase. Rick Butler (that well known model for Action Man) . . .

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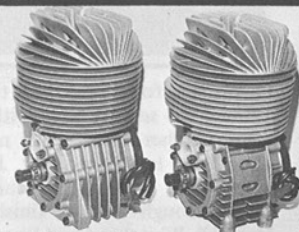
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1st	Mark Beddall	Junior Britain
2nd	David Geddes	Junior National
1st	Peter Phillips	Senior Britain
1st	Mark Allen	100 International

CHASEWATER, NOVEMBER 8TH

1st	Phillip Andrews	Junior Britain
1st	Peter Phillips	Senior Britain

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Opening lap of the last 100cc Green Man race, and Harris (83) shows Wright (21) the way, with Grice and Weatherley overshooting the corner slightly... Smyth, Gates and Alcorn follow.

Goodbye 100 International

100cc International Green Man racing comes to an end in spectacular style at Three Sisters. Biff Harris wins his second GM round after a three way battle with new Champion Gates and Wright. Martin Prior takes the Junior Britain race and title. Jeremy Cotterill wins the Junior National race, but Steve Brogan's title is safe.

Report: Peter Wardle

For many years karting has grown around the increasingly powerful and high revving 100cc engines and over most of that time, 100 International racing has represented the pinnacle of experience in the karting world for the most outstanding driver talent. Nearly three quarters of today's Formula One drivers started their competition life in some corner of the Globe where 100 International racing flourished, and it is no coincidence that driving skills developed and honed here and have produced the vast majority of the karting derived world class drivers.

Now it is dead. Killed off by the political manipulation of a well known Italian kart and engine manufacturer who was rapidly being surrounded by super-fast competition. I think he has just made the biggest mistake of his life. Within two years he may be right back where he started a year ago and, amongst others, the Japanese look as though their giant resources could sweep him aside as if he didn't exist! ...

Three Sisters though provided a memory of 100 International racing at its very best with one of the most keenly fought contests ever witnessed. Everyone who thrilled to the electrifying dice between Biff Harris, Alan Gates and Simon Wright for the lead of what has

proved to be the last serious 100 International race in Britain, went home still tingling, and with a truly magnificent Junior Britain event to start the finals off (in which no less than eight drivers ended up racing for the lead), the concluding round of the 1981 Green Man Championships will be remembered for a long time.

It would be all too easy to bemoan the passing of an era with a lack of certainty about the future, but I am now convinced that this would be wrong. With unheard of levels of cash sponsorship, extensive promotion and a new challenge, plus more power from the 135cc engines and more grip for the Juniors with the newly introduced National and Britain tyres, 1982 promises to give us a whole new experience of what Motor Racing is about. 100 International may be dead, but long live Super K International.

With the Buxton & District Kart Club's apparent direct line to God it was no trouble for them to arrange one of the finest days of Autumn sunshine for several wet and windy weeks. I don't know how they do it but, whether we turn up at Easter or at the other end of the season, Olwen and Jim Fabby somehow make the sun shine. One of the most pleasant aspects of a Green Man round at Three Sisters is the amazingly smooth and unobtrusive organisation. The meeting runs on time, no one seems to want to jump up and down and shout at the drivers, a long queue for scrutineering whittles itself down efficiently, and with

practice completed the meeting runs smoothly on. They say it's the mark of a professional when a task that is known to be difficult is made to look easy. Buxton's crew achieve just this and the competitors love it! (Mind you, before I get a stream of letters I should add that this has become the hallmark of most of the Green Man events which is one of the reasons why the Series has become so successful. An air of mutual respect and appreciation makes for a very enjoyable weekend's racing.)

And so to the start of the finals to decide the 1981 Green Man Champions. The first event for Junior Britain produced the most extraordinary contest. By taking pole position, and on corrected points when the dropped round score was taken into consideration (best five out of seven count remember) Mark Beddall had drawn exactly equal to Martin Prior as they sat on the grid! Whoever beat the other, even by one place, would be the new Champion! With this in mind and a whole host of front runners set on making their own mark on the proceedings, the karts were pushed out for the rolling lap. A glance down the grid showed Jamie Kavanagh on two, demonstrating his recent competitive form has been no accident, while right behind Mark, Martin Prior took his place with a very determined view of the proceedings. Steve Filkin ran alongside him underlining that his excellent Rowrah result was no fluke, then Jason Plato, and Craig McWilliam followed them out. You had to look right down to the twelfth row though before the 1981 RAC Champion Steve Murphy came into view, a position he was not going to be happy with.

With a flourish from Nigel Edwards the flag was up and the race was on. Somehow they all got through the first lap traffic jams unscathed and, as they slipstreamed up the straight for the first time it was Beddall ahead, pressed hard by Prior, Kavanagh, Plato, Filkin, Simon Collins, McWilliam, Mark Jennings, Keven Keith and the rest in a lap scorer's nightmare. At the far end of the track Prior scrambled into the lead, and these two opened out a tiny gap of nearly two kart lengths on Jamie K. Right on Jamie's bumper sat the same solid queue, but this had now been joined by a very on-form Samy Hunt, this group offering the main challenge.

The very next lap and it was Beddall's turn, squeezing inside Prior as they exited the pits hairpin in a rehearsal of the move which, if



continued . . .

successful on the last lap, might see Mark as Champion. This scuffle allowed Kavanagh to catch up but then, as they reached the top of the straight, Plato's dreams of glory faded into an engine seize, opening a gap behind Jamie for a short while in the ensuing avoidances. At the same time Prior had succeeded in driving right round the outside of Beddall to retake the lead.

Steve Filkin led the rest, still quite close enough to have a grandstand view of the battle ahead. Kevin Keith was moving up well, soon taking Simon Collins to challenge Filkin, these three easing slightly clear of the three cornered scrap behind. Keith wasted no time in finding a way past Filkin for fourth and then closed the gap to Kavanagh just as Beddall grabbed the lead again at the top of the straight as Prior, holding a tight line under braking, slid a shade too wide as they came out — and Kavanagh nearly made it through as well, only dropping back again as they tore round the flat out left hand kink that follows. What a race!!

The next scuffle saw Keith past Kavanagh, and by this time the leading group was expanding as Mark Jennings, Samy Hunt and Craig McWilliam were trying to get on terms — then Prior got the lead back again ... While everyone's eyes were riveted to this Steve Murphy and Piers Hunniset were making quiet progress up the order and were now beginning to be noticed. The trouble was that if you blinked or looked elsewhere the lead had changed again! Keith's challenge started to pay off as he took second from Beddall at the far end of the track. With six drivers bobbing and weaving about for the lead any of them could take it and suddenly Beddall got past both Keith and Prior to lead again, only to succumb half a lap later and nearly let Kavanagh through as well. It was that sort of race ...

Filkin and Collins were very much in it now, and it didn't look as if it would be very long before they were all joined by Hunt and Jennings, then Steve Murphy was having a fabulous time, overtaking McWilliam and visibly closing on the leaders. Out to the far end and there was a huge scuffle. Keith went inside, Beddall outside, Prior in the middle and Kavanagh trying in vain to find a bit of spare track to get in there as well. Everyone held their breath and Keith it was who made it to the front.

With Hunt now in touch there were seven drivers racing for the lead. Keith managed to pull a shade clear but, as soon as they got to the straight again, Prior swept alongside and drove round him to retake first place. At the same time Hunt took Collins and Keith found him-

self back in third as Beddall had another go at Prior just as Hunt moved up to challenge Kavanagh. As if this wasn't enough Nigel Edwards held out the last lap board!

So it was that the Championship now hung on the last lap of the last round with any one of eight drivers as a possible race winner since Murphy had now joined in.

Mark tried everything but in his efforts he left a tiny gap that was enough for Kevin Keith. Samy Hunt climaxed the best drive of his life by squeezing in front of his great rival Jamie K. and, coming into the final straight, it was Prior, just clear of Keith, Beddall, Hunt, Kavanagh, Filkin, Collins and Murphy all across the line far faster than you can say it, to the ecstatic cheers of the enthralled spectators.

If there can now be anyone left who thinks Junior Britain racing is any less hectic than the Senior categories then they should think again! Not for a moment either had any of these drivers tried anything that could be construed as 'doubtful' — it was simply one of the finest races that I have ever witnessed in any class. WOW!

A slightly crestfallen Mark Beddall joined in the applause as Martin Prior was despatched on his lap of honour but, after a Championship like that he, like the others, couldn't have anything to be disappointed about. He had driven his heart out — let's face it, one more lap and the positions could so easily have been reversed.

Junior Britain

1st	Martin Prior	Zip/Arrow
2nd	Kevin Keith	Kestrel/Arrow
3rd	Mark Beddall	Reema/Arrow

Beddall (77), Prior (16) and Keith — it was this close all the way. . .



The 100 Britain final smokes off to a spectacular start.

Final Championship Positions

Martin Prior 292; Mark Beddall 277; Kevin Keith 245; Jamie Kavanagh 227; Jason Plato 199; Mark Jennings 188.

While everybody got their breath back the Junior Nationals were lining up on the grid. Mark Bailey was the only driver who was still in with a chance of taking the Championship from the current leader Steve Brogan but, with Phil Foster on pole and Jeremy Cotterill beside him Mark had to have a clear win with Steve out of the top three. When you looked down the grid this looked as though it was going to be a bit tricky. Mark, after frustrations in the heats, sat in 15th spot, while Steve was keeping an eye on him from the row behind!

Up at the front though Miles Hall was again making a good impression on the second row with Jonty Millward, then Ian Smith and a newly aggressive Philip Bailey behind them. In all twenty drivers were pushed out for the start of this final fling in what can best be described as a difficult year for Junior National, though any lack of quantity has been more than made up for by the very impressive standards of competition at every round. Before they even got to the start line an over-anxious Mark Bailey spun his kart trying to get some heat into the tyres, restarting well behind the pack but managing to regain his grid position before the start. At least this served to achieve his aim of tyre heat ...

After two further rolling laps before Nigel Edwards was satisfied, his Union Jack shot up and the race was on. Up to the top of the straight and it was Cotterill, powering round

Townshend fought out heat two before Jackson claimed his second win, with Waters the only other finisher. Gray made no mistake in heat three as he led throughout. Jackson and Townshend held second and third while Totman came through well to finish fourth ahead of Marshall, Whitehead and Waters.

The final was led all the way by Jackson. Gray passed Townshend on lap four but was unable to do anything about the leader. Townshend held third until the final bend when a moments hesitation allowed Totman to nip through. Townshend recovered to finish fourth ahead of Marshall, Waters and Banthorpe.

100 National

Heat one was led for two laps by Gordon Chenery from Mark Lovell, Pat Reynolds and Bob Kett. Lovell took over at the front on lap three but Chenery was in no mood to give up second and fought off the attentions of Reynolds and Kett for the remaining distance. Kett managed to pass Reynolds with Miles Townshend finishing fifth. Townshend passed Hardinges on lap two of heat two to lead the race to the flag. Reynolds, Lovell and Kett fought out second place after Hardinges had retired to finish in that order while Richard Anderson led the pack home for fifth. Lovell led heat three all the way to claim his second win and pole for the final. Shaun Reid and Anderson battled for second place for four laps and the battle really heated up when these two were joined by Reynolds, Robert Smith and Townshend. These three passed Reid and Anderson on lap five and proceeded to pull away while they probed for and blocked any gaps. Townshend found a way past Smith to finish behind Reynolds and

Anderson got the better of Reid to again take fifth place.

With Lovell occupying pole the rest of the grid was made up of Reynolds, Townshend, Kett, Anderson, Ross, Reid, Chenery, Hardinges, Smith and Milne.

Not surprisingly it was Lovell who led into the first bend with Townshend tacking onto his bumper. These two were closely followed by Reynolds, Kett, Smith and Chenery. The front five pulled out a gap over Chenery and then Smith lost half a dozen lengths when he ran wide coming out of the second corner. At the front Townshend pulled out of Lovell's slipstream constantly but was unable to find quite enough to get past. Kett sat glued to Reynolds' bumper but Reynolds drove a fine race to keep him at bay and still remain in a challenging position for second. As the first four crossed the line a babies blanket would have covered them but Lovell hung on to win from Townshend, Reynolds and Kett. Smith came home a few lengths behind with Chenery finishing in a lonely sixth place.

As always, many thanks to everyone for their efforts, especially the track staff and officials for getting the track into a raceable condition and for their slick running of the meeting. Finally a note for your diaries. Due to improvements to the circuit for next year it has been necessary to cancel our meeting on the 20th December. Anyone however, who would like to come along on that day or any other weekend will be most welcome but instead of your kart please bring along a shovel or paintbrush or BOTH! See you soon, I hope.

Derek Calver

CLUB SCENE

Results:

Junior Britain
1st Colin Duncan Dart/DK Arrow

Junior National
1st Nick Palmer BM/TKM

100 Britain
1st E. McDonald Dart/Arrow

210 National
1st Ian Jackson Aero/Upton
Novice: Colin Marshall Zip/Upton

125 National
1st Reg Totman Zip/Rotax

250 International
1st Viv Gray Goff/Yamaha

100 National
1st Mark Lovell Lancer/Parilla
2nd Miles Townshend Lancer/TKM
3rd Pat Reynolds Zip/Parilla

100 National Novice
1st Mark Catton Mustang/FE TKM
2nd Ollie Oliver Rapide/Parilla

Please note that due to shortage of space, some Club coverage has been held over until next month.

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continued . . .

125 National, 250 National and International

After separate heats these classes were combined for the final. After three heat wins Craig Dickson (125) muffed the start, which Malc. Meadows got off to a flyer. Novice B. Thruston lead briefly before Meadows retook the lead at paddock bend. Dickson's chances went when he and Mumberson had a coming together. 125 honours went to Meadows, Mumberson second, D. Davidson third. R. Livingstone took the 250 National win. M. Davidson 250 International. Ian Reading

Results:

Junior Britain

1st	D. Price	MM/GEP T80
2nd	C. McWilliam	MM3/Arrow
3rd	D. Charnell	Mamba/Arrow

Junior National

1st	I. Smith	Ferrari/Parilla
2nd	S. Howarth	Premier/PCR
3rd	A. Stewart	Spectre/Arrow

100 Britain

1st	Ray Robson	Sprint/Arrow
-----	------------	--------------

100 National

1st	Willie Grieve	Premier/TKM
2nd	Mike Ballantyne	BM/TKM
3rd	S. Burr	BM/Arrow

125 National

1st	Malc. Meadows	ZIP/WKC Rotax
2nd	Frank Mumberson	Star/Akai Yamaha
3rd	David Davidson	Sprint/Rotax

210 National

1st	Anthony Barr	Barlotti/Villiers
2nd	Keith Ferguson	Star/Villiers
3rd	Ian Reading	Barlotti/Akai Villiers

250 National

1st	Rick Livingstone	Barlotti/Bultaco
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250 International

1st	Mike Davidson	Barlotti/Yamaha
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STOP PRESS

The Cumbria Kart Racing Club will be holding a meeting in January.

P.S.

Please remember to bring a snow plough and survival kit. Thank you, thank you, once again I thank you ...

Snetterton

4th October 1981

Heavy overnight and early morning rain greatly reduced the entry at Snetterton Kartway on Sunday 4th October. Thankfully the rain stopped around 9.30 and with the encouragement of a few brooms the surface water was ushered down the drains and practice got underway. Ominous black clouds continued to threaten but with a few prayers and fingers crossed the rain held off, the track dried and we were once again treated to some extremely good racing.

Juniors

To speed things along the Nationals and Britains raced together. Colin Duncan showed his class in heat one as he made up the 25 metre gap between the Britains and the Nationals and then proceeded to charge through to take the chequered flag. Ian White (Nat.) came second from Andrew Wilson (Brit.) and Nationals Nick Palmer and David Waspe. White led heat two until a spin on the last lap demoted him to third. This left Duncan to take his second win with Wilson second. Although the positions remained the same throughout the third heat, the race was anything but a procession and all credit to Palmer for holding off Duncan to win. Third place was taken by Wilson with White fourth.

White led the Nationals off in the final with Duncan doing likewise in the Britains. Palmer relieved White of the lead on lap 2, who then slipped back into the clutches of Duncan and Wilson. The places remained the same to the flag as Palmer again did a good job of keeping Duncan at bay.

100 Britain/National Novice

E. McDonald led Charlie Goff for four laps in heat one before going missing from the lap chart. Novice, Mark Catton passed Charlie to take the flag with "Ollie" Oliver and Keith Fallance third and fourth. Heat two saw Goff take a flag to flag win ahead of McDonald. The Novices produced an excellent race as Fallance, Oliver, Catton and Spinks swapped places constantly before finishing in the order of Catton, Fallance, Oliver, Spinks. Heat three was equally as good as the first six drivers fought bumper to bumper. Again places changed on every lap until at the flag the result was a win for Catton from Goff, Nick Pearson, McDonald and Phil Hunt.

The final unfortunately had to be stopped after Goff had crashed heavily into the tyres at the pit corner on lap two. An enforced stay in hospital resulted to treat a back injury and we all hope that by the time this is read, Charlie will be up and about.

In the re-run McDonald took the lead from Catton, Oliver, Fallance, Pearson and Spinks. Catton and Oliver passed McDonald on laps four and five with Spinks also getting past on lap seven. Catton pulled out a few lengths advantage over Oliver, who in turn, was comfortably ahead of Spinks. The order stayed the same to the end with McDonald holding off Hunt to take the Britain trophy.

Gearbox

Viv Gray (250) led heat one for two laps until Ian Jackson (210) surprised everyone by taking the lead and then even more amazingly held it to the flag! Gray finished second with Colin Marshall (210), Reg Totman (125) and P. Waters (210) the next in line. Jackson and Russell



Cotterill (32) led Foster (14) and Chitty (56) as the Junior National field got away.

the outside to lead Foster and Hall, but behind them brief chaos ensued. Nick Crabtree got a little bit sideways and was immediately nudged into a spin (afterwards he was duly apologetic having been caught out on cold tyres) but in the melee both Mark Bailey and Steve Brogan came off. Steve got going quickly but when he came round again a quick glance showed that, whatever he now did he was the 1981 Champion. Both Crabtree and Bailey were out of the race. There must be something about Three Sisters, as back in April Nick's engine seized, throwing his kart into a spin and collecting ... you've guessed it ... Mark Bailey!

Back to the race though and Jeremy Cotterill was piling everything into a superb demonstration of superiority, pulling cleanly clear into an ever increasing lead he was never to lose. Behind him though, Phil Foster now held a tenuous lead over Dave Chitty and Jonty Millward, a gap, then Phillip Bailey was showing fine form to lead Miles Hall and Ian Smith, these three well clear of Steve Dart (up from the back of the grid), Brogan now back in the hunt, Kerry Thorpe and GM newcomer Charlie Brown (both of whom started on the back row) and the rest. Right at the back Lee Cranmer and Gary Moynihan were struggling to make up ground as they too had been involved in Crabtree's indiscretion. Phil Bailey succeeded in closing the gap to Jonty Millward, pulling his group back into contention, and these six were now hard at it in the fight for second place. Millward it was who emerged at the front, and Miles Hall moved up as well, taking Chitty to challenge Foster. Brogan had now latched on to this group and was making every effort to move up as fast as possible, progressing quickly through the group and now attacking Hall who was himself trying to find a way into second place past Millward. Phillip Bailey momentarily got hooked up on the kart in front as they came out of the far hairpin, losing a little time as he sorted out his muddle on the grass though without stopping. J.C. might have been well away in the lead but it didn't make any difference to the furious efforts of the rest. Two groups had now formed, Hall trying everything to wrest 2nd spot from Millward who wasn't making it at all easy, and Brogan dancing about in their slip stream to take advantage of any mistake, then, a little further behind them, Foster led Chitty, Smith, Brown, Thorpe, Dart and Phil Bailey, all of them more often side by side than line astern.

Miles finally succeeded in his efforts just as Brogan suddenly slowed dramatically, cruising round to the pits to have a broken front wheel

fixed which dropped him well out of the race, and at the same time Foster's exhaust came loose so he too pitted. Another couple of laps and Dart too peeled off for a pit visit. Meanwhile Hall was pulling everything out to try to catch Cotterill. It looked a big gap but he was visibly closing it. A check on the times though revealed that J.C. had everything well under control as, although Hall was lapping every bit as fast as the leader had been, Jeremy was obviously aware of what was going on and had eased off, aiming to reach the line still comfortably ahead. Charlie Brown's remarkable progress came to nought after he had succeeded in taking an excellent fourth place from Dave Chitty as he spun away his race (perhaps unused to the length of a Green Man final), restarting just behind Moynihan and finally taking him to finish 8th at the flag.

With all the drivers really spaced out now Cotterill took the flag ahead of Hall, then Millward, Chitty, Thorpe, Smith and Bailey. Brogan did finish the race after his pit stop, though some four laps behind, emerging to lap just as fast as before but knowing that, in his first season of Junior National he had achieved a personal triumph in taking the Championship home to Basildon.

Junior National

1st	Jeremy Cotterill	Sirio/Redhill TKM
2nd	Miles Hall	Zip/Parilla
3rd	Jonty Millward	Zip/Christo Parilla

Final Championship Positions

Steve Brogan 290; Mark Bailey 263; Jeremy Cotterill 255; Nick Crabtree 191; Lee Cranmer 191; Jonty Millward 185.

With such enthralling racing in the "supporting" events it was surely going to be too much to expect the remaining race to match them. How wrong can you be?

That Alan Gates was taking his position on the grid at all, let alone on the second row, had assured him of being the GM International Champion as all he needed were his 10 attendance points to put the title chase out of reach of his nearest rival, Ricky Grice. Mind you, Ricky had already done everything he could by taking 2nd pole, but it now couldn't be enough to give him two Championships in a row. The other second row position was occupied by Richard Weatherley who had succeeded in psyching everyone out during the Saturday practice by being comfortably quickest. In pole position though a thoughtful Biff Harris contemplated the task ahead, recognising that with the wealth of talent surrounding him life was

unlikely to be easy. Row three featured Simon Wright and Richard Smyth, while the rest of the grid of 25 drivers were led out by Micky Allen (a welcome return) and Gary Ward (freshly competitive having found a bit more power since the last round).

With the field formed up quickly, and with Biff's experience of getting things under control, the flag went up at the end of the formation lap to a clean start that saw Ricky drive round the outside to annex an early lead. Not for long though as, by the time they crossed the line for the first time Biff was back at the front, chased energetically by Simon Wright who swept by him at the top of the straight, these two slightly clear of Grice, Gates, Smyth, Weatherley, John Alcorn, Allen, Knapfield, Ward Lane (having something of a troubled day but very quick while he was running nevertheless), Jackie Brown, John Herbert and the rest. Gates found a way past Grice and pulled ahead to close on the leaders, but Ricky had no less than fourteen drivers snaking along on his bumper!

Down past the pits and Wright looked as if he might be slightly further ahead while Weatherley made it past Grice on the inside just before Knapfield took Alcorn off in a move that looked impossible from the start — and then proved it. Perhaps he should have stuck to the less subtle world of National racing. Alcorn did restart but way behind the field though he proceeded to drive consistently quickly to the end after what could have been his best result of the year. Biff Harris had closed back up on Wright and was now tucked into his slipstream with Gates closing in on them both, while Grice wasn't giving up on Weatherley, more often beside him than behind him though the lap charts still showed the order the same. Further back a terrific race was going on between Paul Fletcher, Dave Mellish, Martin Leach and Paul Jackson.

Just a few seconds later Harris led again for a whole half lap, only to lose it under braking at the top of the straight. As the leaders rushed away to the far end of the circuit Alan Lane's day came to an abrupt end with another engine going, slithering to a halt in a cloud of rubber smoke and sudden avoidances, all of which were luckily successful. Grice, Weatherley, Smyth and Allen were still grimly locked together, giving Jackie Brown a close view of some fabulous racing, but everyone's eyes were locked on the leaders. Gary Ward was now enjoying a friendly tussle with Chris Needham, the pair of them running very close together for a good part of the race.

Gates finally caught Biff Harris, putting in a whole string of mid 40 second laps in the process, so now this epic battle became three sided. First Harris got ahead, straining every



Scottish Champion, and 210 winner at Stanraer, Fraser Barbour. (Photo: J. McKenzie)

Stranraer

October 18th

End of Season Meeting

Junior Britain

1st	David Allen	Chariot/Arrow
2nd	Ian McLeish	Zip/Arrow

Junior National

1st	Mark Abbots	Le Sceptre/DAP
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100 National

1st	Louis Di Resta	Premier/Parilla
2nd	Ronnie Ross	Dart/Arrow
3rd	Chris Smyth	Dart/Komet

125 National

1st	Douglas Hyslop	Barlotti/Rotax
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210 National

1st	Fraser Barbour	Barlotti/Villiers
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250 International

1st	Rob Logan	Barlotti/Yamaha
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continued . . .

muscle to urge the kart on to greater things but without any chance of the other two losing touch, while behind them Jackie Brown decided that it was about time he too joined in the fun for fourth place instead of just watching it.

Lap after lap Simon tried everything, diving inside and being chopped off time and time again and Alan too switching from side to side to find any available gap, then suddenly it happened: at the top of the straight Simon took a deep breath and committed himself to the inside line, sliding a fraction too wide and taking Biff wide as well, and in an instant Alan was through to lead for the first time! Biff had dropped a few yards back in sorting this out, though Simon was still tight under Alan's tail, but it didn't take him very long to haul himself back into the race, while not that far behind them Jackie Brown had now forced his way through to sit on Grice's bumper ahead of Weatherley, Allen and Smith, these five still locked together as if they too were battling for the lead. Smyth suddenly lost interest in the proceedings with his motor locked at the top of the straight, joining Lane as a spectator, just as Brown took Grice for fourth under braking. Needham and Ward were still at it just as hard to keep the spectators interested — or at least those that had time to look anywhere but at the leaders.

Simon's turn came again in a superbly brave manoeuvre, driving right round the outside of Alan at the end of the straight, but even this was to be short lived as Alan shot inside him again under braking at the next corner, and in fact Biff too took advantage of this to move back in to second. Fabulous! And that wasn't all because literally yards later Biff was ahead as they accelerated out of the far hairpin! Nobody dared to blink! A lap and a half later and Simon was the meat in the sandwich, all three drivers suddenly spreading out to go into the braking area after the start three abreast, all three twitching viciously under braking as they left it ridiculously late, then Alan and Simon continuing side by side right away to the far hairpin, with Biff sticking firmly to the inside to hold his position, the three of them emerging as Biff, Simon, Alan. A hundred yards later and Simon got it slightly wrong coming out of the pits corner allowing Alan to sneak inside him again. As they tore up the straight they just had time to see Nigel Edwards nervously holding the 'last lap' board out and the moment of truth was at hand. Alan drove up the outside, having taken as much advantage as possible of Biff's slipstream, and looked as if he could retake the lead, but Biff had other ideas, leaving his braking to a point which made



Harris (83), Wright (21) and Gates were this close all the way and shared the "Man of the Day" award . .

the spectators gasp, but still emerging holding the lead. Round the final lap and, as they rushed towards the chequered flag it was Harris Gates Wright, overlapping in a fantastic end, not just to one of the best International races of the year, but of an era.

Grice held on to fourth with Mickey Allen usurping Brown for 5th, but Weatherley had dropped out right at the end. Leach, Jackson, Herbert and Fletcher followed Chris Needham and Gary Ward, all of whom had presented a level of continuous entertainment that makes most of motor racing look pathetic. As David Bewley and John Pudney met to judge the Driver of the Day Award, their first words, in unison, were "Harris, Gates and Wright, equal first". There was nobody at the meeting who could dispute it. Phew!!

International

1st	Biff Harris	DAP/DAP
2nd	Alan Gates	TKM/TKM
3rd	Simon Wright	Wright 81/DAP
4th	Ricky Grice	Lane/Parilla
5th	Mickey Allen	TKM/TKM
6th	Jackie Brown	Zip/Parilla

Driver of the Year

1st	Alan Gates	12 points
2nd	Richard Smyth	5 points
3rd	Biff Harris	5 points

Weatherley (10), Grice (16), Smyth (77) and Mickey Allen (3) fought out fourth spot.



At the well attended prize giving later Alan Gates was vociferously applauded as he collected the magnificent Pudney & Sims Green Man Trophy and Paul Fletcher's pot of gold (well a large cheque anyway) as the GM Driver of the Year. The Juniors too enjoyed their moment in the limelight as John Pudney dished out trophies to the top six, and both Martin Prior and Steve Brogan at last knew it had all been worthwhile.

With a shuffle in the age limits Junior National is already looking to become a much stronger class next season with several of the leading Britain drivers moving up, and a few of the stalwarts staying in, plus some new faces appearing. Junior Britain goes from strength to strength with a plentiful supply of newcomers, and just wait till you try the new Britain Dunlops. These long life tyres were spectacularly good when we tested them, not only proving much faster and better balanced than the Carlises, but wearing very much better as well!

As for the Internationals, at a well attended and intelligent discussion after the meeting it was decided that 135cc racing would take over completely. As, through the forward thinking generosity of the Stansted Motor Co, we are starting the ball rolling with £3,400, plus £1,000 from Paul Fletcher, and with the possibility of a good deal more being in the kitty by the time things get under way, it can only be the best year yet. A great deal of work is now being done to attract more spectators, and bring the sport to the attention of many more people generally, and with Stansted already committed to the end of 1983 we can look forward to a secure future of fabulous racing.

One last point for all prospective Green Man drivers for 1982. All three classes will be running permanent numbers next season and we shall be supplying some exciting goodies in the way of special Green Man 'T' shirts etc. which will be exclusive to registered drivers only. If you want to get in on the act early and reserve the number of your choice as well then I am already accepting your registrations. The fee is £20 per driver but, after the GM goodies have been paid for all the surplus will be added to the relevant prize funds. You can send your registrations (with the fee) to me at: 12 Hunter Road, Wimbledon SW20 8NZ as soon as you like. Race numbers will be issued strictly on a first come, first served basis.

Which just leaves me to say a heartfelt Thank You to everyone who has taken part this year and made the Green Man Championships such enormous fun!

Kart & Superkart

CLUB SCENE

Senior Britain

1st	Tim Pell	UFO/Arrow
2nd	Paul Browning	Gillard/Arrow
3rd	David Smith	UFO/CSK Arrow

100 National

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

210 National

1st	John Burns	Zip/Upton
2nd	Roy Patterson	Barlotti/Patterson
3rd	Andy Martin	Blow/AVM Villiers

Shenington

18th October 1981

The 18th October meeting at Shenington was a National meeting. The 100 National race was particularly close, with seven drivers equally matched. The first three drivers crossed the finish line abreast. Only the official on the finish line was able to judge the final result. Tyre scrubbing on rolling laps is becoming increasingly ignored by some drivers and those who scrubbed their tyres paid the ultimate penalty of disqualification.

One most unfortunate Junior National driver faced disaster when his kart came to a halt within inches of the finish. He pushed his kart over the line only to discover that the kart must cross the line under motive power to qualify! Dave Pope had an extremely nasty accident in the 100 Senior Britain and regretably had to be taken off to hospital, suffering from shock and a suspected fractured leg. Despite the problems of some of the drivers the day's racing was very enjoyable and the Autumn sunshine was superb.

The trophies were presented by the Marketing Director of Hermetite, Doug Harrison. He also presented Adrian Chapman with a set of leathers, Adrian has been sponsored this season by Hermetite. Dave Armstrong, our newly appointed official photographer was at work again. I should like to thank him for the work he has put in already.

Maggie

Results:

Junior Britain

1st	Adrian Chapman	Zip/Arrow
2nd	Mark Lawson	Sabre/Arrow
3rd	Dene Roberts	Eagle/Parilla

Junior National

1st	Kevin Clarkson	Rapide/DAP
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100 Senior Britain

1st	Nigel Cleveley	Barlotti/Arrow
2nd	Vic Rawle	Zip/Arrow
3rd	Eric Butler	KEG/Arrow

100 National

1st	Ashley Browning	Zip/TKM
2nd	Dominic McGee	Sirio/TKM
3rd	Rob Owen	Sprint/TKM

125 National

1st	Nigel Wigg	Dino/Rotax
2nd	Keith Bisp	Barlotti/Rotax
3rd	Chris Tomkinson	Dino/Yamaha

210 National

1st	Mark Allen	Dino/Villiers
2nd	Steve Thornhill	Barlotti/Villiers
3rd	Clive Bisp	Barlotti/Villiers

250 National

1st	Stewart Eason	Zip/Yamaha
2nd	Jack Ayriess	Dino/Bultaco
3rd	Pete Cotterill	Barlotti/Bultaco

250 International

1st	Pete Hammond	Zip/Yamaha
2nd	Steve Harris	Zip/Yamaha

250 National winner Stuart Eason. (Photo: D. Armstrong)



Browning (29), Hall (2) and McGee (87) — 100 National first corner. (Photo: D. Armstrong)

Rowrah

11th October

Rather a mixed day with the weather, as practice was dry, the heats were wet and the finals were dry. Although only 66 drivers signed on, a large crowd witnessed some very good racing.

Junior Britain

A flag to flag win for D. Price, but it wasn't easy as C. McWilliam and D. Charnell put him under immense pressure. McWilliams was trying everything to get past (as Price's bumper was finding out), but Price kept his cool to take a fine win from McWilliam and Charnell. Great stuff.

Junior National

Another flag to flag win, this time for I. Smith but he was chased all the way by S. Howarth, these two pulling out a large gap to third man A. Stewart. The rest of the field was well spread out with nobody being able to keep up with the leaders. Smith took a well deserved win from Howarth, and Stewart a very distant third.

100 Britain

Only two drivers in this class with Ray 'pop' Robson taking the win.

100 National

From the flag Willie Grieve made a flyer closely followed by Mike Ballantyne, P. Fairley, D. Bird, J. Jenkinson and R. Ross. After six laps Grieve found himself a long way in front, Ballantyne still lying second. Meanwhile S. Burr had worked his way up to third with A. Keenan fourth, with P. Fairley and D. Bird demoted to fifth and sixth.

210 National

The heats were a three way battle between Bar, Reading and Ferguson. From the drop of the flag Reading got the power down best to lead briefly before Ferguson took the lead at the hairpin. After four laps Bar powered past Reading going over hilltop. Two more laps and he relieved 'fargy' of the lead. Bar took a very convincing win, as Ferguson and Reading crossing the line together, with Ferguson getting the decision. (My kart is now for sale, enquiries to Carlisle 44994.)



CLUB SCENE

continued . . .

Karts, Kelty for their support and sponsorship in this event.

Jackdaw

Results:

Junior Britain

1st	Craig MacWilliam	MM/Arrow
2nd	Gary Cromar	Zip/Parilla
3rd	Evelyn McRitchie	Premier/Arrow

Junior National

1st	Brian Ewing	DAP/DAP
2nd	Ross McMorris	Birel/Arrow
3rd	Andrew McLean	DAP/BM

100 National

1st	Andrew Buchan	Zip/Parilla
2nd	Stephen Burr	BM/Arrow
3rd	Andrew Graham	Le Sceptre/Arrow

125 National

1st	Brian Smith	Sprint/Rotax
2nd	Paul Williamson	Linx/Yamaha
3rd	Jim Murray	Zip/Yamaha

210 National

1st	Fraser Barbour	Barlotti/Villiers
2nd	Jim Lewis	Barlotti/Villiers
3rd	John Foster	Barlotti/Villiers

Wombwell

The Autumn National Classic October 11th

This national meeting was sponsored by Reynolds Chain, DMA and the St. Johns Ambulance. The 25 lap 210 race was the main event of the day with drivers coming from all over the country. The meeting was a great success providing us with some excellent racing but the weather wasn't too good, being sunny one minute and raining the next with the drivers not knowing whether to race on wets or slicks.

Junior Britain

Heat one was won by the British Champion Steve Murphy, pressed hard by Jason Plato all through the race. Third place went to Patrick Walsh. Murphy also won the second heat with Walsh finishing second and Steven Key third. In heat three Patrick Walsh was the first home with Murphy settling for second spot this time. Scott Banks, who had all sorts of problems in the first two heats came home third.

On to the final, and it was Steven Murphy who took the lead closely followed by Patrick Walsh. By lap six Murphy had pulled away and from there on had an easy race, taking the chequered flag with a three second lead over second placed man Patrick Walsh. In the early stages of the race the battle was on for third between Jason Elliott, Scott Banks and Steven Key. On the third lap Elliott was outbraked by Key who took over third position but all through the race Elliott was right behind him but never found a way to re-pass and had to settle for fourth. Banks was again having problems and had to settle for seventh place. Another driver having problems was Jason Plato who failed to start. A very entertaining race.

Senior Britain

John Howlett led heat one from start to finish with Paul Browning finishing second. Third



man home was Tim Pell who rarely races at Wombwell. Heat two was won by Ray Chatterton with Browning again having to be satisfied with second spot. Third went to David Smith who at the moment is leading the Club Championship. Paul Browning got what he wanted this time by being the first to take the flag with Pell second and Trevor Fauch third.

Browning had pole position for the final and led the field for the first two laps but was then passed by Pell. By lap six Dave Smith was past Browning relegating him to third. All these three were very close and Browning wasn't stopping in third for long — a lap later he was second and trying his best to get past Pell. But Tim was really on form and no way could Browning get by, so at the flag it was Tim Pell, Paul Browning and David Smith. Some four seconds behind them was fourth place man Ray Chatterton with fifth going to Chris Mack.

100 National

With over forty drivers in this class five heats and two finals were needed to be run. Heat one was led by Ian Murphy for the first three laps but then Steve Sykes took over the lead which he kept 'til the end of the race. Murphy held on to second spot with Ian Williams coming home in third place. Heat two was led from start to finish by Williams with John Aldred second and Mark Nuttall third. Nigel Edwards was the winner of the third heat with Williams again being one of the first three, coming home second and John Aldred taking third this time. Heat four was led by Edwards closely followed by Sykes, and on the last lap Sykes got by, relegating Edwards to second. Third man home was Barry Peary. Lew Marsden was leading the field in the final heat but by lap four Graham Kershaw had taken over and kept this position to take the chequered flag, Lewis Marsden having had engine trouble. Second home was Jon Earnshaw, third place going to Ian Murphy.

On to the finals. In the B final Barry Peary held the lead for the first two laps but he was then taken by Adrian Wood who kept the lead 'til the end of the race. Peary settled for second place with John Moss third and Andrew Elliott fourth.

All but Barry Peary went on to race in the A final. Steve Sykes led for the first two laps but he was racing on wets and the track was fairly dry. Ian Murphy was next to take the lead closely followed by Ian Williams (both these two were on slicks). By lap five Williams had got the better of Murphy which he held to the finish to take first place with Williams settling for

Feature event of the day was the 210 race. Winner John Burns (57) blasts off the line. (Photo: John Marshall)

second. These two finished some fifteen seconds ahead of the rest of the field. Battling for third were four drivers, these being Jon Earnshaw, Nigel Edwards, John Aldred and Craig Leclere, all driving on wet tyres in these dry conditions. All got the better of Earnshaw with the winner of the B final also passing him, so the third place went to Nigel Edwards and fourth to John Aldred. Fifth man home was Craig Leclere with Adrian Wood having had an excellent drive coming from the back of the grid to take sixth.

210 National

This race was the main event of the day with fifty pounds for the winner of the final. Also there was the new DMA Autumn Classic Trophy, the new St. Johns Trophy and vouchers for chain donated by Reynolds Chain — all worth quite a bit. The first heat was won by John Burns from Oldham after we lost Brian Finn and Rick Boston. Second home was Dave Green with third place going to Dudley Martin. Jeff Preston was the leader of heat two for eight laps out of the ten but during the last two laps he dropped down to sixth. Dudley Martin took the lead to finish first with Roy Patterson from Grimsby taking second spot and Kevin Routh (also from Grimsby) finishing third. The third heat gave John Burns his second win with Andy Martin second and Roy Patterson third.

On to the final which provided us with some very entertaining racing. Dudley Martin was first away but by lap two John Burns took over and kept the lead 'til the end. By lap six Roy Patterson had taken Martin and was closing in on Burns but he was on wet tyres and the track had dried out fairly well. Burns had made the right choice and was racing on slicks. Andy Martin was up into third and on lap twenty we lost fourth place man Dudley Martin, his place being taken by Brian Finn. So at the flag it was John Burns now fifty pounds richer, closely followed by Roy Patterson. Andy Martin took third with Brian Finn a distant fourth. Fifth place was taken by Terry Ramshall with Peter Smith finishing sixth. A very exciting race with some excellent driving.

John Marshall

Results:

Junior Britain

1st	Steven Murphy	Premier/WRE Arrow
2nd	Patrick Walsh	Premier/WRE Arrow
3rd	Steven Key	Premier/WRE Arrow

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Piston Bare K77, K88	£5.06
Piston Bare TT Super	£5.06
Gudgeon Pin (Lightened)	£4.23
Crankcase Compl K88	£54.45
Crankcase Compl K88TT, K78TT	£63.52
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Oil Seal	48p
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Iron Liner (3 Port)	£21.45
Iron Liner K80	£29.25
Iron Liner TT	£28.05
Cylinder Compl (3 Port)	£44.55
Cylinder Compl TT	£64.35
Cylinder Compl K80	£70.12
Cylinder Head K88, K88TT, K78TT	£27.22
Piston Bare K77, K88	£5.06
Piston Bare TT Super	£5.06
Gudgeon Pin (Lightened)	£4.23
Crankcase Compl K88	£54.45
Crankcase Compl K88TT, K78TT	£63.52
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3, 4, 5, 6, 8mm T-bar Allen Key	£1.40
10mm T-bar socket	£2.75
13mm T-bar socket	£4.75
Sprocket puller	£4.75
Motoplat puller	£1.75
Motoplat holder	£1.50
Gudgeon pin extractor	£3.25
Wet Box incl choke	£5.50

BEARINGS

6204, C3 (metal cage)	£1.25
6204, C4 (metal cage)	£3.00
6204, C4 (fibre cage)	£3.25
6204, T, B, P63 (fibre cage)	£5.75
6204, V.N.S.K.	£2.00
Super roller cage	£4.50
Alley roller cage	£2.00
Standard track rod ends (female)	£1.25
Super track rod ends (male)	£2.00
Track rod ends (male)	£1.25
Axle Bearings 30mm (super)	£2.50
Axle Bearings 25mm	£1.90
Axle Bearings 1inch	£1.90
Stub axle bearings 15mm	50p
Small end rollers	90p

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11.6.00x5 (German) R.A.C.	£7.50
11.4.50x5 (German) CODED	£7.00
11.3.50x5" Large 10A	£5.75

Carlisle 410/350-4	£8.00
11.45x5x5	£8.60
11.35x5x5 R.A.C. CODED	£8.40
11.60x5x5	£9.50

Carlisle Rain Tyres

11.3.50x5	£9.90
11.4.50x5 R.A.C. CODED	£10.10
11.6.00x5	£11.60

Good Year Rain Tyres (German)

11.3.50x5	£7.50
11.4.50x5 R.A.C. CODED	£9.50
11.6.00x5	£10.00

Bridgestone Tyres

Slick 450xYBE CIK	£14.50
Slick 710xYBE CIK	£17.00
Slick 750xYBE CIK	£20.00
Wet 450x5 YBF CIK	£19.00
Wet 600x5 YBF CIK	£21.00

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Spun ally front half 5" x 2"	£1.65
Spun ally front half 5" x 2½"	£1.75
Spun ally wide front half 5" x 3"	£2.10
Spun ally rear half 5" x 2"	£1.65
Spun ally rear half 5" x 2½"	£1.75
Spun ally rear half 5" x 4"	£2.30
Nova nylon rim 4" x 2"	£1.50
front half	£1.50
Nova nylon rim 5" x 2"	£1.65
front half	£1.65
Nova nylon rim 5" x 3½"	£1.75
rear half	£1.75

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11.450x5 Tubes	£2.40
11.350x5 Tubes	£2.25
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Motoplat 210	£30.00
10 tooth sprocket to suit above	£3.00
Magnesium Engine Mount	£14.00
Magnesium Sprocket Carrier	£9.80
Magnesium Rear Hub	£5.80
Magnesium Front Hub with Bearings	£7.00

CRONUS STOP WATCHES

Cronus Olympian single event time	£17.00
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Motocraft AG 403-603-903	65p
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Plastic plug holders 6 plug	20p
NGK B8EN, B9E9 BIOEN	£1.50

HELMETS AND VISORS AND ACCESSORIES

Simpson RKM-1. Colours; black, yellow, silver	£81.60
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Bel

Star II	£55.00
Magnum II	£43.00

GENERAL PRODUCTS

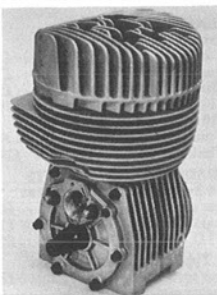
Steel sprocket Class 4 (1" or 25mm or 30mm)	£2.25
Steering Wheels	£7.50
Class 4 Rear sprockets carriers	£5.00
2:10 pistons complete with rings	£10.00
2:10 Motoplat complete with coil	£30.00
Whirley visors	£14.50

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219 Type Chain and Sprocket	
Rear sprockets 64-96	£2.25
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35 Type Chain and Sprocket

Rear sprockets 56-83	
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TKM V135

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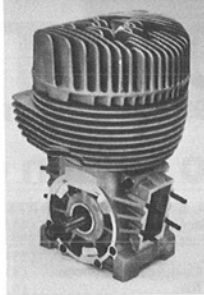
V135 (rotary valve)

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CLUB SCENE

but Scotthorn wasn't settling for second spot this time and got by Hope on the last lap to take the chequered flag. John Cope finished a distant third.

250 International

Bob Kenning was the winner of both heats. Second man home in heat one was Barrie Borwell with Peter Atkin third. In heat two it was Brian Powell who finished second with Mick Walker finishing third. In the final it was a race long battle for first spot between Bob Kennings and David Bates but 200 yards from the end both drivers left the track and were unable to restart. So Mick Walker was left to take the chequered flag with David Chapman second and Brian Borwell third.

John Marshall

Results:

Junior Britain

1st Mark Faulder Blow/DAP T80
2nd Patrick Walsh Premier/WRE Arrow
3rd Steve Key Premier/Wre Arrow

Junior National

1st Phillip Woolley Birel/Arrow
2nd Adam Moody Zip/Arrow
3rd Darren Scott BM/Parilla

Senior Britain

1st Philip Hogg Barlotti/Arrow
2nd David Bunn Premier/Arrow
3rd Kevin Rowland Zip/TKM

100 National

1st Dereck Higgins JM DAP/JM DAP
2nd Mark Wilson DAP/Parilla
3rd Craig Leclere Lane/Fred Parilla

125 National

1st Wayne Sandford Zip/Yamaha
2nd Brian Borwell Aero/Rotax
3rd Colin Kay Zip/Yamaha

210 National

1st Andy Goodliffe Aero/Upton
2nd Brian Finn Barlotti/Upton
3rd John Eastwood Barlotti/Upton

250 National

1st Tony Scotthorn Kat/Yamaha
2nd Alan Hope Lynx/KTM
3rd John Cope Sprint/Bultoco

250 International

1st Mick Walker Zip/Yamaha
2nd Dave Chapman Zip/Yamaha
3rd Barrie Borwell Sprint/Rotax

Junior Britain

Craig MacWilliam streaked round the track with his Arrow in all the heats and the final. No one else had a look in. Surprise competition from Jonathan MacDonald, out for the first time since Easter, who stayed close on Craig's heels for the first three laps of the final only to be waved in by an irate father when his exhaust came loose.

Junior National

Brian Ewing had a clear way round the track in all his races too with the rest of the field all having a shot at the placings in behind him. Ross McMorrine had a measure of success in taking second place in the final.

100 National

Gordon Murray had to make do with fourth position and relinquish the Open title to Andy Buchan, who came in a close second to Gordon at the ASKC Championships. To take no glory away from Andy he drove well in the final after battling to get ahead of Englishman Stephen Burr throughout the heats making this Class the most exciting racing for the spectators.

125/210 National

Only a small entry in these two classes and they were on the track together. Two compatriots from Stranraer led each of the classes, Fraser Barbour in 210 and Brian Smith in 125.

Silver trophies were presented by Mr. Ken Pollard representing Duckham Oils and their products were also featured in the presentations. Thanks are also extended to Robertson Safety Engineering, Grangemouth and Kwik

Crail

Open Scottish Kart Championships 25th October, 1981

Kingdom Kart Klub were most fortunate to have a most beautiful day for their last meeting of the season — Open Scottish Championships. Everyone was immediately set for a day of fast and exciting racing.

Many of the ASKC Scottish Champions were there to uphold their reputations, only two however succeeded — Craig MacWilliam from Kirkintilloch in Junior Britain and Fraser Barbour from Stranraer in 210 National.

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CLUB SCENE



Steve Key is pressured by Scott Banks in 100 Junior Britain. (Photo: J. Marshall)

continued . . .

he kept to the end. Mark Wilson had a well deserved second with John Aldred coming home third. In heat two Higgins was again the leader with Warner finishing second and Wilson third. In the final, Higgins was again in a class of his own to finish first, some ten seconds ahead of the rest of the field. Battling for

second place were Warner and Wilson, but Warner was having an unlucky day and was out of race on lap six. Craig Leclere who has been out of karting for most of the year was in third position. Fourth went to Richard Hind.

125 National

Heat one was led by Colin Kay closely followed by David Baxter who soon got by Kay. On lap eight Baxter had disappeared and Kay was again the leader which he kept to the end. Second place went to Brian Borwell and third home was Wayne Sandford. Borwell was the winner

of heat two with Sandford finishing second and Kay third.

In the final, Sandford was first away with Borwell lying second. By lap seven Sandford had a five second lead over Borwell and some ten seconds behind him were Colin Kay, Chris Lambert and Phil Wilkinson fighting for third place. On lap nine Wilkinson crashed out on pits corner. At the flag it was Wayne Sandford followed by Borwell. Colin Kay had won the battle for third with Chris Lambert settling for fourth place.

210 National

The men that dominated the heats were Andy Goodliffe, Kevin Routh, Ken Spooner and John Eastwood. In the final Andy Goodliffe took the lead and by lap five had a five second lead over second place man Brian Finn. Battling for third were John Eastwood, Ken Spooner and Kevin Routh with Eastwood eventually pulling away from the others. So at the flag it was Andy Goodliffe first with Brian Finn some ten seconds behind him. John Eastwood was third home and Ken Spooner finished fourth. A good entertaining race.

250 National

Heat one was led by Stuart Eason until the last lap when three drivers got by him. These being Alan Hope who took first place, second home was Tony Scotthorn with Jason Cope finishing third. Heat two was again won by Hope, with Scotthorn again settling for second. Third man home was Eason. In the final it was Hope and Scotthorn fighting for first all through the race

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ALUMINIUM KART COMPONENTS

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- Disc Carrier 30mm £2.80
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- 25mm or 1" HT 1m x 6m £9.00
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- Repair kit £3.80
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CHAIN

- Regina BC std. 35p per 1m £4.50
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- Link extractor, Renold £8.20
- Rivet link 35 pitch £0.10
- DID 219 HT chain £6.00

ELECTRON

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- Mag. Sprocket Carrier 25mm 1" or 30mm £7.75
- Mag. rear hub 25mm 1", 30mm £6.50
- Mag. front hub 15mm bg £7.80
- Mag. front wheel per 1/2 £7.00
- Mag. rear wheel per 1/2 £8.15

ENGINE SPARES

- IAME: Iron liner K88/K78 £23.65
- Iron liner TG14/SS20 £23.65
- Iron liner TG22/27 £33.03
- Iron liner K80TT £37.40
- Cyl. Complete TG14/SS £57.40
- Cyl. Complete TG22/27 £72.00
- Cyl. Complete K88/78 £57.50
- Cyl. Complete K80TT £72.00
- Cyl. head TG/SS/T £28.00
- Cyl. head K78/80 £28.00
- Piston 3 port £5.10
- Piston TT Strengthened £6.42
- 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
- C Case complete K78/K80 £72.00
- C Case complete TT22/27 £72.00

Oil Seal K88

- £0.50
- Oil Seal Parilla or K80 £0.50
- Valve cover K78/80 £10.00
- Valve Cover SS/TT par. £10.00
- Rotary valve TG/SS/TT £3.91
- Rotary valve K88 £3.91
- Rotary valve K80 £3.91
- C'Shaft 1/2" sprocket side £22.70
- C'Shaft 1/2" mag. Side £22.70
- Komet £0.15
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- Parilla £0.15
- C'Shaft 1/2" mag. side £22.70
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- Small end washer, steel £0.20
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- Crank pin Komet £2.15
- All Keys £0.20
- Crankshaft nut, all £0.19
- Crankshaft Shim, all £0.18
- Gaskets, all £0.05

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- Mastra tyre gauge £9.50

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- Motoplant, Class 1 £27.00
- Motoplant coil £10.70
- Dial gauge £9.60
- Extension £2.00

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- 10mm T bar socket £2.75
- 13mm T bar socket £4.75
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- Motoplant puller £2.70
- Motoplant holder £1.50
- Gudgeon pin extractor £5.15
- Degree wheel £19.25
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EQUIPMENT BAG

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- Tank strap £1.50

LUBRICANTS

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- FP90 £0.70
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- Cable adjuster £0.20
- Hermetite instant gasket £1.60
- Hermetite heat paint £1.50
- Numbers, black, white 0-9 £0.09
- Cronus stop-watch £22.00
- Electronic £4.80
- Kart model kit, Yamaha £1.10
- Petrol filter in-line £22.00
- Uni. wheel balancer £22.00

PLASTICS

- Number plates, 100cc all colours £0.27
- Number plates, 250cc £0.66
- Chain guard strip 100cc £0.35
- Tillotson filter £1.00
- Engine finger guard £0.70
- Comb. side/engine guard £1.35
- Steering bush 5/8" & 3/4" £0.90
- Wet box with choke £6.00

PLUGS

- Motocraft AG403/603 £0.85
- NFK B8EV/B9EV £1.50
- Plug cap rubber £0.60

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- Proective wet suit £15.00
- Racing boots £12.50
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- Bell Star 2 helmet £65.00
- Bell Visor £3.00
- Simpson Visor £3.00
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- 52-80T sprocket 35pi £2.65
- 70-94T sprocket 219pi £2.65
- 8/9/10T 35p eng. sprocket £3.40
- 10/11T engine sprocket £4.60

TYRES

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- Rear tube 600 x 5 £4.50
- German Goodyear tyres: 11-350x5slic £6.90
- 11-450x5 slick RAC £8.00
- 11-600x5 slick CODED £8.80
- Carlisle Slick tyres: 11-350x5 £10.10
- 11-450x5 RAC £10.40
- 11-600x5 CODED £12.48
- Carlisle wet tyres: 11-350x5 fine cut £11.35
- 11-450x5 pattern £12.80
- 11-600x5 £14.46

BRIDGESTONE TYRES

- Slick 450 x YBE CIK £15.00
- Slick 710 x YBE CIK £17.50
- Slick 750 x YBE CIK £21.00
- Wet 450 x YBF CIK £20.00
- Wet 600 x YBF CIK £22.00
- Dunlop tyres: Slick 450 x K1 CIK £18.00
- Slick 710 x K2 CIK £21.00
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WHEELS & ACCESSORIES

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- 5 x 2 1/2 £1.85
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- 5 x 2 1/2 £1.85
- 5 x 3 £2.20
- 5 x 4 £2.50
- 5 x 5 £2.50
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- Crank 1/2 mg. side £20.24
- Crank pin £2.12
- Crank nylon stuffers £0.50
- Valve locator £4.60
- Con rod £12.14

As you all now know, the 135 class has become officially recognised in the UK with the announcement that the 1982 Green Man Championship will only be open to 135's. After all the criticism that the Editor and myself have levelled at the 135 class, you may think it strange that we are both now in full support of 135 in the UK, but the reasons for our about-turn are I hope quite logical.

In the early days, before the 1981 World Championship, I was convinced, and still am to a certain extent, that the 100cc International class provided good close competitive racing and did not need to be changed for change's sake. However, with the success of Parma and the general acceptance thereby of the 135 class, the writing is now on the wall, and if other countries are going to adopt 135's Britain cannot afford to sit on the fence and get left behind. We must get on the bandwagon now, to remain competitive in 1983, when it seems 135 will be generally accepted as the class under which the European individual and team events will be run, as well as the World Championships.

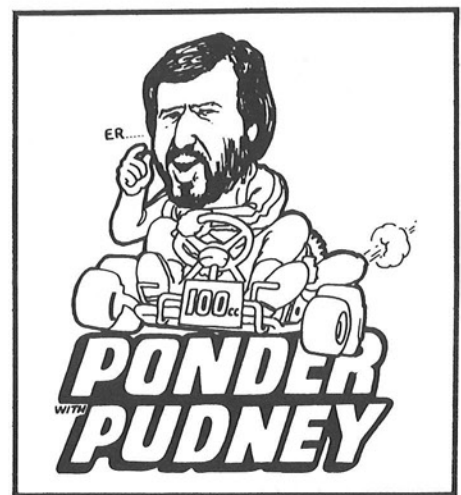
When I travelled up to Three Sisters for the final round of the Green Man, I was undecided as to whether the 1982 Championship would be best run as 100 or 135cc. By the end of the day I was totally convinced that 135 was the way to go. More competitors than I expected said they would go 135 and as we talked, I realised that even those who were against the class would probably be persuaded to take part when they realised that 135 was "fait accompli" and would not basically be much, or any, more expensive. I have also had a sneaking feeling that 100 International racing has been getting a bit stale, with very little change of face and a gradual reduction in entries. Now that it would seem that international class type tyres are going to be at the fore in 100 National, I could also see a reduction in the gap between the two classes, resulting in a still further weakening of 100 International. When Harry Alcorn, the new and very, very generous sponsor of 1982's Green Man series, and Paul Fletcher told me they would only support the 1982 Green Man if it was for 135's, then my mind was totally made up.

After the prize giving, Peter Wardle convened a meeting for all the international drivers and interested parties to discuss the adoption of 135. Considering the meeting was completely impromptu it was easily the most orderly one I have ever attended. Everybody had a chance to have their say, nobody interrupted, points were put over clearly and although there was obvious disagreement between some parties, the whole thing was conducted in a most orderly and polite manner. Congratulations to all present.

It's a strange coincidence that the new sponsor of the 1982 Green Man series, Harry Alcorn - Stansted Motor Co. - is also a Fiat and Lancia dealer like myself, although I believe that Harry plans to promote the Renault side of his business more than Fiat/Lancia - which suits me!!! Someone recently said "why are you so enthusiastic about promoting someone who may take business away from you?" My reply is that Harry is likely to be the best thing to hit top class 100cc karting for years, and far be it for me to discourage him. Harry's contribution, or should I say Stansted's contribution, to the 1982 series is incredibly generous and will make the series the most prestigious ever contested by the International brigade in the UK.

Of course Harry's son John's involvement in 100 International was the catalyst which sparked off the Stansted Motor Co. involvement, so will it sound too much like a deliberate crawl if I say that young John is reckoned by me to be one of the best new prospects in

100 International, set to surprise us all in 1982. If I were to tell you that John is currently being "coached" by Terry Fullerton on a regular basis and is off to Hong Kong to pick up some international experience, you will probably understand why I reckon he is a hot prospect. Just look how Ashley Sparks and Graham Waldron have shot to prominence - the previous two pupils at the "T.F. School of Motoring" ...



And so back to Parma and the World Championships. I have often been critical of the British Team Manager in the past, but as time has gone on have come to realise what a grotty, time consuming, thankless job it really is. For this reason I am rather penitent about some of the criticisms I levelled at Mason Minns when he was manager, and appreciate just what a good job his successor Tony Temple does. Despite his diminutive height, Tony is much respected and really has his finger on the pulse of what is going on, with an ability to sort out the complicated jargon which is the CIK rule book. When Grana had one of his brainwaves early on in practice and decided he was going to do away with team managers, or coaches as the continentals prefer to call them, Tony was quick to organise a delegation of the other managers to stop him. As Grana was way outside the rules, it was not too difficult, but you

Mason Minns in discussion with various other CIK personnel. . .



may be interested to hear that part of the "Grana Master Plan" appears to exclude "coaches" from future World Championships, because "World Championships are for individuals, not teams and they therefore don't need team managers." I can see a lot of opposition to that idea from all over Europe! On the other hand it was interesting to note that Grana was quick to approach the team managers to ask them to encourage their drivers to take part in the non-qualifier's supporting race to the Champs, when he thought he would be short of entries ... If he had made public just how fabulous were the prizes to be won I expect the supporting race would have been oversubscribed. As it was, it was rather a flop.

It was good for Tony and us Brits to have Mason Minns in attendance as a CIK Steward, although he officially represents South Africa on the CIK. (An Australian, living in the UK, representing South Africa in Italy - work that one out!) Anyway, having Mason about was a bit like having a "Mole" in the enemy camp, and I know it gave Tony Temple some relief to know that there was someone on "our side" to keep an eye out for any FIK "blind eyes" or fiddles. Mason to me is becoming more and more the "wise old man" of karting - it was interesting to see the obvious respect and deference accorded to him by the other CIK delegates. Just before the first heat he could be seen giving a "we're all in this together" talk to the other CIK delegates and officials in an effort to cut back on special favours to Italian drivers and such like ...

During the early stages of that first heat, someone lost a wheel which bounded over towards myself and Mason at some considerable velocity. I was chicken and passed up the opportunity of stopping, but Mason bravely stuck a foot out which the tyre and wheel duly hit, bouncing high up in the air before being neatly caught by M.M. I almost expected him to dig his heel in the ground and call "Mark"! Anyway, he calmly put the wheel down and walked away. When he reached me I said "didn't that hurt Mason? You're not limping", to which he replied "too ... right it hurt, but I'm not going to show that lot (the Italian crowd) how much, am I!!!"



As has been reported previously, Tony Temple was the victim of a nasty traffic accident the night before the finals, when he was bowled over by a car. Tony was very lucky to get away with a severe bruising and various cuts and lacerations - perhaps being "relaxed" when the car hit him helped! However, after a night in hospital Tony was back at the circuit the following day - though looking very much the worse for wear. Speaking for the rest of the British contingent, there is no way any of us would have attempted to carry on had we taken the knock poor Tony did, and everyone was impressed by his sheer grit. In other circumstances it would be described as "Bravery above and beyond the call of duty" ...

continued . . .

It was interesting to see how the "stars" were entrenched in the pits at Parma. Mike Wilson was in a caravan at the back of the pits completely cut off from any intruders. There was no chance of a quick look at his works Birel set up, except when the kart was brought up to the grid for the heats. Even then it was covered up. During practice it was carried over and Mike immediately pushed off with hardly time for a glance from prying eyes.

The DAP pit with Da Silva was strangely more open, though hardly encouraging visitors, but what made me laugh was the Da Silva superstar walkaway. He would swoop into the pits after one or two laps of practice and almost before the kart had come to a halt would be walking away, leaving his abandoned machine to the mechanics without a backward glance and never a word ...

T.F. was on his own, away from everybody and didn't exactly encourage visitors. As a French reporter put it, "I no see Fullerton — he frightens me!" As for Peter de Bruyn, he erected himself in a fully enclosed tent right in the middle of the covered pits, close to the French contingent, presumably because of his new allegiance to the French tuner Marachel. My already high estimation of de Bruyn went up a few more notches, not just because of his quite superb drives through the field in the finals, but because of his quietly philosophical acceptance of the loss of his World title. No tears, no emotion, no heart rending scenes — just that well known smile.

I cannot let any mention of Parma go by without saying how impressive Simon Wright was.

To make the World Championship finals is quite an achievement at any time, but Simon really impressed with his grit and determination, especially when you remember he was driving a chassis and engine neither of which he was familiar with. He fought for every inch in the first final and then was absolutely poleaxed in the accident at the beginning of the second, but still soldiered on. In that accident Simon's kart was quite badly bent, so it was whipped away for repairs by his hard working mechanics. However, officials looked like getting things reorganised for a restart too quickly and as Simon's kart was still not ready, "the great crash helmet theft" was organised. As Simon obviously couldn't restart without a helmet (which had been taken off while he lay injured on the track) this was the excuse given for delaying the start, rather than the fact that the kart simply wasn't ready — which officials would probably have ignored as Simon's not Italian!! So a loudspeaker announcement went out asking if anyone knew where the helmet was. A portion of the crowd, who had seen the helmet carried away with Simon's kart, tried to help by telling us where it was — which resulted in frantic signs from myself and Tony Temple indicating we didn't really want to know! The bluff worked in the end, and Simon's kart was finished just as we "found" his helmet ...

As has oft been reported, the starter at Parma, Riva, enjoys a status approaching homage. At the major Italian meetings he always officiates, and although he was calmer this year than he usually is at Jesolo (where he spends much of his time standing on the racing line — actually on the track, waving flags under people's noses), the fact is he is an appalling starter. As someone said, "that man couldn't get four horses out of the stalls at Epsom together". All the starts at Parma were bad. Some were terrible, some were appalling.

There were numerous pile-ups and it was by great good fortune that no one was severely injured. Part of the problem, to be fair, were the rows of cones put along the track to separate the two lines of karts in the rolling laps which people kept clipping. The other main problem was that the start is much too close to the exit from a very slow corner, from which everyone accelerates flat out on every rolling lap just in case there is a start. As far as I am concerned the start should be moved to the back straight and Riva the starter should be retired ... Sid Harris would do a far better job, but I can't somehow see Grana agreeing to that!

One of the great thrills I have got this year out of karting, was to give the 1981 Golden Helmet award to Nigel Edwards after the final round of the K & S Championship. The ovation Nigel got when his name was announced and the unconcealed joy of his family and friends made it all worthwhile to me. I am pleased to say that Pudney & Sims will be continuing the award next year, though how anyone is going to follow two of the nicest guys in karting — Nigel this year and Gary Prior last year — Lord alone knows. Incidentally Nigel, the helmet's coming, honest!

The other thrill I had recently was to be at Three Sisters to not only see the Final Green Man round won eventually by the ever popular Biff Harris, but even more so the Junior Britain Final, which was one of the all time greatest and cleanest races I have ever seen. I hope that Martin Prior, the eventual winner, will cherish the memory of that race — I know his Dad, who was shedding tears of excitement and emotion, certainly will ... I will too.

John Pudney

CLUB SCENE

250 International

The final in the class promised to be exciting as fortunes were mixed in the heats. Bevan Fraser (the new 250 Scottish Champion), Ray Gallant and Ian Grant each won a heat while Rob Mitchell had a consistent three seconds behind them. In the final, completing lap 1 in the lead off pole, was Rob Mitchell, with Grant, Fraser, Cook and Gallant screaming up behind him.

The track had been drying out, but the heavens opened again and the karts sent a spray of water behind them, making passing hazardous. We lost Gallant as he slithered off the track at the left hander. Fraser began to drop through the field as he had opted for dry tyres. Lap 7 and Cook took Grant for second, on lap 8 had taken the lead as Mitchell came to grief in a shower of spray, but kept it going to rejoin in third spot. Lap 9, Grant got the bit between his teeth and flew past Cook. Grant had Cook hassling him to the last lap, and with 200 yards to go to the chequered flag, Cook nipped past Grant as they sped into Caravan Corner. Grant spun, allowing Mitchell to nip through as well. Grant recovered to take the last corner and the flag in third spot.

210 National

The 210 drivers had also mixed fortunes in their heats with a different winner each time. Sandy Pratt, Les Campbell and Russell Moir were the leaders, with Peter White and Alistair Baillie always in contention. Sandy Pratt took the lead off the grid but by lap 2 had been relegated to second as Peter White moved into the lead. Campbell was third and Moir fourth. The



rain drove against them as they slithered and slid round the track. The first four held these positions until lap 12 when Campbell, after several attempts, took Pratt for second and that's how they remained for three laps and the flag: White, Campbell, Pratt and Moir.

100 National

Andrew Buchan, who so narrowly missed being Scottish Champion in this class, had two firsts and a second. Andrew Graham had a first and two seconds. Pete Cartwright, Tim Mason and Niall Smith shared other top places. Buchan

took an immediate lead off pole position with Graham, Cartwright, Smith, Mason and Seales jockeying for position behind. Buchan opened up a good lead which he held to the flag. Graham held off all challenges to finish second. They became rather spread out round the track after that and the weather was miserable. Cartwright and Seales had a good close race, finishing third and fourth respectively.

Noir (10), Pratt (40) and Bett (4) in close formation during the 210 racing. (Photo: A.G. Henderson)

Fulbeck

25th October 1981

A large entry as usual for this month's meeting. The weather was a bit mixed but most races were run on slicks. The only problem was trying to get the meeting over before it became dark — therefore only two heats per class were run. The prize giving was held under van lights with Nigel Edwards presenting the trophies.

Junior Britain

In heat one Steve Key had a flag to flag victory with Scott Banks finishing a close second and Patrick Walsh was third. In heat two, Mark Faulder led the field for the first lap but was then taken by Patrick Walsh. Steven Key was lying third but was close behind Faulder and by lap eight Key had taken over second spot with Faulder being relegated to third. These were the positions at the chequered flag.

On to the final and it was Scott Banks who was first away and by the fourth lap had a seven second lead. But his luck wasn't there, as he spun out on pits corner later on in the race. He did restart, but it was with the aid of a pusher and he was therefore disqualified. Mark Faulder took over the lead and soon pulled away from the rest of the field to take the chequered flag. Patrick Walsh was some five seconds behind him finishing second with Steve Key a distant third. Congratulations must be given to Mark Faulder for a terrific race as he is just off his novice plates.

Junior National

Only a small entry for this class but the racing was quite good. Steve Brogan was the winner of both heats with Adam Moody finishing behind him on both occasions. The third place lads were Phillip Woolley and Darren Scott. In the



final Adam Moody was first away with Steve Brogan right behind him, but Brogan tried a bit too hard and spun out on lap two. Phillip Woolley was up into second and closing on Moody, and soon got him but Moody was on his bumper right till the chequered flag. Darren Scott finished a distant third.

Senior Britain

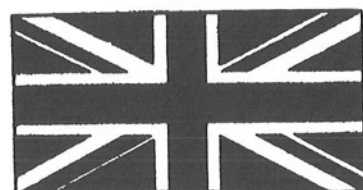
Andrew Wood had a flag to flag victory in heat one. Battling for second spot were Dave Bunn and Chris Burns with Bunn eventually getting the better of Burns. Heat two was led by Mark Wilkinson but by lap nine Burns had taken his place and Mark had to settle for second place, third home was Tim Pell with Dave Bunn coming home in fourth. In the final Chris Burns

Brian Borwell leads eventual 125 National winner Wayne Sandford. (Photo: J. Marshall)

was first away, but then he crashed at the first chicane. Andrew Wood took over the lead with Philip Hogg some three seconds behind. Then Andrew spun out on lap nine, so Hogg kept the lead right to the end of the race. Second place went to Dave Bunn with novice driver Kevin Rowland finishing a very close third. Fourth man home was Phil Lumb.

100 National

Kevin Warner was the early leader of heat one but he was then black flagged for having a bent stub axle. Derek Higgins took his place which



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CLUB SCENE

continued . . .

100 National	
1st G. Prior	Cobra/Arrow
2nd K. Summerhill	Le Spectre/Arrow
3rd J. Spencer	Lane/Parilla

100 International	
1st B. Harris	DAP/DAP
2nd J. Herbert	Cobra/Arrow
3rd M. Pike	

125 National & 250 International	
1st Le Moigne	Barlotti/Rotax
2nd N. Mahy	Sprint/Yamaha
3rd C. Philips	Star/Yamaha

A Presentation Dinner was held in the Wayside Hotel where the teams' winning cheques and trophies were presented by the sponsors of the two day event.

Joan Hunnisett

Golspie

The rain in Spain stays mainly in the plain, but in Sutherland last week, the Littleferry circuit came in for its fair share and after such a good day for the finals of the Scottish Championships, one might be forgiven for having a feeling of anti-climax.

Many of the "weel Kent faces" from further south were much later in arriving and indeed some were conspicuous by their absence. For those who did brave the elements, it was wet tyres, wet suits and whirly visors. It was most heartening to see quite a few of our hardy supporters, albeit crouching behind the wind-break, they are the people that make it all worthwhile. Had two more spectators managed to squeeze into the commentary box, an entry in the Guinness Book of Records would have been in order. Enough of this gay (shall I rephrase that?) banter.

Class 100 Junior National

There were only six starters in this class and remember they are all growing up and we don't see any new faces joining the ranks. The first heat was an unfortunate one for Alistair Allan who miscounted the laps, pulling into the pits just before the flag on the last lap, allowing the rest of the field through before he remedied his mistake, roared back out and crossed the line. However the day ended on a happier note as he finished third behind Brian Ewing and Colin Bird who were first and second for the day.

Class 100 Junior Britain

With falling rain and falling grids we saw only four starters in this class. Brian Tewnion, Alan Innes, Gary Cromer and the hardy lad himself, Ali Polson from Golspie, who as usual was racing in two classes. The heats were fast and furious, the wet track posing no problems for these lads. The final however developed into two separate battles, one between Brian Tewnion and Gary Cromer for first place, the other between Ali Polson and Alan Innes for third place. The first pair pulled steadily away from the others in their own private duel, Gary pressed all the way by Brian Tewnion, crossed the line first with Brian second, Ali third and Alan very close behind.

Class 100 National

Even this well patronised class was only a

shadow of its normal strength. One new face to this class did appear however, driving a kart borrowed from no less a person than Kevin Doherty and flashing his winning smile right round the circuit. No prizes for guessing it was Sandy Taylor, the new Scottish Class 125 Champion.

A very determined person in the shape of Sam Brown from The Granite City made sure that Sandy had to keep his wits about him. Young Niall Smith from Cruden Bay was no slouch and Pete Cartwright from Thornhill was a worthy third place winner in the final, in front of Niall in fourth place. Sandy Taylor took first place in front of Sam Brown after some very fine racing indeed. A late effort on the part of Johnny Lowe from Lairg, just failed to wrest fourth place from Niall Smith as they crossed the line neck and neck.

Class 125 National

With the absence of Sandy Taylor, who was racing in the 100 National Class, the outcome of this event was anybody's guess. Ian Pratt from Inverurie started the day very well, coming first in the first heat against such stalwarts as Roy McQueen, Peter Gray and that up and coming driver from Inverness, Alex Pettigrew.

In the first heat Alex decided that the grass on the outer edge of the hairpin was too long and proceeded to put the matter right. He never slackened but kept his pedal to the metal and managed to fight his way back to fourth position by the finish of the heat.

It was the final that was the show-stopper however, with only four laps to go, three seconds covered the first three drivers. No disgrace to Ian Pratt and Paul Williamson to come second and third behind Alex Pettigrew, a man really on his form. Well done Alex.

Class 210 National and 250 International

Again a very small field in both classes meant they were fielded together. Bevan Fraser, now sporting No. 5 as the new Scottish 250 Champion, got a bit exuberant in the first heat, leaving the circuit sideways at great speed. Keeping his toe firmly down he described 360 degrees, rejoined the track and finished an incredible second, behind Robert Mitchell of Alford. Robert, now having got the taste of success, decided that first was the place for him and took that position in all the heats and the final. Roy Gallant didn't do quite so well in the heats, but despite spinning off in the final, he came back to take second place just in front of Bevan Fraser. Local lad Bevan had a nasty moment at the start of the final. Seeing a gap between two karts down the straight, he tried to pass between them. Wheels touched on both sides and Bevan was lifted clear of the track. He managed to keep control and was none the worse for his close encounter.

The 210 Nationals, with a field of three, became more depleted as the day progressed, and it was left to Ian Pratt who was also racing in the 125's to cross the line between the first and second men in the 250 Internationals to take first place in the 210 Nationals. All very confusing.

Well, that just about wraps it up for another season. I've no doubt there will be a few people saying '... if only ...' but we had the finals of the Northern Championships and the Scottish Championship Finals.

If only we had the British Fin ... Sorry. Hope to see you all next season.

C.L. Baird

Boyndie

20th September

The September meeting at Boyndie had a lower number of entries than usual, probably due to the fact that the Scottish Championships had been held the week before. Despite the low numbers the racing was most enjoyable to watch. There was a force 10 gale blowing, the track was awash the whole afternoon, and our thanks must go to all Club officials and marshalls who braved the elements all through the meeting!!

100 Junior Britain

Stephen Mitchell seemed to be quite at home on the rain sodden track as he won two of the heats and had a second in the third heat. Brian Tewnion, Brian Ross and Alan Innes put up a good display as well, finishing in the first three. Mitchell took an immediate lead off the grid with Tewnion, Ross and Innes following. Tewnion repeatedly challenged for first place but was in a tricky position as Ross was stuck to his tail ready to snatch second spot. These four weaved nose to tail as the laps rolled past. On the third last lap, Ross succeeded in getting second place and incredibly slipped into the lead as Mitchell slid wide round the pits corner in a spray of water. And so it was to the flag: Ross, Mitchell, Innes and Tewnion.

100 Junior National

Competition was fierce in this class with Brian Ewing winning two heats and Michael Barron winning one. Close in contention and sharing top places were Alistair Allan, Andrew McLean, Kevin Docherty and Colin Bird. As the flag dropped, McLean and Barron lead the pack up the straight. It was Barron who emerged in the lead from the hairpin with McLean, Docherty, Ewing, Allan and Main behind. On lap 4 the first four were nose to tail. After several attempts McLean took the lead and Ewing moved up to third spot, and two laps further on he was second. Ewing set about McLean and as they came out of the hairpin, Ewing took the inside line for the left hander and took the lead. Barron took McLean as they went up the straight but unluckily spun off at the hairpin in the treacherous conditions. They held these places to the flag: Ewing, McLean, Docherty and Bird.

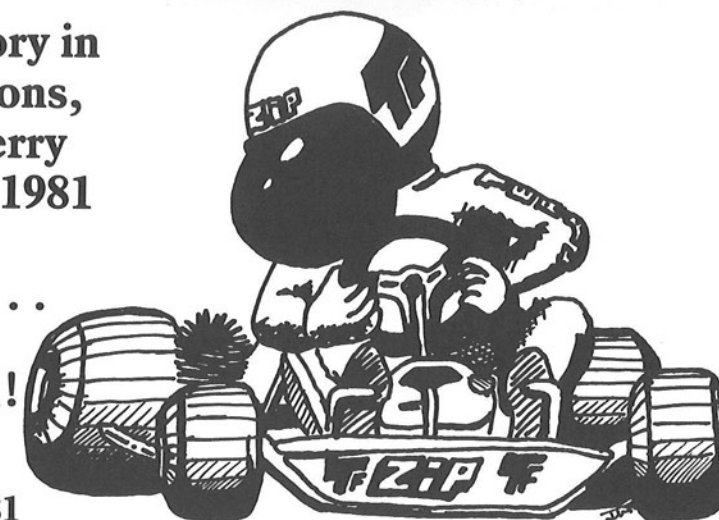
125 National

Ian Pratt claimed two of the three heats while Colin McGuinness won the third. Other top places were taken by Peter Gray and Neil Cormack (a novice driver, normally in the pits as mechanic and pusher) who showed us he can drive 'em as well as fix 'em. In the final, Williamson was getting the "hang" of his newly acquired 125 (it won the Scottish Championship the week before) and he stormed into the lead, Cormack headed after him in second, hotly pursued by Falconer, Pratt, McGuinness and Palmer. Lap 2 and McGuinness did a flier round the outside line at the hairpin, slotting into third place. He then set about Cormack who certainly could not be caught as he flew up the straight, lap after lap. A few laps on and as McGuinness was passing Cormack, Cormack left the track but recovered and returned in fifth spot. Williamson meanwhile had shown a clear pair of wheels and was powering round the circuit increasing his lead. He took the chequered flag, with McGuinness second, Pratt third, and Cormack claiming fourth.

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Guernsey

19th & 20th September

Hillclimb: Le Val des Terras, St. Peter Port,
Saturday 19th September.

Wet weather on Saturday made sure there
were no records broken — by the beginning of
the first timed runs it had begun to drizzle,
never to cease till late afternoon. At times it
poured ...

Fastest overall time of the day went to
Junior National Piers Hunnisett who went up in
34.37 seconds on his first timed run. Later in
the day when conditions worsened, he managed
42.50 seconds for third fastest of the day, just
behind Internationals Biff Harris 40.93 seconds
and John Herbert 41.85 seconds.

Junior National

Practice runs in the dry, although damp,
patches under the trees.

First up the Hill, Jersey's M. Chevalier with
a time of 37.14 seconds which set a time to
beat in the first timed results. It had now
started to rain and the drivers were getting
concerned.

Next up was 11 year old Mathew Lowe, just
out of novice class. His time was a creditable
55.14 seconds. Hunnisett up next in 34.37, just
outside the Junior National record of 34.06.
The rain which was now falling steadily made
sure of no more fast runs.

100 National

With team racing the following day, a good
selection of drivers were on hand. Derek
Ozanne of Guernsey was lucky in that his first
timed run was in the dry (39.00 seconds) with
twenty or so drivers still to make the run, this
time was going to be very hard to beat. Steve
Tillett, the fastest National in practice (36.41
seconds), had no chance of improving on this
time, a 44.28 put him second.

To see Gary Prior on the hill was some-
thing — a 360° spin halfway up still got him up
there in 46.55 seconds! Other good times in
were 46.11 by L. Britten (RAF) and K.
Summerhill (Cardiff) 44.76.

100 International

Biff Harris took his first timed run of 40.93
seconds to take the class win. His practice was
35.57. John Herbert, first time up a hill, did a
creditable 41.85 into second place. Dave
Bynam of Guernsey came third with 43.00
seconds.

125 National

A small local entry, B. Le Moigne first with
55.99 seconds.

250 International

Another local entry, B. Turpin, having a go in
250 for the first time, found it a bit of a hand-
ful in the wet.

A good drive from A. Gallienne (49.78) put
him top of the class.

Over 50 karts took part, along with motor-
cycles/sidecars, racing cars, saloon, sports,
specials and sandracing cars. Karts were fastest!

Guernsey Track. Team Racing, Sunday 20th
September.

Heavy rain once again plagued the meeting just
as the day before at the Hill, but it did not
deter the enthusiasm and enjoyment of the
drivers.

Seven men teams from Cardiff, Eastbourne,
Guernsey and the Royal Air Force, all very



The "Eastbourne" team — back row, l to r:
Bill Sisley, Steve Tillett, John Harmer, Roger
Moth, Mike Ranger. Front row, l to r: John
Herbert, Gary Prior, Brian Magee.

Individual Racing in the afternoon, open to all
classes.

Junior National

Piers Hunnisett had a first heat win over Andre
Ozanne (Guernsey). Heat 2: Ozanne, a win
from M. Chevalier (Jersey), D. Shields
(England) came third.

Final: With Andre on pole with Piers along-
side, it was sure to be a battle, side by side into
the first bend, neither one giving way. Piers
held it round the corner, unfortunately Andre
went too wide. Piers held onto the lead which
he pulled out quite considerably. Second was
M. Chevalier, followed by D. Shields.

100 National

First heat went to J. Spencer, followed by K.
Summerhill and Bill Sisley.

Final had Gary on Pole, Cardiff drivers
K. Summerhill and J. Spencer hot on his tail,
but his consistency and speed won the day.

100 International

First heat was Biff Harris pressed by Malcolm
Pike and John Herbert, who drove a hard race
from back of grid.

Second heat again Biff with Guernsey man
Pike, followed by Herbert again.

Final: Biff on pole was away like a rocket
with Malcolm Pike pressing him hard for the
first few laps. John Herbert took on Pike,
passed him and with only five laps to go, had
no chance of catching Biff, who had by now
pulled out a good lead, even in the appalling
condition — the rain hadn't let up at all.

125 National & 250 International

A small entry for this class.

N. Mahy won first heat, second heat: Le
Moigne.

Final: First Moigne from N. Mahy.

Results:

157	Junior National	
168	1st P. Hunnisett	Kestrel/Arrow
186	2nd M. Chevalier	BM/Sirio
305	3rd D. Shields	Dart/Arrow

Teams

Guernsey	Cardiff
J. Thompson	K. Summerhill
D. Bynam	J. Spencer
B. Turpin	P. Jenkins
D. Hockaday	C. Bevery
M. Pike	P. Henderson
T. Eades	N. Smith
D. Peviam	B. Harris
Eastbourne	RAF
G. Prior	D. Clark
R. Moth	B. Hills
S. Tillett	C. Whibley
B. Sisley	C. Owen
J. Herbert	N. Nethaway
J. Harmer	G. Arnes
B. Magee	L. Britten

Final Points Total

1st	Eastbourne
2nd	Cardiff
3rd	Guernsey
4th	RAF

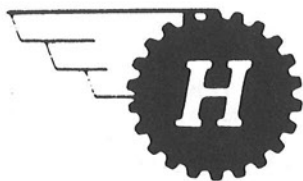


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1st Steve Dart Kimbolton 13.9.81
1st Steve Brogan Rye House 6.9.81
1st Steve Dart Kimbolton 11.10.81
1st Steve Brogan Fulbeck 27.9.81

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Eventual winner Ball harries the on-form Owen Jones (93) in the mid-stages of the final.

Ball Bounces Back...

Superb tactical drive nets John Ball his third win. Kerkhoven second from a rapid Jones. Collard takes another 250 National win. Longden gets an overdue 210 win and Ziemelis romps away with the 125 race.

Report: Mike Smith
Photos: Roger Calvert

The on . . . off . . . on Donington meeting finally came to fruition on Sunday October 18th, when the Blackpool and Fylde Club organised the event which was jointly sponsored by DMA Racing and Tudor Rose Vehicle Rentals. Some sixteen other concerns associated with the sport had also generously donated towards the trophies.

As always at the very popular Derbyshire circuit, a good entry was listed and it was good to see some twenty five 250 Nationals present, a healthy increase over recent meetings. The weather was reasonably kind — sunny if a little cool — the early damp sections soon drying to give good racing conditions.

The pit scene was little changed, most of the established names running their usual equipment. John Ball's recent successes had at last brought the hitherto privateer some welcome, albeit temporary assistance. Vehicle importers, FSO Cars, had come up with a two-meeting deal for John and his Zip was suitably adorned with their logo. A more obvious recent addition to the Ball camp was a smartly liveried transporter, (courtesy Baldocks of Bletchley) — nice to see recent efforts rewarded. Chris Lambden was enjoying the day from the other side of the fence, the British Champion still not sufficiently recovered from his Cadwell shunt to get behind the wheel again.

New 210 British Champion John Newton was having a taste of 125 racing, behind the wheel of the Zip/Rotax of Merlins' Roy Woodbridge. Roy in turn was out on the Magnum of Paul Molloy, and it was a case of acclimatisation for both drivers.

Despite the cost of racing at all levels it was interesting to hear one or two well-known names from the classes contemplating a move to Superkarts next season — Giles Butterfield from the 210 ranks already having made the move.

Each driver was to have, hopefully, three heats instead of the usual two. These were scheduled for six laps with an eight lap qualifier for the Superkarts followed by ten lap finals. However, what was thought to be a short inspection by the circuit owner, Tom Wheatcroft, turned out to be a lengthy parade of immaculate motorcycles in the hands of Donington 100 club members. The resultant delay left the organisers little choice but to reduce the last five heats to four laps and combine the 250 qualifier with the 250 National final and run this over ten laps. . .

Longden at Last

With John Newton running in the 125's the name of Bill Longden immediately came to mind when thinking of a challenger for expected front runner Mike Gardiner. In the first Villiers heat it was indeed the Mansfield driver's Barlotti second to the Zip/APV of Gardiner. Geoff Upton (Barlotti/Manx Upton) was third from Alan Ogden (Barlotti/Villiers) and Barry Yallop (Barlotti/Upton). The second heat was the property of Longden with Gardiner dropping out with a sick motor but not before setting the fastest lap of the heat. Martyn Wall (Zip/Villiers) was second with Graham Hemes (Barlotti/

Upton), Richard Boston (Zip/Upton) and Ogden next to finish.

The last heat was of only four laps but Gardiner still had time to work his way through from the back to take second behind, you've guessed it, Bill Longden. Derek Avery (Zip/Villiers) was third with Phil Hemes (Barlotti/HTV) and Boston following.

The ten lap final saw Longden on pole with Gardiner back on the fourth row. At the green light Longden was first away and led the pack into Redgate for the first time. One lap completed and Gardiner was already tucked into second spot behind Longden and the prospect of a two-way battle was very evident. Geoff Upton, Phil Hemes, Derek Avery, Barry Yallop and Graham Hemes were all in close formation behind the leading pair. At the end of three tours the two leaders had opened up a gap from Upton who was still in charge of the rest. The fourth and fifth laps saw the leaders advantage increase with Phil Hemes now ahead of Upton and brother Graham chasing hard in fifth spot.

Six laps gone and Gardiner now seemed down on power with his second motor, and Longden was able to leave the GP winner in a lonely but safe second place. The field was now well spread out and after two more laps Longden was encountering back-markers as he put more distance between himself and Gardiner. Next came the Hemes brothers with Phil elevated to third after the departure of Upton. Alan Ogden was still a comfortable fifth ahead of the rest. The last two tours provided little drama for the front five and at the flag it was Longden, a long way ahead of second placed Gardiner with Phil Hemes a very comfortable third.

1st	Bill Longden	Barlotti/Longtune Villiers
2nd	Mike Gardiner	Zip/APV
3rd	Phil Hemes	Barlotti/HTV
4th	Graham Hemes	Barlotti/Upton
5th	Alan Ogden	Barlotti/Villiers
Fastest lap: Bill Longden 1m 26.06s (81.37mph)		

210 'GP' man Gardiner had to give best to Bill Longden (56) this time (below). British 250 National Champion Collard however, had no difficulty in taking that final (bottom).





continued . . .

Collard's Canter

With an upsurge in numbers the single cylinder 250 exponents enjoyed the luxury of their own heats with British Champion Alan Collard and Grand Prix winner Mark Newby dominating all three.

The first six lapper saw these two constantly swapping positions with Collard (Bartolotti/Yamaha) just getting the flag from Newby's Zip/Yamaha. Eddie Cortijo (Lynx/KTM) was a long way adrift in third with Pete Dedman (CCM Zip/CCM Yamaha) fourth and Bob Phair (Aero/Anti) fifth. The second heat was another win for Collard after early challenger Newby lost it all in a spin at the Park chicane. However, Mark got it together again and began picking up places rapidly to finally come home fifth. Kenny Homer (Bartolotti/Bultaco) was second, the KAT of Tony Scottern third and Dedman again fourth. Cortijo actually crossed the line in second place but was excluded from the results after being spotted with all four wheels on the grass at the start! The third heat, of four laps only, was a win for Newby with Collard having to settle for second. Scottern, Homer and a better behaved Cortijo took the next three places.

The final was run with the Superkart 'B' final and became a somewhat confusing affair to follow very closely. Alan Collard however, could clearly be seen in the lead at the end of lap one and although Tony Scottern briefly took command for the second circuit Collard was having none of it and by the end of the third the Weymouth driver was back at the helm. Cortijo, Dedman and Homer were in line astern but posing no real threat to the leaders. Newby was down in seventh spot but chasing hard. By half distance Collard had consolidated his lead and the singles and twins were well and truly mixed with commentators and lap scorers needing eyes in all manner of places!

Collard's vision however, was clear enough and he had no real problems in contemplating the remaining distance to bring the No. 1 plates home first. Newby had continued his steady progress and just failed to snatch second place from Scottern in a last mad dash for the line. Cortijo had a steady drive for fourth with Homer fifth.

1st	Alan Collard	Bartolotti/Yamaha
2nd	Tony Scottern	KAT/Yamaha
3rd	Mark Newby	Zip/Yamaha

Fastest lap: Alan Collard 1m 23.9s (83.98mph)

Stuart Who?

With a good entry of about fifty drivers, the 125 class was also to be dominated by two names; Stuart Ziemelis (Aero/Haywood Rotax) and Brian Hill (Zip/Rotax). The first heat was stopped after four laps when Wigan Kart Centre

driver Malcolm Meadows was involved in an incident around Coppice and required medical attention. Malcolm was removed to intensive care at Derby Royal Infirmary with chest and stomach injuries. A sad way for a race to end. The result was declared as at the end of four laps with Ziemelis first from Derek Price (Zip/Rotax), Brian Hill third, John Hughes (Dale/CTB Rotax) fourth and Les Cooper (Dino/Rotax) fifth.

The second six lapper saw Brian Hill take over from John Hughes on the second lap and hold the lead for the remaining distance. Ziemelis, charging through from a rear grid position, had second by the close with Mike Doble (Zip/Rotax) third. Price was fourth with Stephen Cowards' Air Kilroe outfit sixth and Hughes slipping down to seventh.

The third and last heat was of only four laps but proved long enough for Hill and Ziemelis to work their way through to first and second places demoting early leader Roy Wooldridge aboard the Molloy Magnum to third. Hughes and Price were next.

The grid for the ten lap final had Brian Hill on pole position with Ziemelis, Price and Hughes sharing the front row. British Champion Wooldridge was on the fifth row along with GP winner Stephen Coward.

Following his success at Cadwell and the RAC Short Circuit Championships, Ziemelis was certainly the form horse. It took him no time at all to confirm this as he immediately pushed the Haywood tuned Aero/Rotax to the front, a position he held for the full ten laps. Brian Hill disappeared after only two circuits leaving Derek Price, John Hughes, Les Cooper and Stephen Coward to fight for the places. By half distance Ziemelis was looking very comfortable with a clear track ahead of him and no apparent threat from behind. The chasing group was led by Cooper from Colin Mills, Coward, Hughes, Doble and Glendenning with Price leaving the fray on the seventh lap.

Lap eight and Coward ended his challenge at the chicane with a seized gearbox, scattering marker cones as he spun to a halt. This lap also saw the demise of Cooper and as they went into the ninth Mills led the rest from Hughes, Doble,

Easy winner Ziemelis (27) blasts off the line and into an immediate lead in the 125 final.

Glendenning and Jeff Johnson now joining in the battle for places.

The tenth and final lap, and with Ziemelis just 1.95 miles away from victory Mike Doble had got in front of Hughes, Mills and Glendenning. These four were pretty close with Hermite Zip driver Simon Mercer now holding sixth just ahead of Johnson. That was how things were at the flag with Stuart Ziemelis stamping his authority on the class with a fine win.

1st	Stuart Ziemelis	Aero/Haywood Rotax
2nd	Mike Doble	Zip/Rotax
3rd	John Hughes	Dale/CTB Rotax
4th	Colin Mills	Zip/Rotax
5th	Keith Glendenning	Zip/Merlin Rotax

Fastest lap: Stuart Ziemelis 1m 23.6s (84.29mph)

Ball Rolls On

Mention karts in my North Eastern abode and the question often is; "Do you mean those GO-KARTS?" Mention the same subject at Donington or any other regular venue and it's a dash to the best possible vantage point to catch the leaders screaming off the line at the start, especially when Superkarts are on the grid. Yes, they certainly do go! . . .

Sunday, October 18th was to be no exception and we were treated to some excellent high speed racing throughout the afternoon. The first six lap heat had the 'E' plated RKR Zip/Rotax of Rob Kerkhoven first over the line after early pace-setter Dave Buttigieg (Hermetite Zip/Zip Rotax) sensed primary gear problems and settled for second. Paul Elmore (AK Dino/Yamaha) was third ahead of Derek Rodgers and Martin Poole.

The second heat produced a win for the much improved Owen Jones (CTRP/Rotax)

Midfield Superkart battle involved Chris Mason (13) and 'Master-Plan' exponent Drew Liddle (36) . . .



THE TRADE PAGE

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12: **FENDING ARMS.** One on each side of the AGRO-KART — hydraulically operated, ideal for pushing off any kart foolish enough to try and pass.

13: **OIL SPRAY.** Sprays fine oil onto the track behind, sending the opposition spinning off. The special oil evaporates within 30 seconds, so the AGRO-KART never slides off on its own oil.

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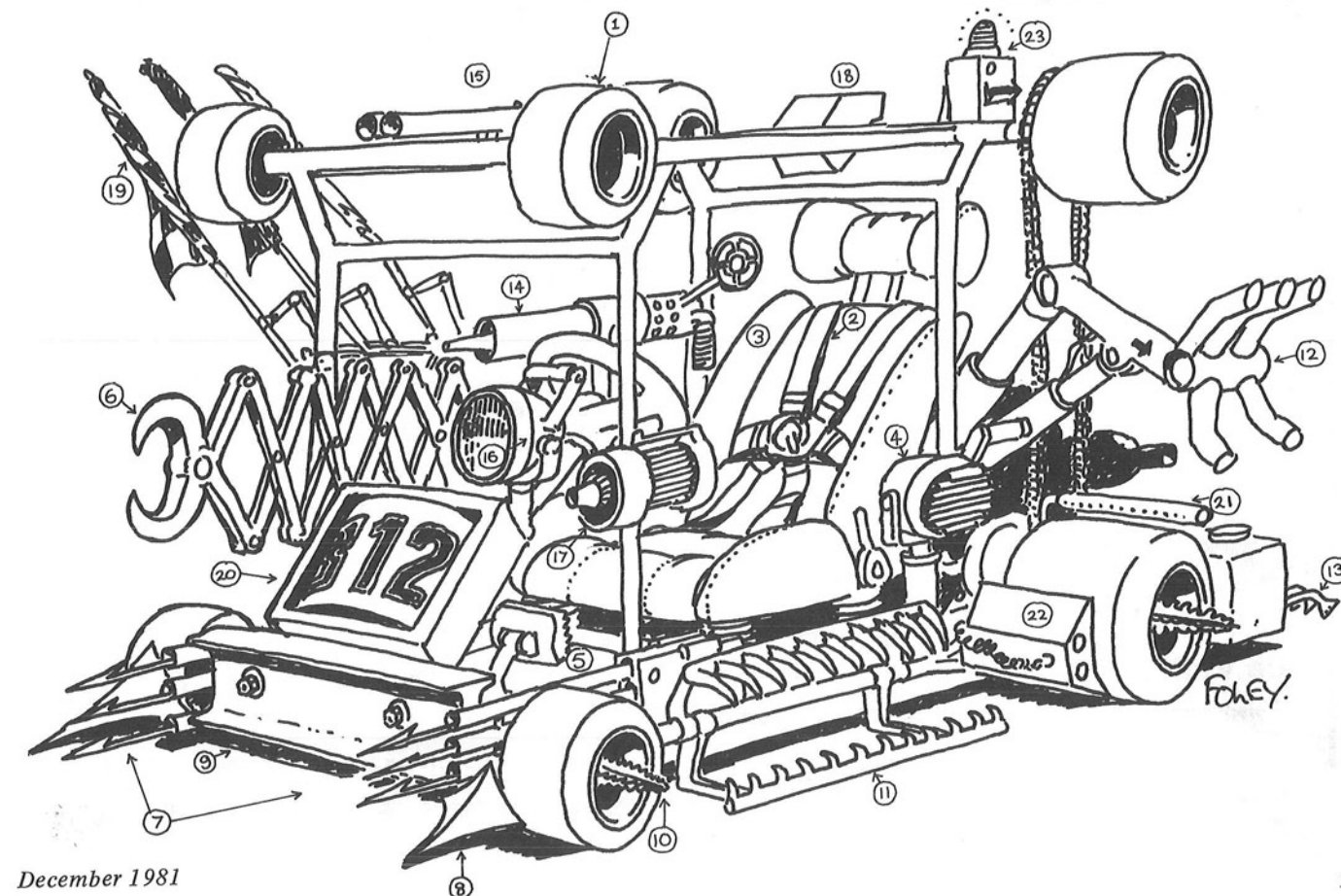
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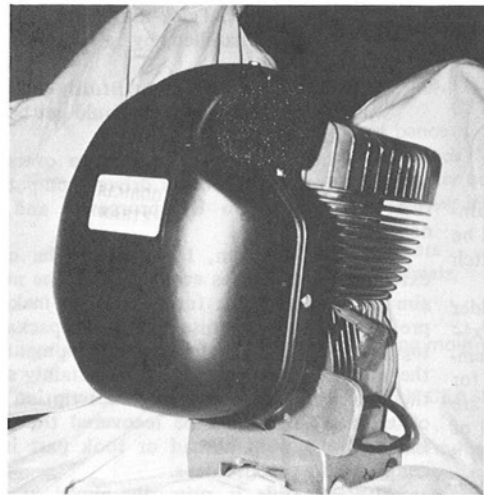
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December 1981

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despite his admitted lack of funds; a problem shared by many in this day and age! John Ball, enjoying an upturn in financial support brought the FSO Cars liveried Zip/Rotax to second ahead of works Zip boss Martin Hines. The Vingt-Trois Zip of Reg Gange was fourth with Nigel Smith's yellow Stocksigns outfit in fifth.

After a much-troubled season the Richard Grant Aero of Steve Stylin was a welcome sight crossing the line first in the third heat after Ball had led for five of the six laps. The second RKR Zip/Rotax in the hands of exuberant Scot Sandy Dalgarno was also in front of Ball at the finish with Hines fourth and Gange fifth.

Nigel Smith led the next heat from Paul Elmore, Peter Haywood, Kerkhoven and Jones. Elmore briefly held the advantage at half distance, but by the end of lap four Smith was back in front with Kerkhoven also edging past Elmore. The AK Dino driver was having none of it and by the end of two more laps had nosed ahead of both Rob and Nigel to take the flag first. Jones had fourth from Haywood with Brian Heerey (WPT Zip/Yamaha) sixth.

The first of the four lap heats had Ball being towed around by Stylin until the last swoop down Starkeys to the chicane. A neat piece of late braking, down the outside to boot, by the GP winner, was enough for him to sneak by the Aero and grab a last gasp win. Reg Gange was third with Mick Goy (Dino/Yamaha) fourth and Hines fifth. Carolyn Grant-Sale was next from Dalgarno with Giles Butterfield, fresh from 210 ranks, notching a creditable eighth.

Race 13 on the programme was the last heat for the twins and after a tremendous start Nigel Smith took the honours from Kerkhoven, Jones and Paul Elmore. Brian Heerey was fifth with Rodgers, Poole and Haywood next.

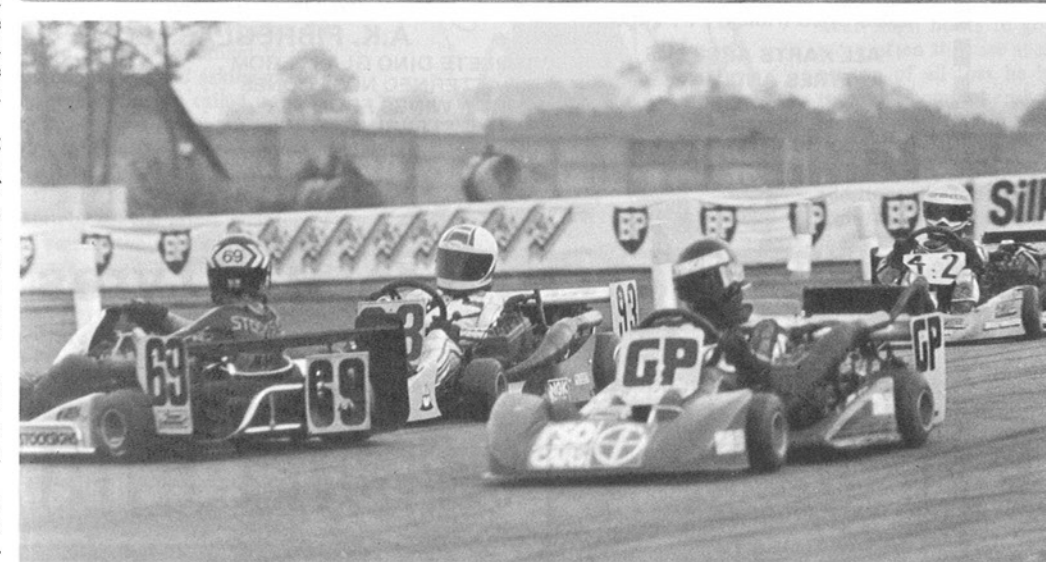
Mr and Mrs Buttigieg, both having suffered heat problems, found themselves lining up in the 'B' final, but had little difficulty in qualifying for the main final. By the end of the second lap Dave had secured first place with Carolyn playing the dutiful wife role in second! Finishing in the first six was the name of the game for this one and the Hermetite duo had no problems doing that; Dave first, Carolyn third, Steve Rawson splitting them to take second. Graham Roscoe was another qualifier in a hurriedly-acquired machine (not strictly legal!) after his own took on the appearance of a sand buggy in the last of a series of rapid offs, at Redgate earlier...

So after a very full and incident-packed programme, the last race of the day was the ten lap final for the Premier class and the front of the grid was like this;

Jones	P. Elmore	Ball	Kerkhoven
Gange	Smith	Stylin	
Heerey	Poole	Goy	Hines

Stan Holmes flicked the lights to green and the pack of howling twins poured into Redgate with Smith, Kerkhoven, Elmore, Gange, Stylin and Hines all fighting for supremacy. John Ball had made a comparatively slow start and as one lap was completed, was down in ninth place. For three laps Smith, Kerkhoven and Elmore led the charge with Jones showing his potential in fourth spot with much slipstreaming, passing and re-passing - especially into the chicane! Zip leader Hines was next and had a quickening Ball closing behind him.

Steve Stylin's challenge from seventh spot stopped on the next tour as did the Yamaha of Paul Elmore. This left the order at the end of four laps; Kerkhoven, but only just from Smith, a short gap, then Jones chased hard by Hines, Ball, Heerey, Gange and Goy. Dave Buttigieg, having been delayed at the start, and Carolyn had by now powered their way through to tenth



The quick reflexes of photographer Roger Calvert catch the incident that changed the race pattern. As Kerkhoven (E) hesitates, Smith's Stocksigns machine lets go (top). As Jones noses into the spinning machine, Ball slips through (above). Hines (42) watches it all happen...

and eleventh places, giving Dalgarno something to worry about.

A rare old battle had now developed and at the end of the sixth lap the Stocksigns Zip of Nigel Smith was taking his turn back in charge from Kerkhoven, Jones, Ball and Hines. These five had now made a break and had pulled out a little gap over Gange, who in turn had edged slightly away from Heerey.

Lap seven and the order stayed the same but into the chicane for the eighth time and it all happened! European Champion Kerkhoven missed a vital gear change and in the resultant melee the yellow Stocksigns Zip could be seen spinning wildly! For a split second chaos reigned, but John Ball was quick to spot a gap and was through to second behind a recovered Kerkhoven with Jones and Hines hanging on to third and fourth. Nigel meanwhile had hurriedly gathered it all together again and set off in hot pursuit with Gange just too far away to have any influence on the order.

Lap nine and the excitement was far from over; John Ball must have brought a smile to the faces of his temporary sponsors as he scythed down the inside at the chicane to complete the lap in front for the first time. During the side-by-side struggle at the chicane, Kerkhoven bounced over the kerb, allowing Ball that vital few yards break with only one lap to go.

Butty's challenge, on this his birthday, ended abruptly on this same lap. Out in the country the Hermetite driver had got ahead of Dalgarno but in a late, late show of braking by Dave, Sandy's right foot didn't get the message as

quickly and the Scotsman rudely punted the silver machine off the track and out of the race! For a brief moment the battle continued, minus karts, with a few choice words being exchanged! This incident elevated Carolyn to ninth behind Mick Goy.

At the front Ball surged on and after ten excitement-packed laps another victory was chalked up for this likeable character. Kerkhoven hung on to second, underlining his late season return to form, with Owen Jones a fine, highly competitive third. Martin Hines had fourth from a hard-charging Nigel Smith, while Brian Heerey had demoted Reg Gange to seventh in what had been a marvellous advertisement for 250 karting.

1st	John Ball	FSO Zip/Rotax
2nd	Rob Kerkhoven	RKR Zip/Rotax
3rd	Owen Jones	CTRP/Rotax
4th	Martin Hines	Hermetite Zip/Rotax
5th	Nigel Smith	Stocksigns Zip/Merlin Rotax
6th	Brian Heerey	WPT Zip/Yamaha

Fastest lap: John Ball and Rob Kerkhoven
1m 13.6s (95.74mph)

Well folks, that's it from me for this season. Thanks to everyone for their co-operation in gathering information and a Merry Christmas and a Happy New Year to you all. See you in February at Cadwell!...

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100 Junior Britain
1st Steven Webb — Lancer
100 National
1st Mark Lovell — Lancer/Lancer prep. engine
250 International
1st Mick Beaumont — Lancer
2nd Ron Harris — Lancer

August 30th: Oulton Park
125 National
4th Kurt Luby — Lancer

September 6th: Snetterton
100 National
1st Final: Miles Townshend — Lancer/
Lancer prep. engine

2nd Final: Mark Lovell — Lancer/Lancer prep. engine
ALL HEATS WON ON THE LANCERS
100 National: Novice
2nd Steve Cage — Lancer/S.W.R.D./TKM
250 International
2nd Ron Harris — Lancer

September 19/20th: 3 Sisters
Short Circuit Championship 125
2nd Kurt Luby — Lancer/Rotax

September 20th: Ellough Gala
100 National
1st Final + 2 Heats — Mark Lovell
Lancer/Lancer prep. engine & the Lancer pipe
100 National Novice
1st Steve Cage — Lancer/S.W.R.D./TKM
100 Junior National
1st Colin Duncan — Lancer pipe

October 4th: Snetterton
100 National
1st Final — Mark Lovell
Lancer/Lancer prep. engine & the Lancer pipe
2nd Final — Miles Townshend
Lancer/Lancer prep. engine

October 25th: Ellough Pairs Race
100 National
2nd Gordon Chenery — Lancer prep. engine
4th Mark Lovell — Lancer/
Lancer prep. engine & the Lancer pipe

250 International
1st Clive Childerhouse — Lancer/Rotax
SNETTERTON CLUB CHAMPIONSHIP
1st Mark Lovell 2nd Miles Townshend

November 1st: Snetterton
100 Junior/Britain
1st Steven Webb — Lancer/Lancer pipe

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Sharing Around

As the season draws to its close,
the list of those winning Super-
kart events grows as the racing
becomes closer and closer. The
FSO Cars TV Challenge and the
Mallory Park BRSCC meetings
illustrated this perfectly ...

Kerkhoven's TV Show



The second of Nick Brittan's televised
Superkart events was filmed at Donington
late in October. In between sessions of
Rallysprinting and Metro racing by various
F1 and rally superstars, two Superkart
seven lappers were put "in the can" by the
BBC for later showing.

A change of format from the previous
TV race was agreed for this FSO Cars
backed event. The organisers seeded the top
dozen likely contenders onto the front three
rows — the current closeness of the Super-
kart fraternity guaranteeing a close race
without the dangerous option of starting
them all at the back, as with the previous
event.

With time rapidly running out to the
scheduled start time, wheel spanners flew
as most made a late switch to slicks for a
drying track. Out they came, with the four
number plates — GP, O, E and 1 — leading
the snarling 40 kart pack up to the line.
Blast off — and into Redgate they poured,
with Kerkhoven leading the charge up to the
chicane for the first time, with Jones,
Gange, Smith, Ball and Stylin falling all over
themselves behind. Roscoe, next in line,
rotated his machine as they exited the
chicane, being collected by an attendant
Buttigieg, and almost taking out Lambden
as the pair spun into retirement.

As with the full meeting the week
before, it seemed likely that it would all
come down to a last corner decider. And so
it was, but not before Rae Davis and Sandy

Dalgarno had moved forward to join the
fray. Davis and Gange were subsequently
delayed and eliminated respectively follow-
ing an incident on the far side of the circuit.

As expected, it all happened last time into
the chicane, and out of the multi-coloured
mass emerged Ball's FSO Zip to lead Smith's
Stocksigns variant, Jones, Kerkhoven, Stylin
and Dalgarno over the line.

The second leg looked set to provide an
equally absorbing tussle, but the weather
added an important twist. A light shower
began with only a couple of minutes to go,
and again there was mass activity as wets
were rapidly put on — with one notable
exception! Heeding ill-founded advice that
there wasn't time to change, John Ball
started on slicks, amidst a sea of "grooved"
runners. As the lights changed, the red FSO
backed machine stood still, wheels spinning
as the opposition, and his race hopes, dis-
appeared into the distance.

Kerkhoven it was who again took the
initiative, but this time he made a break and
was never headed, coming home comfort-
ably to win not only the race, but the over-
all event. Team-mate Dalgarno outlined
both his rapidly maturing form and the
superb preparation of the RKR team
machines by annexing second, from Jones,
Stylin, a somewhat philosophical Buttigieg
and Smith.

Final Classification — FSO Cars TV Challenge

1st	Rob Kerkhoven	RKR Zip/Rotax
2nd	Owen Jones	Strongbow CTRP/ Rotax
3rd	Sandy Dalgarno	RKR Zip/Rotax
4th	Nigel Smith	Stocksigns Zip/ Rotax
5th	Steve Stylin	R.G. Aero/Rotax

Keep an eye out for the BBC programme
scheduling — it should make good viewing!

The Jones Boy Wins

The return of Superkarts to Mallory Park
heralded the second round of the BRSCC
Superkart Winter Series. A crisp, cold day
greeted entrants for the two 8 lap races,
times to be added to give an overall result.
With only a couple of the "names" missing
from the grid, a pretty spectacular pair of
races, some 10 mph faster on average than

A crowded first corner as the second leg of the
FSO Cars TV Challenge gets away, with Kerk-
hoven (E), Jones (15), Martin Poole (11) and
Gange (0) prominent. (Photo: R. Calvert)

any of the day's car races, enthralled a
spectator crowd made up of many first time
Superkart viewers.

Gange and Stylin looked to have the
first race sewn up, but a blown tyre (and a
hairy spin at Gerrards) and a broken rotary
valve sidelined both, leaving rapid Scot
Dalgarno to shade Hines over the line by a
tenth of a second, with Jones only yards
away in third. Following a slow start,
Kerkhoven powered through for fourth, just
ahead of Carolyn Grant-Sale — making her
Rotax powered debut — and Martin Poole.

Out for the second part of the event, and
there was immediate drama as Dalgarno's
machine refused to start. Exit Sandy D's
chances. Off the line and Derek Rodgers —
so often plagued by bad luck this year — put
the white Zip/Rotax into an early lead.
Gange however, clearly a form horse this
day, closed steadily in for the kill only for
the Rodgers luck to strike again, Derek
grinding to a halt with a blown big end.

Now it was all Gange, but then Kerk-
hoven began to edge nearer. Then he too
was out. The overall result would thus hinge
on where Jones and Hines finished — it was
to be second and third, with the 1.2 second
gap enough to give Jones the overall nod by
a mere half second. An extremely popular
win for someone who has worked hard all
season to get up amongst the pace. Martin
Poole's fourth spot in this leg earned him a
fine third overall on aggregate times.

1st	Owen Jones	Strongbow CTRP/ Rotax
2nd	Martin Hines	Hermetite Zip/ Rotax
3rd	Martin Poole	Zip/Rotax
4th	John Rees	Zip/Yamaha
5th	Richard Arnold	Zip/Rotax

Owen Jones joined the Superkart elite at
Mallory, with a popular overall win. (Photo:
R. Calvert).



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Martin

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first serious kart manufacturers, firstly producing what was known as the MB Wasp and then the ultra successful space frame Super Shrike. Up until about 1962, most karts were "ladder type" frames as they are today, but there was then a period of time up to about 1965 or '66 when space-frame karts were the vogue, and of all these the Shrike, in the Villiers class at least, was the most successful. One feature this design featured was a two-piece front axle which you could swivel to vary the amount of castor angle. This arrangement also enabled you to have slightly more castor on the off-side wheel than the near-side, which in the early days of side engine mounted karts was a great advantage in achieving equal characteristics for left and right hand bends.

I worked for "Buster" Clark for about 8 years and on the whole it was a very happy relationship, although our final parting of the ways in 1968 was somewhat acrimonious. I best remember the good times. Whilst he may have struck some people as being a little "toffee-nosed," any potential customer with money to spend was always greeted with open arms! His initials were L.D.S. Clark, which we always irreverently altered to £.S.D. Clark!

One little tale that cannot go untold about Mr. Clark is a story concerning the late Grand Prix driver Bruce McLaren. On returning from lunch across the road in the pub, Buster spied to his delight a potential punter admiring the display in the shop window. Whilst he did appear a little young to actually purchase a kart, the Clark charm went into action. "Hello," said he. "Interested in go-karting then?" "Yes, I am. Can you tell me something about them please," said the boyish-looking New Zealander.



L to r: Lieutenant JR Davies, Buster Clark, and CM, having just won the Grote Prijs van Nederland — Utrecht, 1962 . . .

So Buster went into long detail about the difference between the 100cc karts and the Class IV gearbox karts, thinking inwardly that the lack of gears of the Class I would be best for one not long out of short trousers. When the potential punter was obviously more interested in the gearbox kart, Buster thought the best way to steer him back to a Class I was by asking if the young fledgling could in fact drive — "Have you got a driving licence?" "Oh yes," said the young Kiwi. "And have you got a car?" "Oh yes," said the young Kiwi. "What do you drive then?" asked Clark, registering a little disbelief by now. "Mainly Formula 1," was the reply. "What's that?" asked Buster getting in pretty deep by now. "You know, Grand Prix cars — I'm with Coopers up the road." "Oh that's nice, (thinking he was a young mechanic with delusions of grandeur), "what's your name then?" "Bruce McLaren, what's your name?!" A happy ending to the story nonetheless — Bruce bought an MB Wasp and Villiers engine, won a race or two in it, including one at Mallory Park, and became quite a friend of the kart shop. A month or two after this cross examination from Buster, he won his first Grand Prix at Monaco! . . .

Anyone who has ever built a kart and tuned their own engine will probably acknowledge that it is harder to obtain a competitive chassis than a race winning engine. For the eight years or so that Buster Clark designed and built karts he had remarkably few failures. One time his draughtsman's pencil did go off at a tangent was a chassis known as the "Woodcock." This venture was prompted by a Class I French "CRIS" kart which minus engine tipped the scales at a mere 66lbs (before the days of weight limits). Alan Burgess had (he may still have) one. The Woodcock consisted of two longitudinal $\frac{3}{4}$ " x 18 gauge tubes, stiffened by marine ply boards bolted to brackets on the tube. These two side members were then connected by the front axle and the rear axle, and a couple of cross tubes to hang the seat on! It was surprisingly good, built originally as a twin with two Saettas. Minus engines it weighed in at under 60lbs. This bizarre design on its first outing — with front wheel brakes — gave me quite a moment at the first corner. The front swivelling axles hadn't been clamped up and when the brakes were applied with meaning, everything turned round! The karting public weren't for such an unorthodox design and the new model was soon dropped. The Avanti was another chassis that Mr. Clark was responsible for, and one of these was used by Bobby Day to win the Class II Championships with two BM motors. Another proud Avanti owner was a guy called John Pudney (whom you have probably never heard of) who specified four wheel brakes — even then! Messrs Whibley and Waghorn won the first ever Snetterton 9 hours in a Motor Karts Super Shrike.

For his contributing to karting in general and his part in my karting life, I would like to thank him, and express my sympathies to his widow Annie and his three daughters.

Chris Merlin

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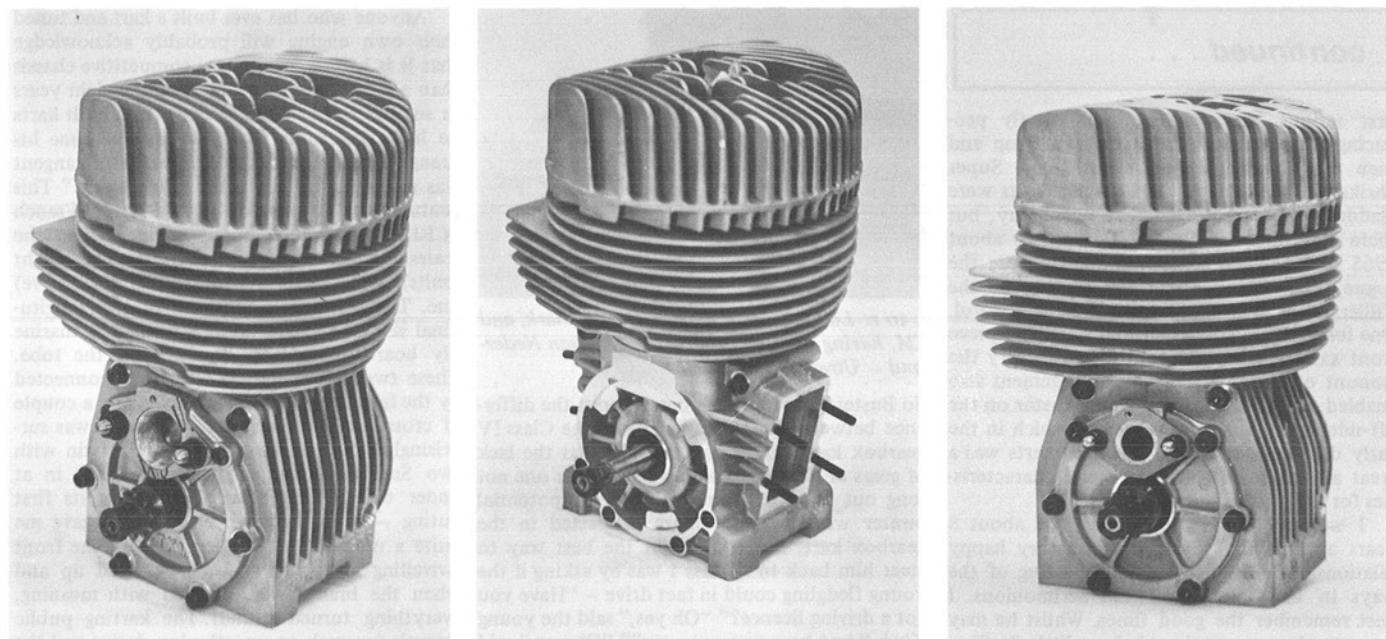
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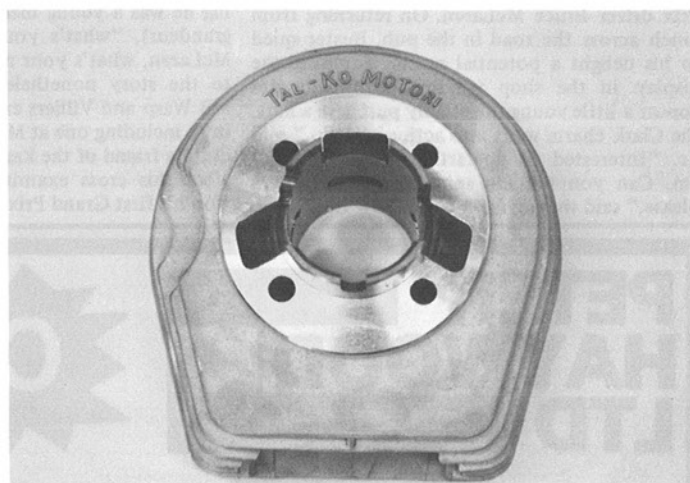


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Top: Three new engines from TKM. Left to right: V135 (rotary valve 135cc), R135 (reed valve 135cc), and S89 3 port (Britain Class). Below: 135 cylinder assembly — note the width of the TT port.



New At TKM

Things have been buzzing recently down at TKM's Sandy factory. The recent RAC engine homologation revealed that not only have the Company come up with an all new 135 engine, in both rotary valve and reed induction form, but also a short-stroke 100cc engine, again in either rotary valve or reed form, for the Britain and National classes. K&S brings you the first glimpse inside this range of new engines.

TKM V135 (Rotary Valve) 135cc

The front line 135 challenger has a bore of 55.8mm, reborable up to 56.4mm, and a stroke of 54.0mm. The piston is a scaled up version of their latest 100cc piston — steel piston pegs, thick top ring land etc. — and comes in a multitude of rebore sizes: 55.8, 55.84, 55.9, 55.94 . . . and so on. A tapered (internally) gudgeon pin is used for increased strength, retaining the same outside diameter as the 100cc version.

The barrel follows the conventional 3 port TT layout, with the TT port being very wide and shallow — apparently to increase the velocity of the charge. The port is 25mm wide at the liner, but scope remains for further enlargement, as the passage in the barrel itself is 28mm wide.

The cylinder head is an all new refinement of the previous models. The bottom, circular fin has been replaced by a series of small "front to rear" fins in the interests of general strength and rigidity. A further change is the move away from parallel top fins, with them now converging towards the rear for increased cooling efficiency.

Four conventional barrel/head studs are used — although of beefier dimension — but in addition, two extra head securing bolts and tapped into the barrel fore and aft.

Down to the bottom end, and the only hang-over from the 100cc engines is the use of the same crankcase castings as the L90TT. (The L90TT was, according to Alan Turney designed with this possibility in mind.) The machining process is of course different, to accommodate the larger crank and

bearing diameters of the 135. Mounting bolt dimension and location is of course identical to the L90TT.

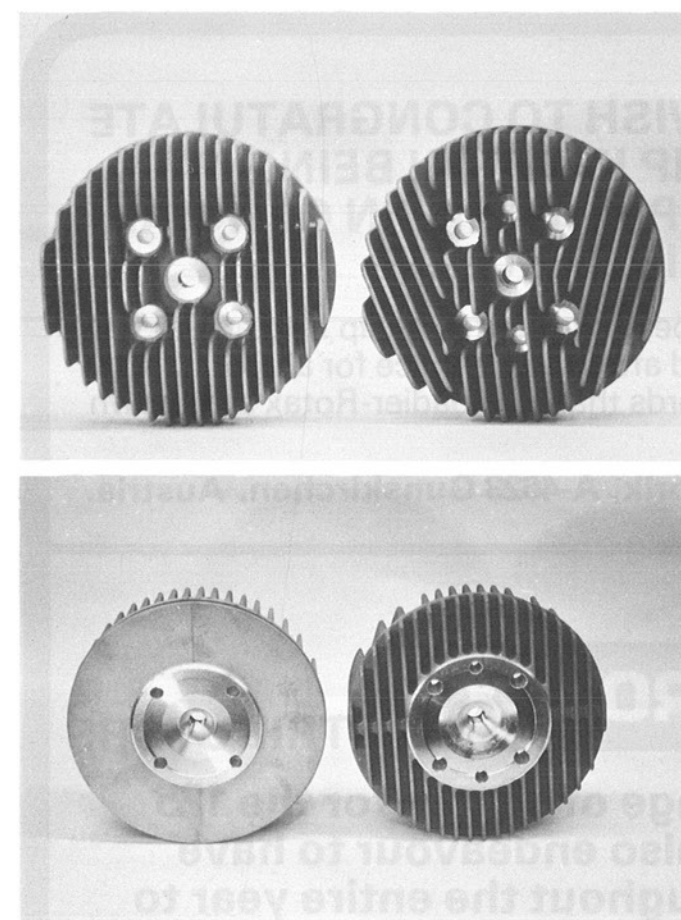
Complete with aluminium stuffers, the V135 crankshaft has an outside diameter of 90mm (L90TT 87mm), with a bearing journal diameter of 25mm (L90TT 20mm), running in 6205 C3 bearings. The crank is however stepped down to enable use of the same oil seals as the 100cc engines.

A beefy looking con rod has a big end/little end centre to centre dimension of 104mm (L90TT 100mm), with the usual style of caged big end — but again of larger size. The small end of the rod is wider, and 2 steel spacer washers only are required.

A change from their usual hexagon sees a triangular rotary valve drive machined as part of the crankshaft — as with the PCR. The current standard value has relatively "mild" opening time, but initial development may well see changes here.

Ignition is of course Motoplat, and no carburettor is supplied — the increasing range of purpose-made slide carburettors convincing TKM to leave the choice to the customer.

On first viewing, the V135 looks a strong engine, with reliability obviously a prime consideration. With international regulations allowing the removal of metal, development and tuning may well find some items lightened, which in time will appear in production engines. However, initial testing suggests that the sums have been done about right. . . A retail price of £300 has been set for the V135, which is less ignition and carburettor, but including exhaust and sprocket.



FF90 cylinder head and new model head compared (new model on right). Note the six point fixing on the new head — four full barrel studs and two bolts are used.

TKM R135 (Reed Valve) 135cc

Although primarily produced for the American market, Alan Turney has hinted that there are venues where the reed engine may well succeed in the U.K.

Although basically similar to the V135, the R135 does have several subtle, but important differences. The crankcases obviously incorporate intake passages for the reed assembly — the use of identical crankcase halves providing one front and rear, although the rear one is normally to be covered by a blanking plate.

With the induction transferred from the side to the centre, two other changes are apparent: 1) the crankshaft chamfers are moved from the outside edges to the inner ones, 2) the spigot on the cylinder base is identical on both sides.

There is of course, no provision on the crankshaft for rotary valve drive. . .

TKM S89 3 Port Rotary Valve (Britain)

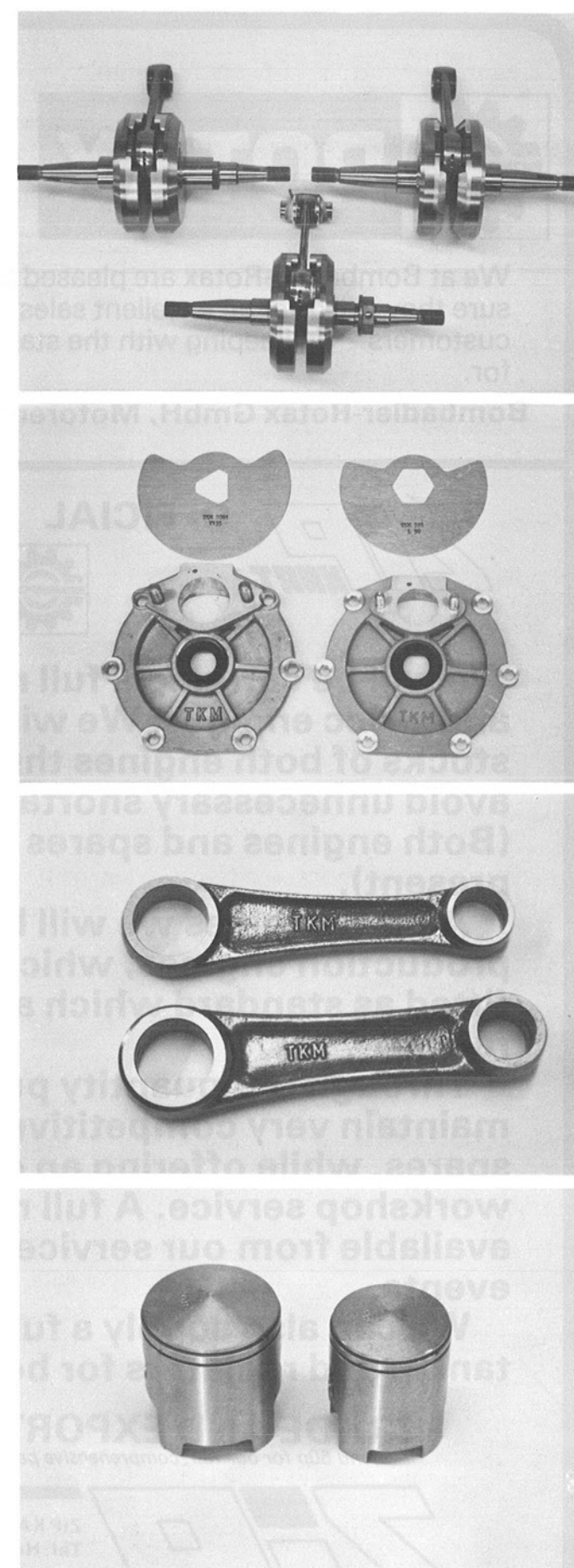
Another all new engine, the S89 has the familiar Komet/Hewland 50.6 bore/48.5 stroke combination. It also utilises the new shape cylinder head, including the 6 point fixing.

The crankshaft is full circle, with nylon stuffers and internal lead counterbalance weights. Another new con rod, this time 96mm centre to centre, is used.

In order to ensure that the S89 can be differentiated from its long stroke counterpart, the FF99 3 port, extra finning has been added to the previously flat pulse-pump area on the front of the crankcases.

A TT version of the S89 has also been homologated for the National classes, along with a reed induction version (also primarily intended for U.S. consumption).

The S89 (Britain) will retail, complete with carburettor and Motoplat ignition, for £220, whilst the National models, less carburettor and ignition, are £215 (Motoplat can be supplied with any engines for £30).



Top: Crankshaft assemblies — V135 (top left), R135 (top right), and S89. Next top: V135 (left) and FF90 valve and cover compared. Second bottom: FF90 (top) and 135 con rods. Bottom: 135 piston (left) and 100cc piston.