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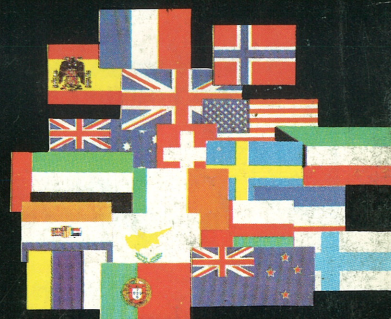


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210 VILLIERS KART with drums for sale. Completely stripped and rebuilt. Ideal beginner. Tel: 0242 673031 (Cheltenham)



Exactly 3 years before this item was written, the first ever Kart & Superkart Editorial was nervously being compiled. Here we are now, 36 issues later, and about to move into the fourth year of publication. At the start, there were some who expressed the feeling that it would never last — and indeed a rival publication even sent intimidatory letters to our advertisers to ensure that! — so it is with a certain satisfaction that this *Ed Says* is written . . .

This would of course not have even been possible at all without the help and contribution of scores of club writers, photographers, and other contributors, on a largely voluntary basis, to whom my thanks and best wishes go. There are however a handful of people whose part in K&S from the start has been a major one, and I would specifically like to commend their contribution to you: the Hines family, who took on a very great financial risk to bring an alternative publication to the sport; plus Chris Merlin and John Pudney, whose characters, reflected in their respective regular articles, and friendship are an essential part of the K&S success.

Refreshing news of the month must be the response being gained by the two co-ordinators of the self-generating 250 National Long Circuit Championship (see *Letters*, page 5). Rather than complain to promoters, the RAC, or each other about the failing support for their class, these individuals have done something about it themselves. And what's more, their initiative looks like working. Well done.

CHRIS LAMBDEN

FRONT COVER:

Rob Kerkhoven arrived on the scene late in the season, but in time to take the European Championship. Here the immaculate RKR Zip leads up-and-coming Owen Jones and "old hand" Paul Elmore at Donington Park. All three feature in Chris Merlin's Superkart Top Ten — see page 11 . . .
(Photo: R. Calvert)

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KART AND SUPERKART

Monthly

No. 37

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Where and when to see karting in the next few weeks.

NEXT MONTH:*

Interview: John Newton on 210's
100 National — the season
The 125 scene

PUBLICATION DATE: 4th FEBRUARY

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



More Tyre Changes! . . .

At their December meeting, the RAC Kart Committee made no changes to the tyres lists as published last month. However, the following additional decision was taken:

As the tyre evaluation was designed for Short Circuit conditions, List B would be for Short Circuits only. Until such time as it is possible to establish a special list, tyres for the National classes on Long Circuits will not be restricted — subject to them complying with (a) a maximum width of 7.1 inches, and (b) the list B price limits.

Following this decision, Bridgestone have moved to make their YBE tyres in the appropriate sizes available within the National tyre price limit, and Dunlop are expected to do the same with their 7.1 K2 tyre.

Rain Tyres: National classes are now permitted to use any CIK homologated rain tyre, providing they comply with the following:

Price — must be freely available within the National tyre price limit.

Size — 100cc maximum width 6.1

Gearbox classes maximum width 7.1

Manufacturers of moulded wets which are not currently homologated, but which comply with these conditions, may apply to the RAC to add them to the list.

This, again, means that in addition to Good-year CIK wets, we can expect to see Bridgestone YBF and Dunlop K9 wets in use in National classes.

Engines — The following engines have been added to the appropriate classes for 1982:

135 (British Class) TKM R135 and V135
100 Britain — TKM S89 3 port, Komet K55, Parilla TT25, DAP T90, Yamaha 100S, plus a modified valve cover for the TKM FF99 3 port.
100 National — Parilla TT25, DK MK 100A, Yamaha KT100 AX, TKM L90TT, TKM S89 TT, TKM RS98TT, TKM RL66TT.
125 National — Honda CR 125 MR.

In a Word . . .

● Date confirmations: Green Man Round One remains on April 11th, with the final round now shifted from October 10th to October 3rd. Both at 3 Sisters.

● The Lion Kart Club advise that they have scheduled the Isle of Man Road Race Series from July 11th to 16th. With final road closure permission due any day now, 3 road events are scheduled — at Peel, Ramsey, and on the Southern 100 circuit. The club are hopeful of a good representation from England. More details when available.

Further, engines previously listed as Harley Davidson in 125 and 250 classes are now marketed as “Cagiva,” but still have the same model letters.

Seminars — The RAC hope to arrange Seminars for Kart Stewards and Clerks of Course early in the year. Clubs are urged to make every endeavour to see that their own Officials attend.

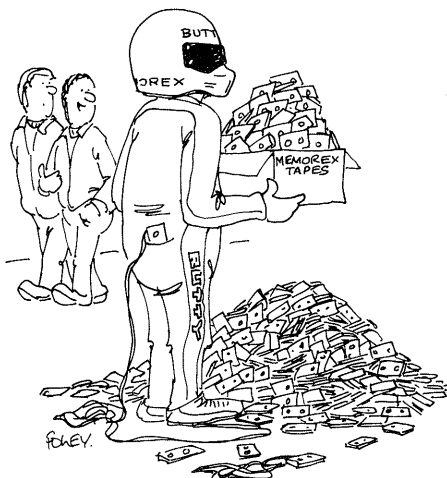
Butty With Memorex

Dave Buttigieg has quashed rumours of retirement by finding a sponsor to back him in a one-man team challenge for 1982.

Memorex Tapes have agreed a “sensible budget” with the former European, World Cup and British Champion, who will appear in their colours for the full 1982 season.

Equipment used will be Zip GP, and a pair of new Rotax engines have been ordered. Preparation will be in the hands of Peter Berry — who was last year associated with the 250 Yamaha powered machine that Mark Allen occasionally campaigned for the now defunct Bassett Racing Team.

An official announcement of the team and its full plans is expected shortly.



POOR OLD BUTTY. HE'S FOUND A NEW MULTI-THOUSAND POUND SPONSOR, BUT DIDN'T REALISE THEY WERE GOING TO PAY HIM IN KIND.

● The British Women Racing Drivers' Club Kartsport Championship for 1981 has resulted as follows:

1st	Victoria Philip-Bates	75.5 pts
2nd	Sue Cox	74.5 pts
3rd	Margaret Dell	72.0 pts
4th	Joanne Jacobs	46.5 pts

STOP PRESS

Following the December 19th CIK meeting, Mr. Langford has advised us of several important items affecting the international racing scene:

Licensing — The CIK are now initiating a karting “Super Licence” and a “Graded Driver” rating. As we understand it, the situation is as follows:

Drivers who have (a) qualified for a World Championship final in the period up to 1978 or (b) finished in the top 5 since 1978 will receive a “Super Licence.” This will guarantee them a World Championship entry, and if they qualify for the final at 4 out of the 6 135 Grand Prix events held during the season, they will be seeded directly to the main Sat./Sun. section of the World Championship. “Super Licence” holders will *not* however, be permitted to race at CIK 100cc events.

A “Graded Driver” is anyone who has at any time qualified for the final at any CIK event — i.e. CIK European, Asian, African, or American Championship. *Only Graded Drivers will be permitted to enter the World Championships.* Graded drivers who qualify for 4 out of 6 135 GP finals will be guaranteed a World Championship entry. Other Graded Drivers will obtain entry by selection in their National teams — if guaranteed entries do not already exceed the usual maximum number of drivers per country. (5) Got it?!! . . .

CIK Event Format — To encourage easier spectator and TV understanding, the format of CIK finals is changed.

Following the usual heats, there will now be only 2 “finals” — the first in effect a non-scoring “pre-final.” This first final, starting in heat qualifying order, will merely establish (by its finishing order) the grid for the one main final. The result of this one last final is the result of the Championship. The “pre-final” will be 18 km approx. in distance, with a 22 km main final. This same format applies to the “consolation race” for non qualifiers.

135 GP Dates

These are now settled and are:—

April 10/11	Le Mans
May 22/23	Jesolo
June 12/13	Munich
June 26/27	Monaco
July 31/Aug. 1	Mondercagne
Aug. 21/22	Leidolsheim

250cc Intercontinental 'E' Engine Change

A change in wording to read “no variable induction or exhaust, other than mechanically operated ones. . .” now allows the Yamaha ‘H’ to compete without the power-valve locked in place.

It is with deep regret that I report the untimely death of one of the stalwarts of Scottish karting, Granville Grubb who died as a result of injuries sustained at Inghiston Motor Racing Circuit. Our deepest sympathy goes to his wife Audrey, his children, Richard (12), Veda (11), Emma (7), and to the rest of his family who have supported the B.M.K.C. for years.

Granville was a former 250 National Scottish Champion and was the 1980 125 National Scottish Champion.

The whole Scottish karting fraternity has been deeply shocked by his death.

Jenny Taylor

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ZIP BULTACO 250 NATIONAL. Ex John Sellars Championship winner, unused since, many extras and spares, £575 o.n.o. Tel: 0443 204702.

MIKE GARDINER'S WINNING APV 210 National engine. Tel: Ely 2486.

210 ZIP SILVERSTONE/VILLIERS. vgc, ran once since recent rebuild, new clutch plates, clutch casing, Amal carb. Fast and competitive. Spares include front fairing, new piston etc. A lot of money and care spent, hence bargain £395. Tel: Chalfont St. Giles 2340.

PAUL MOLLOY'S 1980 BRITISH CHAMPIONSHIP WINNING MERLIN ROTAX 125

very quick, special bottom end, £500 o.n.o. PMP exhaust to suit above, £50. Ball barrow, £20. AERO side pods and brackets, £35. ZIP rear wing, bumper and supports. Used once £65. 34mm Mikuni carb., £30. SCITSU rev counter. Used twice £40. TELEPHONE: 01-647 8097

BARLOTTI 80B 125/210 ROLLING CHASSIS £230 o.n.o. Tel: Chester 382495

ZIP SUPERKART, TZ YAMAHA. Full set Fibreglass bodywork, Bridgestone tyres, many spares, immaculate and ready to race, £950. Tel: (0423) 866120

LYNX SUPERKART, TZ YAMAHA, full fibreglass bodywork, wing etc. Kelgate ventilated discs, Bridgestones, many spares including exhausts and bottom end. Immaculate. £1200 o.n.o. Tel: Collier Street 405 evenings & weekends.

ZIP 125 GP 1981 CHASSIS as used for 1981 season. 2nd in Long Circuit Championship. In excellent A1 condition. I will prepare for your first meeting at no extra cost £550 o.n.o. Ring Jeff Johnson 01-979 0740.

APPLE KARTS

N.W. Agents for:—

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BECCLES KART CLUB

We would like to wish all our members and friends a HAPPY and SUCCESSFUL NEW YEAR and we look forward to seeing you at our Ellough Raceway this season. You will find our dates listed below. We have a nice line in Silver Goblets to be raced for at the meetings listed as SP. T. (class) as well as the normal meeting.

Sunday 21st March SP. T. 100 Nat.
 Good Friday 9th April SP. T. Junior
 Sunday 16th May SP. T. 210 Nat.
 Sunday 13th June SP. T. 125 Nat.
 Sunday 18th July

East Anglian Championship
 Sunday 29th August SP. T. 250 Nat./Int.
 Sunday 19th Sept. Gala Trophy
 Sunday 17th Oct. Team Race

RACE ENTRY FEES THIS YEAR ARE:—
 JUNIOR CLUB MEMBER £4.00p
 JUNIOR NON MEMBER £5.00p
 SENIOR CLUB MEMBER £5.00p
 SENIOR NON MEMBER £6.00p

For ENTRIES & INFORMATION contact:—
 ROGER BARRINGTON
 8 SAXMUNDHAM ROAD,
 FRAMLINGHAM, SUFFOLK IP13 9DB
 or phone FRAMLINGHAM (0728) 723528
 AFTER 6 p.m.

SENIOR/JUNIOR BRITAIN OUTFIT, DART kart '81, Sisley tuned Arrow, sprockets etc. Ready to race £380. Tel: Worpleston 232249.

BARLOTTI DAP T80, Redhill tuned, competitive and reliable, some spares £275. Also Zip Silverstone 210 National, disc brakes, ex Nigel Mansell motor, many trophies, loads of spares, £400. Tel: Banbury (0295) 811123 after 6 p.m.

DONOVAN COLLIER OFFERS FOR SALE his 1981 Zip Rotax 250 outfit. Price £1750 o.n.o. New barrels and £500 recent rebuild. Tel: 0373 88431

100 NATIONAL ZIP SHADOW KOMET, new Tillotson, silencer, disc brake, reliable outfit with stand, snip £250. Also suit, near new boots £15. Set of wets on rims £25. Tel: Bagshot 73392

RICHARD TAPPER

CHASSIS REBUILD SERVICE
 ACCIDENT REPAIRS. YAMAHA TO
 ROTAX CONVERSIONS. ALL TYPES OF
 CHASSIS REPAIRS — SPECIALISING IN
 ZIPS.

TEL: 01-394 2228

ZIP/TD3 INTERNATIONAL

complete ready to race. New barrels, heads, Amal PWJ dry clutch SP gearbox, Aeroquip brake and fuel lines, spare wings. Ex Steve Elmore, £995.00

TEIGN VALLEY MOTORCYCLES
 TELEPHONE: (0626) 62224

WANTED — AERO SIDE PODS, red or white. Selling — Amal 40mm carb., GBRD petrol header tank, set of Carlisle National class wet tyres on rims (half worn), Motiv 3 KTM 250 exhaust. Tel: Harrogate (0423) 60650

UFO 80 100 NATIONAL OUTFIT, 8 meetings only, complete with Parilla TT22, fast, competitive, reliable and very tidy £475. Also various spare motors T70TT £150, K88, K77, T80 etc. No reasonable offer refused for any of this equipment. Various spares. Ring for details, John Moss, Thirsk, N. Yorks. Tel: Thirsk 22042

MERLIN EXHAUSTS

250 British Champions, 250 U.S. National Champions, Silverstone GP — fastest lap, pole position and winner.

Agents: AK RACING — LD RACING — PDS — ZIP KART — TONY SMITH — L. BOHLIN (Scandinavia) — JOE GRUBBS (U.S.A.)

RAVENGLASS (06577) 244

ZIP GRAND PRIX YAMAHA 250 A/C, Amals, Bridgestones, all fairings, successful, reliable machine, £800 or best offer. Ring Charles on Flax Bourton 3441.

250 NATIONAL BULTACO recently rebuilt, new crank, rod, clutch and liner. Complete with Tillotsons, Motoplat and exhaust. Second at Cadwell (Oct.) £275 o.n.o. Tel: Ken 0243 553225 (day) 01-748 5486 (night)

ZIP SHADOW, competitive 210 motor recently rebuilt. New 4-ported barrel, needle roller connecting rod, bearings and crankcases etc. Excellent handling chassis, new meonite cast iron discs. Spares. Ready to race, £595 o.n.o. Tel: Garston 73457

SPRINT-McCULLOCH Mc92 BRITAIN outfit. New rear slicks. Suit beginner or schoolboy class. Good condition £180. Large selection of used Dunlop and Bridgestone tyres from £2.50 each. Tel: Eastbourne 33695

ZIP 981 suitable for National/International, only 5 meetings, immaculate, £300. Tel: 01-394 2228 or 01-337 1263

SIMON MERCER'S HERMETITE ZIP ROTAX 125

as raced, very competitive, chassis 3 meetings old. Complete with engine/body spares, wets and slicks, stand.
 OFFERS — PHONE GREAT MISSENDEN (02406) 2501

*** JOHN PUDNEY ***

WOULD LIKE TO WISH ALL HIS FAITHFUL READERS, ANONYMOUS TELEPHONE CALLERS AND VARIOUS WRITERS, A VERY, VERY HAPPY XMAS AND PEACEFUL AND PROSPEROUS NEW YEAR AND WOULD REMIND EVERYBODY THAT IF THEY WANT A 'SUPERDEAL' ON A NEW "PRERUSTED" LANCIA OR FIAT OR EXPENSIVE FORD, TO RING HIM DIRECT ON 01-668 6179 FOR PERSONAL ABUSIVE SERVICE!

AERO 250/210 NATIONAL CHASSIS, new slicks, master cylinders, side tank £200.00. Engines also available two Bultacos, one MK12 complete £250.00. One Astro complete 6 meetings only £300.00. Two Uptions, one +20, no carb., £175. One DMA std., nearly new £240.00 Tel: Coventry 87198

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COMPLETE 100cc NATIONAL OUTFIT, Zip chassis, K88 and K77 engines, stacks of spares, £250 o.n.o. Tel: Hertfordshire 060 089 0417

SPRINT ROTAX 125. Good condition. Right hand mount with steel liner and Yamaha piston conversion £900. Tel: (0463) 792256

VINGT-TROIS TEAM HAS FOR SALE

1981 World Cup winning Zip/Rotax as used by Reg Gange this last season — £1975.00 BEDFORD COACH TRANSPORTER — just resprayed, with replacement engine. Carries 2 Superkarts. 5-berth bed, compartment, toilet, washbasin, cooking facilities and fridge — £1495.00 o.n.o.

TEL: REG 01-546 2675 (day)
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LONG/SHORT REGULATION SIZE RACE NUMBERS

Black or white — Trade Only

TEAM SCHEMES, 5 STONELEIGH PARK ROAD, EWELL, EPSOM, SURREY.
 TELEPHONE: 01-394 2228

KESTREL NATIONAL CHASSIS, immaculate condition. Suit beginner £110 o.n.o. Tel: 051 722 1003

DALE KADET 150cc FUN GO-KART. Automatic clutch. Good beginner's kart for 8 years up. Helmet, visor and gloves included. All good order. Tel: Yapton 551255

continued . . .

French. He was finally successful on lap 5 but he hadn't given himself enough time to chase the leaders. Tony Wilkins suffered the indignity of having his gear lever come off in his hand which ruined any chances he might have had.

A good day for Roger Goff and an exciting challenge by Keith Bisp made the 125 final an enjoyable race.

210 National

The heat winners were Clive Bisp, one and Mark Allen, two. It was Mark Allen who led the 210 National final from flag to flag. Clive Bisp held second place throughout the final though in the early stages Colin Poole tried to change this. John Tunstall passed Colin Poole on lap three to take third. Colin Hoare charged up the field from his back grid, earned by his 'B' final win, to take sixth passing Dave Ridge down the long back straight into the chicane. Another recharged driver, Brent Gilkes worked his way up to ninth. Colin Poole was gradually losing touch after a couple of close laps John Sapsed edged him out in the top hairpin and came out ahead taking fourth. A good race was taking place mid-field between Mick Kelly, John Browning, David Smith and Denise Smith, after much chopping and changing, they finished in the

above order. Steve Thornhill was driving very consistently making one or two places a lap, finally finishing fifth with an on the line decision just ahead of Colin Poole. Mark Allen had an easy win, well in front of Clive Bisp, John Tunstall, John Sapsed and Steve Thornhill.

250 National and 250 International

Twenty drivers were entered for the 250 National which meant that we were in for some first class entertainment. The International class had three karts competing so the classes were run together. Eddie Cortijo and Peter Bibby had won a heat apiece in the 250 National class and Pete Hammond was the heats winner in the 250 International class.

Pete Hammond led Dave Watts off the line. The two International karts which started the final were well ahead of the National karts, led by Eddie Cortijo from John Ottrey, Paul Klaassen, Mick Brock, Stuart Eason and Chris Tomkinson. The first eleven drivers were very evenly matched. Once the race had settled down Eddie Cortijo was clearly leaving John Ottrey and catching the Internationals, with two laps to complete Eddie Cortijo became the overall race leader.

John Ottrey was in a secure second place with a lead over the battle for third between Paul Klaassen, Mick Brock and Stuart Eason. By lap four Stuart Eason had come through and was challenging for second. On lap five he had demoted Ottrey to third. Mick Brock held onto fourth. Terry Clewes gained a couple of positions to finish fifth. Alan Mugglestone shot past Patrick Tomkinson in the chicane on the last lap for sixth. Also on the last lap we lost Andrew Joss who had always been going well.

Pete Hammond who had had to keep a watchful eye on Dave Watts must have been relieved when he looked behind to find Dave was missing. Pete now no longer challenged, allowed Stuart Eason through, who was busy trying to catch Eddie Cortijo, but by now it was too late and Eddie Cortijo was in no danger, and was first home.

When the racing was all complete the race officials had quite a job on their hands to get everything sorted out, stowed away etc. before

the light went altogether. The prize giving was held by torch light in the club house.

The next race meeting at Shenington is in February and we hope to see you there. By the time you are reading this you will have recovered from Christmas and the excesses of the New Year celebrations and will all be ready and equipped for a new season ... good racing in 1982.

Maggie Filkin

Results:

Junior Britain

1st	Jamie Kavanagh	ART/Arrow
2nd	Sammy Hunt	Goff/Arrow
3rd	Andrew Colson	Barlotti/Arrow

Junior National

1st	Steve Brogan	Dart/Arrow
2nd	Gary Moynihan	Lane/DAP
3rd	Martin Prior	Zip/Komet

Senior Britain

1st	Brian Randle	Kestral/Arrow
2nd	Eric Butler	KEG/Arrow
3rd	Paul Rixon	KEG/Arrow

100 National

1st	Derek Higgins	DAP/DAP
2nd	Dominic McGee	Sirio/TKM
3rd	Robert Owen	Sprint/TKM

125 National

1st	Roger Goofe	Zip/Rotax
2nd	Keith Bisp	Barlotti/Rotax
3rd	Alan Sorrenson	Zip/Rotax

210 National

1st	Mark Allen	Dino/Villiers
2nd	Clive Bisp	Barlotti/Villiers
3rd	John Tunstall	Zip/Upton

250 National

1st	Eddit Cortijo	Lynx/KTM
2nd	Stuart Eason	Zip/Yamaha
3rd	John Ottrey	Barlotti/Bultaco

250 International

1st	Pete Hammond	CTRP/Yamaha
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In a Word . . .

● After 18 months at its current level, the price of K&S this month rises by 5p to 70p. Subscription rates will, for the present remain unaltered – but get in quick, as planned postage increases in February will then be reflected in slightly increased subscription rates.

However, readers should console themselves with the thought that K&S must represent the best 70p value-for-money in karting! . . .

● It has been confirmed that Bridgestone are to sponsor this year's Champion of Champions long circuit series. Currently scheduled to cover 5 meetings (best 4 to count), though with the possibility of one further round, the series will have a trophy and prize fund of £2,500 – the majority of which will be in the form of sets of tyres.

This year the series will also encompass the National classes – 125, 210 and 250.

● At the recent RAC Prizegiving evening, the retirement of Sir Clive Bosson as Chairman of the RAC Motor Sport Council was announced. Good news for karting is that his current deputy, Peter Cooper, is to succeed him.

Peter Cooper was Chairman of the Kart Committee for 15 years up until 1978 and has been a regular Steward at the Kart GP. If all else fails at the RAC, we at least have a man at the top who knows what karting is all about.

● News from Italy suggests that Stefano Modena, spectacular driver from the city of the same name, has parted with PCR, and will now drive for DAP. At the same time comes the news that Terry Fullerton has signed with PCR for the year, and will head their challenge.

With this in mind it comes as no surprise to learn that Zip Kart have now been appointed as importers for PCR in England.

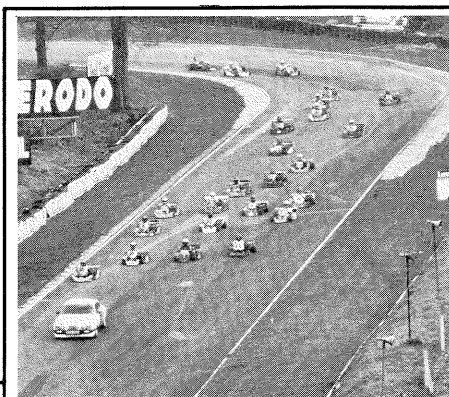


New Hermetite recruit Simon Mercer has campaigned a 125 in the company's colours over the last year.

Hermetite's 1982 Team

The "who is it going to be?" question has been answered with the announcement of the 1982 Hermetite Team.

Carolynn Grant-Sale retains her place alongside Martin Hines, but the new addition to the squad is previous 125 campaigner Simon Mercer. Economics graduate Mercer (22) has been competing for 3 years and has shown good form on several occasions running his 125 in Hermetite colours. He is currently employed in the team workshop, helping with construction of new prototype bodywork.



FSO Back TV Races in '82

A six race series, backed by FSO Cars, has been announced by Nick Brittan. The six events will be split between three race days, two of which will be filmed by ITV's World of Sport programme.

The event dates will be:

April	17th	Donington (televised)
May	1st	Oulton Park
June	19th	Donington (televised)

The Donington events form part of the John Player motorbike programmes, whilst the Oulton event is part of a 750 Motor Club meeting.

Points will be allocated in each of the six races on a 10, 9, 8, . . . 1 basis, with the £1,000 prize fund for the series being paid out at £3 per point.

Brands 2

The second Brands Hatch Superkart event, on December 6th missed the onslaught of winter snow by hours! As it was, a dry day provided a pleasant backdrop for the final BRSCC Winter Series round.

Once again, 40 leading Superkart pilots provided the spectacle of the day, with two hectic 8 lap races. Grids for the two races were reversals of each other, making for spectacular starts. As a fortnight previously, John Ball and Rob Kerkhoven were to end up deciding the outright result – in the end a tie.

Race one was led all the way by team-mates Dalgarno and Kerkhoven – from handy grid positions. Behind them, and gradually closing in, Hines and Lambden passed and repassed in a duel for third. This pair were joined by a

BY BARRY FOLEY

Kalendar

JANUARY

10 TILBURY (Dunlop Road)

CHASEWATER (Pleasure Park, Brownhills, off A5)

ROWRAH (nr. Frizington, Cumbria)

WOMBWELL (Dorothy Hyman Stadium, nr. Barnsley)

17 3 SISTERS (off Junction 25, M1)

24 BLACKBUSHE (Airport, nr. Camberley)

FULBECK (8 miles from Newark)

FEBRUARY

7 FELTON (8 miles north of Morpeth, on A1)

HEMSWELL (6 miles east of Gainsborough)

14 TILBURY (Dunlop Road)

WOMBWELL (Dorothy Hyman Stadium, nr. Barnsley)

ROWRAH (nr. Frizington, Cumbria)

CHASEWATER (Pleasure Park, Brownhills, off A5)

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

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.

NIGEL SMITH'S

Stocksigns Zip/Rotax is for sale. As raced, in immaculate condition. Best Offer over £2,000 will secure this well set up kart.
TEL: 01-394 2228 OR 01-337 1263

250 INTERNATIONAL SUPERKART, Zip GP chassis fitted with full G spec. CTRP Yamaha, only raced two meetings from new, fitted with special close finned radiator, tachometer, bubble shield, rear wing, Aero side pods, latest Bridgestone slicks. Spares include new set of Bridgestone slicks, assorted seats, wets on rims, stand, side tanks, sprockets, etc. £1400 o.n.o. or may split. Tel: 0623 869835

GOBLIN YAMAHA SUPERKART A/C TD3 DX bottom end, TZ crank, recent gearbox overhaul, new Femsa 38mm Del Orto's, Motiv pipes, Zip bodywork, Appleby brakes. Excellent condition, £650 o.n.o. Tel: Tunbridge Wells 31107

LYNX ROTAX 125 Merlin tuned, fast outfit £575.00, Zip GP £350.00. 210 engine alloy barrel, fully tuned electronics Mikuni £110.00. Leathers £10. Montesa barrel, Villiers spares. Tel: Alan 01-330 1095

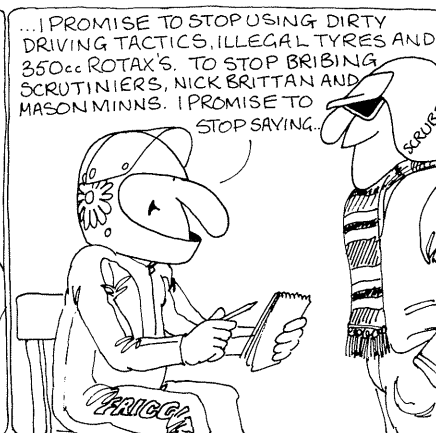
1981 100 BRITAIN KART + 2 tuned Arrow engines. Chassis £175, engines £275. Engines on first bore. Tel: Watford 45371

100 BRITAIN KESTREL-HEWLAND-ARROW Lockheed brake, 30mm axle, fibreglass tank and spares, racing suit, helmet £395 o.n.o. Genuine reason for quick sale. Tel: 01-674 8713 evenings.

NATIONAL TKM, PARILLA, both fully tuned and very quick £230 each. Goodyear slicks on Zip rims £35 set. Box trailer, vgc. £150. Medium Zip decal suit £12. Reason for sale, change of class. Tel: Burton-on-Trent 0283 790693

TRANSPORTER-1974 LWB TRANSIT, good condition, side door, lift up rear door, tool and tyre racks, storage bins, vice, cupboards, radio, recent engine overhaul, long MOT, good tyres. £475 o.n.o. Tel: 01-647 8097

FRIGGIT



DARTFORD KARTING

97/99 LOWFIELD STREET, DARTFORD, KENT, G.B. Tel: Dartford (0322) 22645

No hidden extras, simply add VAT and Post.

T.K.M. ENGINE SPARE PARTS

Cylinder Complete	£63.93
Iron Liner	£30.00
Head	£25.00
Piston Complete	£8.00
Piston Bare	£6.00
Ring Set (Super)	£3.59
Gudgeon Pin (Lightened)	73p
Cylinder Stud	36p
Head Nut (Brass)	£16.80
Exhaust Stud	£24.80
Exhaust Bend	£5.98
Exhaust Flex	£1.44
Silencer	£1.20
Crankcase Complete	£57.88
Oil Seal (ROLF High R.P.M.)	46p
Valve Cover (Sloping)	£8.34
Crank Complete	£65.78
Crank Pin	£2.12
Cage & Rollers (Steel/Silver Plated)	£4.00
Connecting Rod Bare	£12.14
Big End Spacer Washer	40p
Small End Rollers 2mm x 13.8mm	75p
Small End Washer (Aluminium)	50p
Small End Washer (Steel) 1mm Thick	23p
Crankcase Main Bearing Shims	24p
Valve Locator	£4.60
Valve Locator Cir Clip	18p
Crank Nylon Stuffers	£1.01
Aluminium Stuffers	£1.47
Copper Rivets	23p

ARROW ENGINES & SPARES

British KEB2 Engine complete with motoplait and carb	£181.50
National 3 Port TT Engine	£226.87
New 'D' Port 5 Port TT Engine	£247.50
(Mounting plate, finger guard and allen screws)	£13.60
Cylinder head	£24.00
Cylinder barrel to head 'O' ring	88p
Exhaust pipe	£6.28
Cylinder barrel	£25.60
Cylinder liner	£24.80
Cylinder liner 5 port	£26.40
Chain guard	£5.80
Chain guard spacer	£1.60
10T sprocket fine pitch	£4.95
11T sprocket fine pitch	£4.95
12T sprocket fine pitch	£4.95
9T sprocket std. pitch	£4.95
Output shaft oil seal	40p
Rotary valve cover	£10.40
Oil seal 25357	35p
Rotary valve std. 45-65°	£4.00
Hub, r/v drive hub	£3.60
'O' ring crank/valve hub	52p
Crankshaft nut	72p
Crankcase I.H.	£25.60
Crankcase R.H.	£25.60
C/shaft oil seal	40p
Big end roller bearing	£3.00
Cylinder head stud	48p
Piston ass. all sizes, inc. piston, rings, gudgeon pin and circlips	£8.00
Sie thrust washer	77p
Crankpin	£2.72
Connecting rod	£14.72
Crank ass. inc. rod	£56.00
Crank half R.H.	£17.66
Crank half L.H.	£17.66
Engine mount clamps	£2.00
Rotary valve tuned 45-72°	£4.00

IGNITIONS	
Motoplait Class 1 Comp with Coil	£25.00
Motoplait coil	£10.50
Dial gauge	£7.00
Extension	£1.50

ALUMINIUM COMPONENTS

Front wheel boss 15mm. 17mm	£3.60
Front wheel boss, ¾" die	£5.00
Rear hub 25mm or 1" die cast	£3.50
Rear hub 30mm die cast	£3.50
Engine mount 15" (new type)	£6.75
Engine mount, sliding	£7.50
Engine mount bottom clamps	70p
Carb spacer	70p
Disc carrier 25mm or 1"	£2.50
Disc carrier 30mm	£2.50
Sprocket carrier 25mm or 1" die cast	£2.50
Sprocket carrier 30mm	£2.50
Alu Finger guard universal undrilled	£1.25
30mm bearing housing 1pc	£1.65
Alu Coil brackets universal	£1.65

CARBS AND ACCESSORIES

Tillotson std. HL317A	£8.50
Tillotson body std.	£5.00
Tillotson body bored 27mm	£7.50
Tillotson bored & tuned 25mm	£13.50
Tillotson bored & tuned 27mm	£15.00

Tillotson spares:

Diaphragm Bottom	£1.20
Diaphragm Cover	£1.16
Pump Diaphragm (Teflon) Fawn	49p
Pump Diaphragm (Rubber) Black	28p
Idle Mixture Screw	49p
High Speed Mixture Screw	£1.16
Nozzle Check Valve	£1.15
Throttle Shaft & Lever (HL317A)	£2.50
Throttle Shaft Return Spring	17p
Gasket & Packing Set (GS-1HL)	94p
Repair Kit (parts) (RK-45HL)	£3.80
Diaphragm & Gasket Set (DG-1HL) HL304A	£2.06
Diaphragm & Gasket Set (DG-2HL) HL317A	£1.73

EXHAUSTS

Vevey exhaust	£9.50
Flex per 8" length	£1.65
Renald Link Extractor	£8.50

KART COVER AND TOOLS

Kart cover 100cc	£9.50
Seat cover universal	£6.50
Kart stand unsprayed	£8.50
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
Motoplait puller	£1.75
Motoplait 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)	£2.25
Axle Bearings 25mm	£1.90
Axle Bearings Inch	£1.90
Stub axle bearings 15mm	70p

TYRES

Good Year (C.I.K.)	
11.4.50 x 5" moulded wets	£11.50
11-6.00 x 5 (German)	£7.50
11-4.50 x 5 (German)	£7.50
11-3.50 x 5" Large 10A	£7.00
	£5.75

Carlisle

410/350-4	£8.00
11.350 x 5	£9.00
11-600 x 5	£9.50
11-450-4	£10.25

Carlisle Rain Tyres

11-3.50 x 5	£9.90
11-4.50 x 5 R.A.C. CODED	£10.10
11-6.00 x 5	£11.60

Good Year Rain Tyres (German)

11-3.50 x 5	£7.50
11-4.50 x 5 R.A.C. CODED	£9.50
11-6.00 x 5	£10.00

Bridgestone Tyres

Slick 450 x YBE CIK	£14.50
Slick 710 x YBE CIK	£17.00
Slick 750 x YBE CIK	£20.00
Wet 450 x 5 YBF CIK	£19.00
Wet 600 x 5 YBF CIK	£21.00

WHEELS AND ACCESSORIES

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

CRONUS STOP WATCHES

Cronus Olympian single event time	£17.00
Cronus 3T Taylor action 1 sequential time	£30.00
Cronus 3ST Taylor/cumulative time	£45.00
3, 4, 5, 6, 8mm T-bar Allen Key	£1.40
10mm T-bar socket	£2.75
Cronus 2D combination of above plus "time out"	£70.00

RACING PLUGS

Motocraft AG 403-603-903	65p
NGK BEV-9EV-10EV	£1.35
Special rubber plugs caps	50p
Plastic plug holders 6 plug	20p
NGK B8EN, B9E	£1.50
BIOEN	£1.50

LATEST PRODUCTS

Kart Suit various colours from	£24.00
Airheart Brake Pads	£3.75
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CLUB SCENE

125 National

1st	Ian Pratt	SM Sprint/Yamaha
2nd	Gordon Petrie	Lynx/GBRD Yamaha
3rd	Colin McGinnis	Star/Rotax

Junior National

1st	Brian Ewing	DAP/DAP T70 JM
2nd	Andrew McLean	DAP/BM
3rd	Colin Bird	Lynx/TKM Turney

250 International

1st	Paul Cook	Zip/RKR Yamaha
2nd	Rob Mitchell	Lynx/Zip Yamaha
3rd	Roy Gallant	Zip/RKR Yamaha

100 National

1st	Niall Smith	Zip/TKM
2nd	John Lowe	Zip/Baird BM
3rd	George Bertram	Sprint/Arrow

210 National

1st	Douy Pratt	SM Sprint/Upton
2nd	Doug Taylor	Zip/Upton
3rd	Peter White	Blow/Upton

The prizewinners gather at the Banff & Moray Kart Club's annual dinner. . .

Shenington

15th November 1981

November 15th was bitterly cold and breezy at Shenington. The pits were packed to capacity, as there were over 160 drivers entered for the meeting. The final meeting of 1981 was our best supported event of the year. In the club house was a splendid display of trophies and Christmas goodies all ready for the successful drivers.

Junior Britain

There was a full grid of Junior Britains taking part. The heats were won by Jamie Beasley and Andrew Colson. The front row positions for the final were held by Andrew Colson and Jamie Kavanagh. It was Colson who made the break and took the lead. On lap two Jamie Beasley passed Stephen Bennett to take fourth. Adrian Chapman starting from grid fifteen had reached seventh position by lap two. The first three drivers, Colson, Kavanagh and Hunt were evenly matched and no changes looked likely. From lap four Andrew Colson lost his lead to Jamie Kavanagh in an outbraking manoeuvre followed one lap later by Colson being baulked by a backmarker allowing Sammy Hunt through. The running order did not change further and Jamie Kavanagh was first to take the chequered flag.

Junior National

Charlie Brown and Steve Brogan won a heat each. Charlie was having an exceptionally good day and looked as though he was going to carry off the final. Charlie shot into the lead with Steve on his tail. Close behind them was Gary Moynihan. Martin Prior was having great difficulty trying to pass Kevin Clarkson which prevented him ever being in touch with the leaders. For three laps Charlie Brown hammered round Shenington in the lead. I saw Charlie's hand move out to his carb as they approached the top hairpin. Steve took advantage and dived on the inside and slipped through. However Charlie wasn't having any of this and repassed at once. Brogan was quicker



through the chicane but Brown was quicker through the pit's complex. Lap five spelt disaster for Brown. A novice driver, Craig Bennett was negotiating cafe corner sensibly when Charlie Brown and Steve Brogan bore down on him. As Charlie passed Craig on the inside Charlie appeared to make a slight error and spin himself. There was no contact between any of the karts. A tragic end to such a promising performance. Steve Brogan had a reasonable lead over Gary Moynihan and Steve was the eventual winner.

Senior Britain

Heat wins went to Darrell Beasley and Brian Randle. The front of the grid for the final was occupied by Brian Randle and Eric Butler. The starter raised his flag and Eric Butler got away well with Brian Randle behind him like a shadow. Behind them the karts were bumper to bumper. Brian Rixon, Brian Taylor, Vick Rawle, Martin Sismey, Mark Walters and Darrell Beasley. Half a lap into the final and Beasley was off in the chicane, an assisted start automatically put him out of the running. The spectators' eyes were glued to the battle for the lead. The only change in the mid-field was between Vic Rawle now fourth and Brian Taylor fifth. Eric Butler had a couple of kart length's lead over Brian Randle. With only one lap to complete Eric began to lose ground, a steaming up visor was taking the edge off his performance. Brian Randle closed on Butler in the chicane, tailed him and outbraked him in the bottom hairpin, and became the new race leader. Eric Butler fought to regain his position. Brian Randle jubilantly crossed the finishing line ahead of Eric Butler.

100 National

Thirty-eight drivers took part in the 100 National providing some of the closest racing of the day. Derek Higgins was on form and won two heats and Ashley Browning and Dominic McGee won a heat each.

A 'B' Final was run because of the large entry. The four drivers repercharged were Stephen Wright, Gary Wardby, Timothy Constable and Adrian Stevens. On the last lap of the 'B' Final Robert Smith and Tony Dvornik came off on the bottom hairpin after

they had held safe first and second places. By the time the 'A' Final was due to start the light was very poor. Derek Higgins from pole made an excellent start, Dominic McGee slotted into second place, followed by Rob Owen, Ashley Browning, Robby Adams, Ray Lewis and Simon Pain. There was no change in the running order at the front of the field, for five laps, though Derek Higgins was edging away from Dominic McGee. The drivers at the back of the pack were creating the spectator interest. Two of the repercharged drivers were coming through well, Stephen Wright to seventh and Adrian Stevens to eleventh. The light was clearly deteriorating and two drivers' brake discs could be seen glowing cherry red. A warning was given to one of the two drivers, he stopped creating some confusion as another driver thought the instruction was being given to him and he stopped as well. On the last lap we'd lost Robby Adams who had always been going well in fifth place and then Ray Lewis went missing. Derek Higgins had a very respectable win from Dominic McGee and Rob Owen.

125 National

The 125 National was well supported with fifteen competitors. Roger Goff and Keith Bisp were the heat winners. The grid positions, front row, for the final were: Pole — Roger Goffe, 2 — Simon Quance, 3 — Alan Sorrenson, 4 — Doug Hart. The starter let them go and Roger Goff took an immediate lead over Alan Sorrenson and Malcolm French. On the first lap Keith Bisp made ground well and was soon challenging for fourth, having started from grid 10. Doug Hart and Geoff Hodge were struggling for fifth and immediately following them was a

CLUB SCENE

continued . . .

laps to go he was right on the tail of the battle for second place, having passed twenty-one other racers to reach it. The flag fell on all three men practically running abreast. Great racing.

100 National
Kevin Warner came to Dunkswell to try some new tweaks on his Dart, won all three of his races and hammered the lap record, to finally leave it at 35.7.

This was a poorly supported class that suffered depletion throughout the afternoon by various people's troubles. Chief among these was Russle Maple (Zip/TKM), who had the same sort of problems as his younger brother had in Junior Britain. Arthur Wood (BM/Arrow) and John Fortune (Sprint/SS20) led the chase of Warner, and although quick by clubman standards, they just didn't have the steam to challenge.

210 National
Plenty of good action from this class – lots of late braking and hairy manoeuvres, lovely!

The 'A' final proved to be a two horse race with Malcolm Williams (Barlotti) fending off the attacks of Stephen Plain, who now seems fully recovered from his wrist injury. These two broke clear of the pack and enjoyed their private dice up front until – bang! Williams was out with the smokiest blow-up you ever saw. Plain cruised to an easy victory, leaving Kim Turner and a much improved Alec Sutcliffe to race for second spot.

125/250 Combined
What made this class more entertaining than usual was the presence of Andrew Bundy on a Zip/125 YZ. He quickly adapted to gearbox racing and was soon chucking the little Zip up around the outside at Hangar Bend to get by the opposition. This is usually done only by the skilled in 100 racing and the brave in gearbox racing, yet Bundy could do it time and again.

Others to show well were Alan Pearse (Barlotti/Rotax), Dave Sloman (Zip/TZ) and the immaculate Trevor Horwell (Dino/TZ). These three lead the chase of Bundy so successfully that he had to break the lap record with a time of 34.7 to stay up front!

M.P. Vicary

Results:

Junior Britain			
1st	R. Marsh	MM/Arrow	
2nd	M. Jennings	MM/MM Arrow	
3rd	A. Coles	Kestrel/Tabor DAP	

Senior Britain			
1st	A. King	Kestrel/Swindon Arrow	
2nd	A. Bundy	Barlotti/Komet	
3rd	A. Pallister	Kestrel/Tabor DAP	

100 National			
1st	K. Warner	Dart/Dart Arrow	
2nd	A. Wood	BM/Arrow	
3rd	J. Fortune	Sprint/SS20	

210 National			
1st	S Plain	Zip/PPM	
2nd	K. Turner	Blow/KTMM	
3rd	A. Sutcliffe	Barlotti/Upton	

125/250 Combined			
1st	A. Bundy	Zip/TVM YZ	
2nd	D. Sloman	Zip/Yamaha TZ	
3rd	A. Pearse	Barlotti/Rotax	

Fraser. The karts were sending up a spray of water off the wheels as they tackled the rain sodden track and due to the conditions at the hairpin, the leader, Gallant, slithered straight on through the straw bales with Fraser also coming to grief behind him. Cook, meanwhile, steered clear of trouble and into the lead with Mitchell still behind and now second. Gallant and Fraser rejoined the race, finishing third and fourth respectively.

100 National
Niall Smith and Johnny Lowe had two 1sts and two 2nds respectively. George Bertram, Brian Searles and Sandy Taylor shared other top places.

Smith took command as he led the pack into the final. By lap three Smith was the firmly established leader, with Lowe second, Bertram third, Taylor fourth, McLeod fifth and Baillie sixth. As the laps rolled past Smith held on to his lead with Lowe second and these two had pulled away from the rest of the pack where places were changing with each lap. McLeod had been picking them off one by one, and had moved into third with Bertram fourth and that is how they finished – Smith, Lowe, McLeod and Bertram.

210 National
Les Campbell and Sandy Pratt each won a heat. Doug Taylor, Peter White and Bill Stoddart were always well up in contention and the final promised to be close.

White established an early lead in the final and there was no holding him back. Pratt, Stoddart and Taylor settled into second, third and fourth. I think White had decided to get the final finished and out of the rain as soon as possible by the way he increased his lead lap after lap! He took the chequered flag with Pratt, Stoddart and Taylor maintaining their positions to the flag.

Jenny Taylor

Results:

Junior Britain			
1st	Brian Tewnion	Zip DAP/TKM	
2nd	Clair McArthur	Zip/Arrow	

continued . . .

charging Nigel Smith – and then the action really began! A last lap, side-by-side effort into Paddock saw Hines and Smith touch, the former spinning down the hill, leaving Smith to take third from Lambden, while up front Kerkhoven slipped inside to take the win. John Ball had worked steadily through from a rear grid for fifth, ahead of a recovered Hines.

Race two, and Ball and Smith made the best of their positions to lead into Paddock, with Hines and Lambden again quick away, going round the outside to slot in behind. Reg Gange moved quickly through to join in, and another cut-and-thrust battle was on. Smith fell back into retirement with apparent engine problems, leaving Ball to run out eventual winner from Gange, Hines, Lambden, and Kerkhoven.

On aggregate – with a first and fifth each – Ball and Kerkhoven were declared joint winners, with Lambden taking the third place cheque from Hines and Dalgarno.

1st	John Ball	Join-In Zip/Rotax
	Rob Kerkhoven	RKR Zip/Rotax
3rd	Chris Lambden	LBF Zip/Rotax

Letters

Dear Sir,
Having read the proposed tyre regs for the 125, 210, 250 National Classes, I feel unable to comprehend the logic behind the proposed changes. As I pay the RAC MSA for the privilege of a competition licence, I thought they would be the best people to give me the underlying reasons, so I rang them.

I tried to explain to their Mr. Langford that at the moment tyres are cheap (German Good-years £8 – £9 at Dartford Karting) and last at least half a season – if not more. I tried to discuss the proposed changes generally and the reply I received amazed me. Mr. Langford proved to me how completely out of touch he and the RAC are with the wishes of the paying competitor. To go into our conversation in detail would take up too much space, and there are two sides to every discussion, but the point in dispute was that next year it will cost us all more for tyres and there is no need for this extra cost. I was unable to get this point over to Mr. Langford and his off-hand reply certainly did not satisfy me.

If you, the competitor, feel the new regs will be detrimental to our interest, why not contact Mr. Langford at the RAC. If enough people do so the RAC may start to get the picture and act in our interest. It is, of course, up to you, the competitor to start the ball rolling.

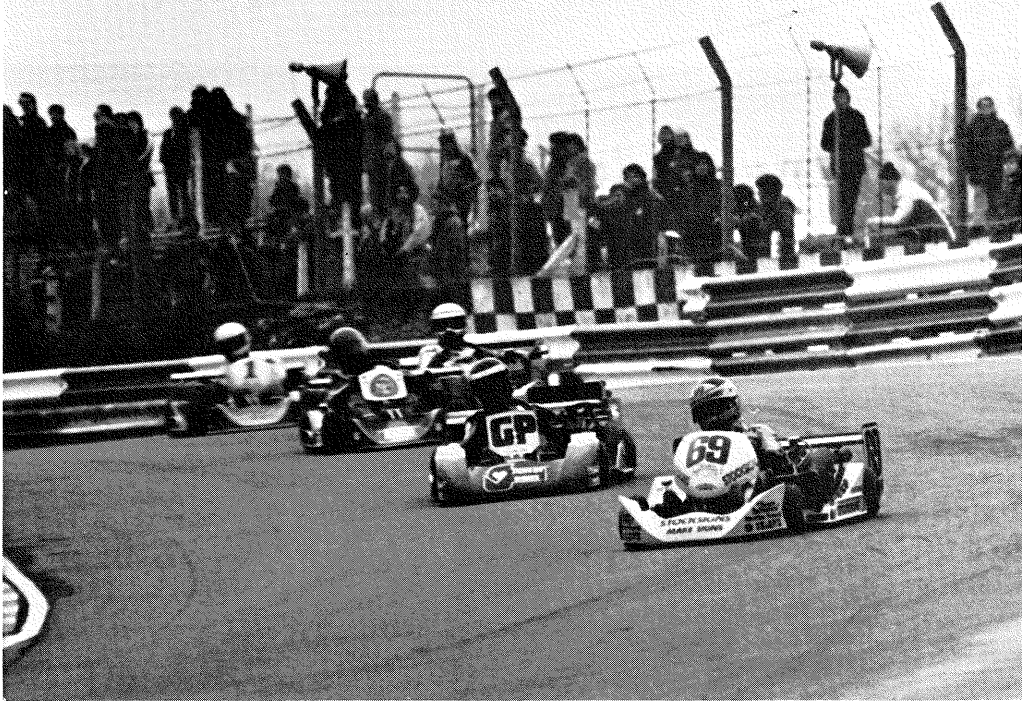
C. Ling
Croydon

Dear Sir,
Like the vast majority of competitors I have never before put pen to paper whilst feeling aggrieved at a decision made by the RAC MSA.

This has now changed because I consider that the proposed changes to tyre regs for National classes of karting absolutely STINK.

The current tyre regs are acceptable to all the competitors I have spoken to, so now must be the time to petition the RAC MSA and also your already hard pressed Club Officials to reject these proposed regs and run to the 1981 regs. My letter is in the post to the RAC MSA – why not follow suit and write to them?

A. Thomas
Rainham



Brands action. Heat two, and Smith heads Ball, Gange, Hines and Lambden. It was like this all the way! . . . (Pic: J. Gaisford).

Dear Sir,
The Kart Technical Regulations 1981 provide that for a side tank:–

1. Along the side of the tank there shall be a bumper parallel to the ground, and 25mm above the rear axle centre.
 2. Between the rear end of the bumper and the chassis, a plate shall be mounted to prevent any backward movement of the tank.
 3. Irrespective of any other method of fixing the tank shall be held in place by a strap.
- My side tank has two metal straps welded on to the chassis. There are bolts in the tank (which rest on these straps), through these straps, securing it. It also has the necessary side bumper fastened as required. It was passed like this at Silverstone and the British Championship.

Recently, at two meetings I have been told that in addition I need a strap across the top and told that an elastic would do.

I am writing to try to obtain clarification. My reading of the regulations is that the metal strap from the chassis across the bottom is sufficient. In any event, I do not think an elastic would do much good in a collision. Can you or anyone in authority give a ruling which might help the discrepancy in the interpretation of different scrutineers.

Alastair Mathie
Kilsyth

ED: You will have to refer to the RAC itself for an “authoritative” clarification, but the view generally taken is that they mean a strap over the top of the tank. In practice, an elastic strap has been allowed, although as you say, this would hardly provide much retention in a good shunt. Bungy cords everywhere hardly enhance the appearance of a kart either. . .

Dear Sir,
Further to Adrian Lumb's letter in your November issue in which he proposed a self-financing 250 National series, I would like to inform all the interested parties of developments to date.

Firstly, I have joined Mr. Lumb as co-organiser of this series. So far over 30 registration forms have been sent out, some of which have already returned with their £150 contributions which have swelled the prize fund to approaching £2,000. Of course, some competitors have wondered about the security aspect of handing money over to someone most of us didn't know from Adam. So hopefully, to waylay some

of these fears a bank account has been opened for the prize fund in the name of 'The 250 National Drivers' Association' and I am a co-signatory with Adrian Lumb for all withdrawals from this account.

The next point of interest has of course been which five events? Martin Hines, last month offered his support and suggested us running alongside the Champion of Champions Series. However, as most of these events are very early in the season, further discussions have resulted in a proposed series comprising the following events: Cadwell Park, 11th April (Club Circuit); Mallory Park, 8th May; Cadwell Park, 27th June (Full Circuit); Brands Hatch, 24th July; Silverstone, 14th August. This gives a spread of one event a month at attractive meetings which most competitors would probably plan to do this coming season anyway – even the Irish contingent!

If you intend to do these events anyway, remember you get £15 start money at each event so you're only risking £75 (and you risk a lot more than that everytime you compete at present, for no return).

There is no element of a “closed shop.” These events are open to all, and drivers contracted into our series will have to compete against ordinary competitors for the glory on the day i.e. British Championship points, GP plates etc., but obviously it's the first contract driver home who picks up our goodies.

As these events are completely open, our association cannot guarantee contract drivers will receive entries. The onus will be on you to get your entry forms off in good time and send an S.A.E. if you wish the receipt of your entry to be acknowledged. A 15, 12, 10, 8, 6, 5, 4, 3, 2, 1 points scheme will be adopted with your best 4 results counting towards our overall Series Championship. Tie-breaking will be as for Grand Prix drivers.

Interest has come from all quarters including karters considering changing classes, so let's hear from the regular 250 National competitors, this series is for you and it's going to happen.

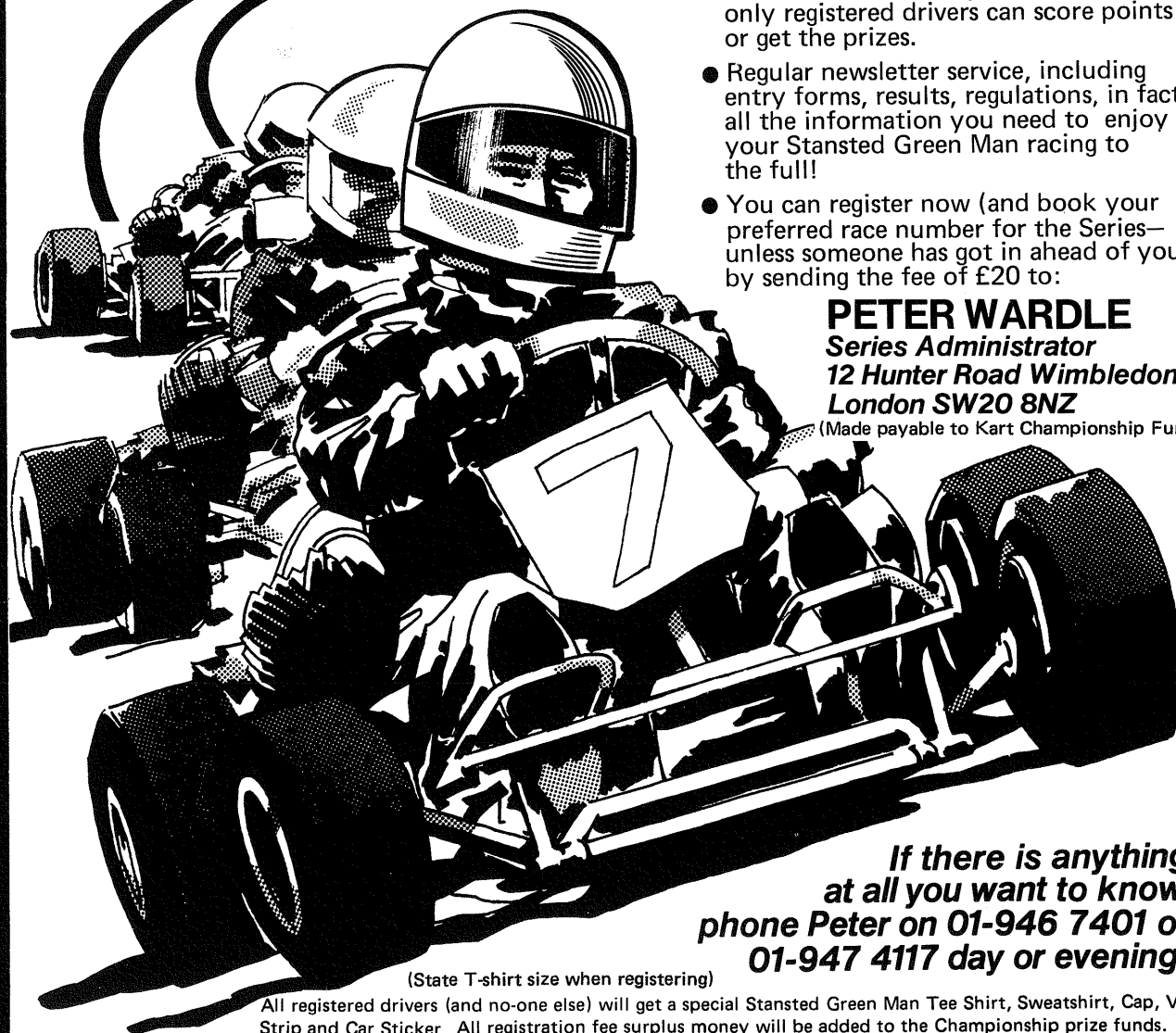
As the first event is now in April, closing date for receipt of registration forms and monies has been extended to March 27th at Snetterton. That is if there are any places left by then. . .

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(State T-shirt size when registering)
All registered drivers (and no-one else) will get a special Stansted Green Man Tee Shirt, Sweatshirt, Cap, Visor Strip and Car Sticker. All registration fee surplus money will be added to the Championship prize funds.

into the lead followed by Wayne Sandford and Chris Pashley. The usually fast duo of Mark Higgins and Rob Lambert were both having an off day and were well down the field. Bill Henderson got past Chris Pashley for third at just over half distance, and on the very last lap, Graham Marris made the error that Wayne Sandford had been waiting for and he nipped smartly through into first place. Graham finished second, and in so doing clinched the 125 Club Championship for this year. Bill Henderson came in third and Chris Pashley fourth.

210 National

A mixed bag in this class, with Dud Martin taking a first and a fourth and taking first in the second heat, Ken Spooner had two seconds and John Holmes had two thirds.

In the final it was Ken Spooner who led the field away, chased by John Holmes, Ian Eastwood and Dud Martin. On lap three Ian fought his way to the front with a superb bit of driving, pushing Ken Spooner down to second and John Holmes to third. Dud Martin had an uncharacteristic spin, promoting Rod Harpham to fourth. Dud set about fighting his way back up the field, while yours truly took the fourth spot from Rod Harpham. The order remained unchanged until the final lap when John Holmes made a 'do or die' attempt to get past Ken Spooner at the Paddock Hairpin. The effort worked and John took second spot at the flag. Dud Martin managed to take the fourth spot from John Stocks when the latter's motor started misfiring on the last lap (that's my excuse and I'm sticking to it).

250 National and International

Nigel Young had two fine first places in the heats, with Ron Ridley taking two seconds. First National across the line in the heats was Rick Butler and second was Chris Stoney on a borrowed outfit. Oddly enough, this pair beat several International outfits in the heats. In the final, it was no surprise to see Nigel Young go into the lead, but he was under attack from Chris Stoney and Rick Butler on the National outfits. As the laps rolled by, the superior speed of the twin began to tell, but there was still a superb battle for second place which resulted in Rick Butler crossing the line ahead of Chris Stoney. The second International outfit home was driven by Ron Ridley.

John Stocks

Results:

100 Junior Britain

1st	Scott Banks	Premier/WRE Arrow
2nd	Steven Key	Premier/Arrow
3rd	Jason Elliott	Sprint/Arrow

1st Novice

Steve Pridmore	UFO/Arrow
----------------	-----------

100 Britain

1st	Dave Smith	UFO/CSK Arrow
2nd	Chris Hogarth	Premier/Hewland
3rd	Mark Wilkinson	Sprint/DAP

1st Novice

Mark Thompson	Lane/DAP
---------------	----------

100 Junior National

1st	Patrick Walsh	Premier/Arrow
2nd	Phillip Woolley	Birel/Hewland

100 National

1st	John Alldred	
2nd	Barry Peary	Dino/Peary TKM
3rd	Bernard Holt	

125 National

1st	Wayne Sandford	Barlotti/Yam
2nd	Graham Morris	Pit-Stop Zip/Chat Yam
3rd	Bill Henderson	Zip/TVM Yam

210 National

1st	Ian Eastwood	Barlotti/Patterson
2nd	John Holmes	Barlotti/Upton
3rd	Ken Spooner	Barlotti/NPU

250 National

1st	Rick Butler	Barlotti/Hiro
2nd	Chris Stoney	Blow/Bultaco
3rd	Andy Lumb	UFO/Honda

250 International

1st	Nigel Young	Barlotti/Yam
2nd	Ron Ridley	Aero/Yam
3rd	Adrian Gunter	Zip/Yam

Dunkeswell

November 15th

With ninety-odd entries, sponsorship from "The Mill on the Mole" residential caravan park at the picturesque town of South Molton, and Andy Bundy racing in a gearbox class, the last Dunkeswell meeting of the season went out with a bang.

Junior Britain

This class should have had a meeting long dice between Richard Marsh (MM/MM Arrow) and Darren Maple (ART/Arrow) to decide the class club championship, but it wasn't to be, as Maple was way off the pace and was obviously disappointed about the fact.

So the meeting supplied an afternoon long duel between Marsh, Mark Jennings (MM/MM Arrow) and Adrian Coles (Kestrel/Tabor Arrow). Marsh took a heat win and the final, and broke the lap record with a time of 36.3.

Still in her novice year, Tracey Cowee had her best meeting to date, finishing a strong fifth in the 'A' final. Well done.

100 Britain

With Pete Rochford, Nigel Cleveley, Andy Bundy, et al present, it was almost a mini SAM round!

There was the usual Britain cut and thrust action in the heats, so much so, that Cleveley got shoved off (with three other guys) on the very first corner and found himself relegated to the 'B' final!

Three times the starter refused to wave them away as Rochford and Andy King played "trackmanship" with one another. The C of C halted the field, gave the leaders a piece of his mind, and sure enough, they started next time round. Rochford led briefly but seized, leaving King with an easy victory over the battling Bundy and Andrew Pallister. Highlight of the final though, was Cleveley's climb up through the field from his 'B' final position. With two

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

Hemswell

15th November

A bitterly cold day greeted the 70 or so brave souls who signed on at Hemswell on Sunday 15th November, for the Borders Kart Club's meeting. Fortunately, in spite of black clouds, the weather remained dry for the whole meeting.

100 Juniors

Only three Junior National outfits out of a total grid of fourteen karts, but again the Britain drivers showed that in terms of overall performance there is little to choose between the two classes. Patrick Walsh took the first heat with Scott Banks second, and Steven Key third. Interestingly, Patrick was driving a National outfit, but on tyres normally only seen in the Britain class. The second heat was won by Scott Banks with Patrick Walsh second, and Jason Elliott third. From the start of the final, it was Scott Banks who led the field, from Patrick, Steven Key, Paul Dukes and Paul Corbett.

Scott set about building a comfortable lead, but further down the field, Jason Elliott and Phillip Woolley got past Paul Dukes to take fourth and fifth place respectively. It certainly wasn't for the lack of trying, but the order at the front of the field remained unchanged to the final flag with a fine win for Scott Banks, second for Patrick Walsh, third for Steven Key and fourth for Jason Elliott.

Patrick was the first National driver to finish and Phillip Woolley who came fifth overall was the second placed National driver.

The Novice Trophy went to Steven Pridmore at his first ever meeting.

100 Britain

After the heats had been run, there was no clear cut favourite for the final. Dave Smith had a first and a third, Mark Wilkinson a second and a first, Trevor Faunch a third and a second and Jim Holdsworth two fourth places. The problem resolved itself when Dave Smith went straight into the lead in the final. He immediately came under heavy pressure from Mark Wilkinson, who in turn was under pressure from Chris Hogarth. On lap three, Chris Hogarth found a way past Mark for second spot and started breathing heavily down Dave Smith's neck. Dave, in turn, kept his head and first place to the chequered flag. Chris had tried just about everything to get past but had to be content with second place. Mark Wilkinson came in third and Jim Holdsworth fourth. The Novice Trophy went to Mark Thompson, and Sue Luke made sure of winning the Club Championship in this class in her first year of racing.

100 National

Barry Peary lined up on pole for the final after two first places in the heats. He wasn't going to have it all his own way though, as John Alldred, with a second and third, and Andrew Cursley, with a third and second, showed. In the final, it was John Alldred who went into the lead chased by Nick Hornsby. Barry Peary and Andrew Cursley. Andy seems to have Hemswell as his 'bogy' track as on the first bend he was pushed off the track. He managed to restart and started carving his way through the field. Meanwhile back at the front of the field, Barry Peary was up into second place and was attacking John Alldred for first. John's driving has improved out of all recognition in the past few months and he was well up to the battle of keeping Barry firmly in second. For lap after lap this pair fought it out, with Barry trying to outbrake John or even trying to drive right round him on the corners. In the end though, John took the chequered flag first with Barry in second. In third place was Bernard Holt, after Nick Hornsby spun on the final lap, and in fourth was Mark Hotham.

125 National

Graham Marris showed that he was in no mood for messing about with two first places. His biggest rival at Hemswell, Colin Kay, saw his own chances disappear in the first heat when the normally very rapid Rob Lambert tangled with Colin, drastically modifying the shape of his chassis. Wayne Sandford took two second places in the heats and Bill Henderson had two thirds.

In the final, Graham Marris went straight



De Bruyn (3) survived this early Schuurman/Fullerton (2) sandwich to win his first Asian Open. (Pic: Mick Fullerton)

De Bruyn Survives

European Champion De Bruyn survives to take Asian Open title in Hong Kong. Schuurman, Fullerton, and Modena all retire when in contention. Several UK drivers make the journey, including a former 100 National Champion . . .

Once again it was the familiar backdrop of Victoria Park that played host to the Hong Kong Kart Grand Prix, with the title of CIK Asian Open Champion attached to the meeting again. A fair sprinkling of leading European names made the journey to South East Asia, reverting of course to the familiar 100cc International formula.

Included in the field were 6 British drivers – Terry Fullerton, Simon Wright, John Herbert and John Alcorn from the regular 100 International group, plus ex 100 National Champion Mark Tredwell, combining his first International race for several years with a holiday, and an out-of-retirement Roger Mills (officially entered under the Kuwait team banner!).

The usual format was followed, with timed practice (over 2 laps) and 3 qualifying heats per driver followed by the 35 lap Grand Prix itself for the top 30 qualifiers. As usual, the supporting events would include an International team race.

Several top European names, and the leading Japanese seemed set to provide the main competition. Peter de Bruyn would campaign his usual Tecno/Parilla equipment, whilst countryman Harm Schuurman confirmed his recent switch from Dino to DAP, appearing with all DAP equipment, complete with pristine white racing suit. Italian Stefano Modena joined Fullerton in a strong PCR challenge, although on a Tecno chassis, as opposed to Fullerton's Zip. World Championship runner-up Lars Forsman (Birel/Parilla) was present, though due for a disappointing meeting, along with Swiss Paul Guedel – due to show best in the late stages as at the World Championship.

With the limited time available, practice at Hong Kong is precious, and those "in the know" arrive with engines fully prepared and run-in, whilst the newcomers spend valuable time bedding in motors. Practice itself had its usual share of interest, including the use of 30mm slide carbs by the two PCR drivers, the engines revving extremely high, but seemingly staying together. Whether the surface had undergone some change with the weathering of time or not, the other noticeable factor was that after several years as a definite "Dunlop" surface, this time the Bridgestone dominated – much to the discomfort of Forsman, complete with fresh Dunlop contract. . .

Timed practice went convincingly to Fullerton, his best lap a relatively large four-tenths of a second up on the next man, de Bruyn. Modena and Schuurman were next, with Sugaya and Asai demoting a struggling Forsman. An English quartet – Wright, Mills, Herbert and Tredwell – occupied the 13 – 16 spots, although there were some private watches that had Wright as high as 6th. Alcorn's timed run was a minor disaster, contact with a couple of marker tyres leaving some room for improvement in the heats. ▶

The three other English finalists – Herbert (20), Mills (13) and Alcorn (25) – circulated together for a while. . .



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continued . . .

Timed Practice — Result

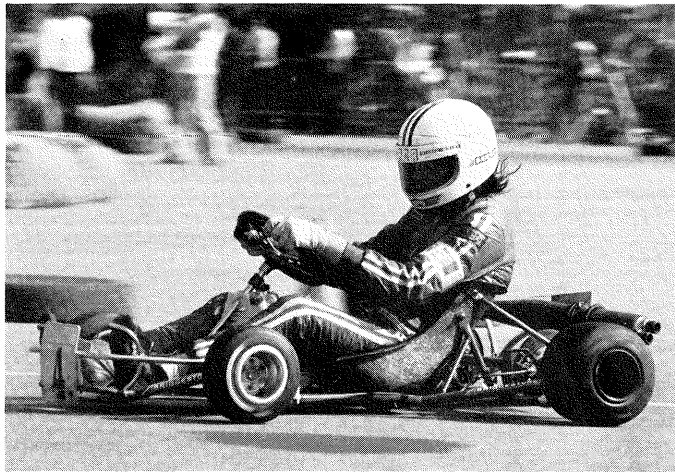
1	T. Fullerton	(GB)	Zip/PCR	39.15
2	P. de Bruyn	(Neth.)	Tecno/Parilla	39.53
3	Stefano Modena	(I)	Tecno/PCR	39.63
4	Harm Schuurman	(Neth.)	DAP/DAP	39.93
5	Yasutoshi Sugaya	(J)	Sugaya/Parilla	40.09
13	Simon Wright	(GB)	Lane/Yamaha	40.64
14	Roger Mills	(GB)	DAP/DAP	40.70
15	John Herbert	(GB)	Cobra/TKM	40.75
16	Mark Tredwell	(GB)	Birel/Parilla	40.80
32	John Alcorn	(GB)	Zip/DAP	42.07

Publication of the official times was held up by some discussion over noise levels. Apparently the entire field was giving readings over the limit, and of course the eventual decision — as so often in this situation — was to dispose of the noise readings entirely.

QUALIFYING HEATS

Schuurman, Fullerton, and de Bruyn shared all six heat wins between them, with Schuurman recording a perfect score — three starts, three wins. In one of these, de Bruyn actually led him over the line, but was adjudged to have passed under the yellow flag, warning of one of the many heat incidents, and was penalised one place. As it turned out, this isolated incident probably had quite an effect on the final outcome, giving pole for the final to the stocky DAP driver instead of Fullerton. . .

Two wins and the second to Schuurman confirmed the other front row grid for Fullerton, with the other win, and grid three going to de Bruyn. Three consistent second places



Modena bided his time, took the lead, then his top jet fell out of the carburettor. . . (Photo: Mick Fullerton)

from Modena earned him the next spot, from Japanese Sugaya and Lee.

The rest of the English contingent had vastly differing fortunes. Best qualifier, in 13th, was Mills, a shaky first heat followed by two more consistent showings pleasing the “Kuwait” entrant. John Herbert picked up ground in two heats, but a DNF in his second, kept his qualifying spot down to 20th.

Other British driver to make the final was Alcorn. Two heats saw a steady move up the places, but a momentary lapse in the third left him on the sidelines. However, enough had been done to make the main final, in 25th spot.

Things did not go well for Mark Tredwell or Simon Wright. . . Tredwell's first heat showed distinct promise, with a fine third behind Schuurman and Modena, but an aggressive

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Rowrah

8th November

Arriving at the circuit on Sunday 8th November, a few grey clouds were hanging about, but as the day progressed it stayed mild and dry, which was a welcome sight for the 71 drivers. Also a big thank you to all who observed two minutes silence, on this Remembrance Sunday.

When signing on, I was informed by our Race Secretary, Karen Dixon, that 125 driver Malcolm Meadows, who comes to all our meetings, had a nasty at Donington, and broke more bones than EVIL KNIEVAL??? I'm sure all drivers and officials wish Malc a speedy recovery.

On with the racing ...

Junior Britain

Double Scottish Champion, Craig McWilliam stamped his experience on this race, to take another fine win on this track, from a hard trying D. Price and Nick Charnell.

Junior National

After three fine heat performances, Nicky Robson sat on pole, having seemingly made the move from Britain to National an easy one. But the final was a very different affair with I. Smith taking the chequered flag from Phil Foster jnr., local driver Neil Brayton third, with Nicky Robson fourth.

100 National

With two heat wins and a second place, S. Burr sat on pole from Willy Grieve, who has been going very well lately at Rowrah. From the flag Burr dictated the race and took a fine win from Grieve, with local driver Nick Stamper from Wigton, taking a well deserved third, followed by B. Chilvers, C. Ayriess and M. Clark.

In an idle moment between races, I chatted with Mike Ballentyne, who has had a lot of bad luck this year, including this meeting, so much so that Mike is thinking about 125 next season. It could be the right move?

125 National

With a GP number plate down on the programme, interest was stirring in this class. Who would win? Who would beat Craig Dixon? Who cares??? Seriously though, Dixon and Mumberson tried to keep Coward at bay in every heat, all to no avail however as Coward took three fine heat wins, and repeated his form in the final to take a superb win from Dixon and a hard trying Mumberson third.

210 National

Poleman Ian Reading got the jump at the start, to lead from a fast starting Anthony Bar and Keith 'Fargy' Ferguson. Bar slipped past Reading at the hairpin, and he just disappeared into the distance. Fargy took second, then on the next lap Reading passed Fargy on the inside going over Hilltop, Fargy repassed Reading in the hairpin. Cruddis was up to Reading's bumper, but was unable to make any impression. So the order at the flag was Bar, Ferguson, Reading and Cruddis.

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

Beccles

On Saturday 21st November, we held our Annual Dinner, Dance and Trophy Presentation where all the trophies raced for all year, were presented. It was held at Hedley House, just outside Lowestoft where accommodation was available for those who did not want to drive home afterwards. Very wise too.

The whole evening was organised by Mrs Monica Beaumont, who deserves the highest praise for her considerable effort. We sat down to a meal starting with Florida Cocktail, Roast Beef with all the trimmings, sweet, coffee and of course the inevitable "After Eights". After the meal the speech, short of course, was made by our Chairman, John Osbourne. Mr. Doug Hampson presented 1st prize of a set of leathers to Boyd Barrington who won our Osel Championship, 2nd place went to his father Roger Barrington and 3rd place trophy went to Trevor Woodhouse. The class winners in the Osel Championship also got trophies and they were:—

Junior: Stephen Webb

100 National: Trevor Woodhouse

125 National: Boyd Barrington

210 National: Ken Austin

The Club trophies were next on the agenda and these were presented by Don Briggs.

Junior: Stephen Webb

100 National: Bob Ketts

125 National: Boyd Barrington

210 National: Ken Austin

The next award, for the Best Novice, went to Robert Gant who well deserved it as he started racing mid season and towards the end was already showing high in race results.

The final award is for perseverance, and is for the person who does well for the Club or is a good trier who sticks it out 'til the end and this one went to Mrs Beaumont who is always a cheerful figure on race days, selling tickets and organising raffles and generally working hard for the Club. Sadly she has retired from the Race Committee and will be sorely missed. We would like to thank her for all the hard work she has put in for the Club.

After all this food we were ready for a dance and this was catered for by a disco and a country and western group which alternated until 1.00 a.m. Funny spot of the night was Boyd walking around after the meal with a rather large bottle of Champagne. Asked if he wanted a glass he replied, "No, the bottle's empty and I can't find anywhere to leave it" — and he was still standing!! Our thanks must also go to our commentator Don Briggs who is 'retiring.' Don has a knack of making a 3 kart race sound like a Grand Prix which is a special talent, and his commentaries will be sadly missed. So will his daughter who used to do a quick sprint to the Lap Scoring Caravan to get the results!

I will finish by saying a big thank you to all the marshals, lapscorers, scrutineers and anyone else I forgot, for their help during the past year and look forward to seeing you all this year.

John Davies

Beccles & District Kart Club

100 Britain

1st Raymond Robson Sprint/Arrow

100 National

1st S. Burr BM/Arrow
2nd Willy Grieve Premier/TKM
3rd Nicky Stamper Zip/Parilla

250 National

1st Rick Livingstone Barlotti/Bultaco

Best Junior Novice

S. Charnell (Female)

Best Senior Novice

Paul Proudlock (210 National)

Tilbury

November 7th

November sunshine greeted the 130 karters who turned up at Tilbury for the first of the two heat winter meetings.

Junior Britain

With several erstwhile Brits defecting to the Nationals we had a smaller grid than usual but still enough for competitive racing. Jamie Chitty won both heats in fine style before running away with the final while Nick Kyriakides showed great improvement to take second place with Andrew Johnson third.

Junior National

A heat one win for ex Brit. Steve Dart, while behind him Gary Moynihan and Lee Cranmer fought a race long battle for second, eventually resolved in Lee's favour. An easier race for Lee in heat two with a clear win from Nick Crabtree.

250 International and National

Well, I never thought I would see a Rotax at Rowrah, but ex 100 National driver Duncan White had a brand new one sitting on the grid (droul, droul). And promptly demoralised the rest. Mike Davidson and Alan Tinnion gave a gallant chase but were outclassed (if that's the right word) finishing in that order with Rick Livingstone (1st National) fourth ...

Ian Reading

Results:

Junior Britain

1st Craig McWilliam MM3/Arrow
2nd D. Price MM3/GEP Arrow
3rd N. Charnell Mamba/Arrow

Junior National

1st I. Smith Wright/Wright Arrow
2nd P. Foster Ferrari/Wright Parilla
3rd N. Brayton UFO/NBR TKM

125 National

1st Stephen Coward Zip/Coward Rotax
2nd Craig Dixon Barlotti/Rotax
3rd Frank Mumberson Star/Akai Yamaha

200 National

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

250 International

CLUB SCENE

A spin at the hairpin put Gary Moynihan out of contention just as it looked as though he might give Lee a run for his money in the final, so Lee had a clear run home and Steve Brogan who had experienced problems in the heats, came through to take second place with Steve Dart third.

100 Britain
Terry White, settling nicely into the Britain class, took heat one after Gerrard Cox went out with engine trouble while holding off eventual second place man David Germain. Tony Davis took the second heat while David once again made second after passing Keith Wiltshire. A good start in the final put David well clear of the second place battle between Tony Davis and Terry White with Terry coming out on top.

National and Britain Novices
A three-way battle between B. Pearce, P. Greenhill and M. Smith took them away from the field and it was not until the last lap that Smith took the lead and Pearce slipped back to third. Heat two leader P. Longmore made it safely to the line but J. Prendergast and M. Court came off on the last lap leaving J. Goldsmith and A. Wilson to take second and third place. Pearce was once again in the lead in the final but crashed on lap four, which put Greenhill in the lead, with Goldsmith pressing hard in second place. A similar battle for third place went on between B. Hasler and J. Prendergast but the placings remained the same as they crossed the line. T. Nagel led in the Britains.

Class IV
A smallish entry after a busy long track season, but the usual enthusiastic performance from all concerned as Trevor Gowers led the 210s in both heats and the final. The 250 prize was taken by Keith Allen after Kevin Ramage had won both heats.

100 National B
Plenty of incidents in heat one but M. Osborn pulled out a good lead and missed the pile-ups as did G. Joy and M. Cole in second and third place. Early leader Keith Hale was looking quick in heat two, but his lead was whittled down by Kenny Minter who overtook on the last lap as K. Oldfield moved up into third place from the depths of the grid. Oldfield was leading the final when it was red-flagged after a nasty looking accident, and after the restart spun off at the hairpin. Osborn, now in the lead, kept his head to complete the remaining laps ahead of Joy and M. Kitchen.

100 National A
Mick Mayers led heat one after a pile-up at the hairpin was successfully avoided by most of the field including Wayne Homer who worked his way through to lead on lap four. Second placed Ian Palmer led in Roger Moth and John Herbert. A bit of excitement at the hairpin sorted heat two out a bit and this time it was John Aitkenhead who took the lead, where he stayed until the finish. Behind him Wayne Homer took second and Gary Till third. With pole position Wayne was well placed to win the final and after making his usual good start powered away into a clear lead. John Herbert chased hard in second place while first Tim Harvey and then Roger Moth dropped out with mechanical problems. Gary Till, from tenth place on the grid, drove a great race to move up to third in front of John Aitkenhead and Chas. Royston who had also come through from the middle of the grid.



RAC Champion Cranmer (above) took Junior National, with David Germain (below) winning the growing 100 Britain class.



Results:

Junior Britain

1st	Jamie Chitty	Dart/TKM
2nd	Nicky Kyriakides	Dino/DAP
3rd	Andrew Johnson	Kestrel/Arrow
Novice:	Mark Salter	Kestrel/Arrow

Junior National

1st	Lee Cranmer	Cobra/BPH PCR
2nd	Steve Brogan	Dart/Arrow
3rd	Steve Dart	Cobra/ERE Arrow

100 National Novice

1st	P. Greenhill	Lane/Parilla
2nd	J. Goldsmith	Birel/K80
3rd	B. Hasler	BM/Parilla

100 Britain Novice:

T. Nagel	Kestrel/Arrow
----------	---------------

100 Britain

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

210

1st	Trevor Gowers	Star/Gowers 9E
-----	---------------	----------------

250

1st	Keith Allen	Zip BS Honda
-----	-------------	--------------

100 National B

1st	M. Osborn	Dart/TKM
2nd	G. Joy	Zip/Parilla
3rd	M. Kitchen	Dart/Parilla

100 National A

1st	Wayne Homer	Dart/TKM
2nd	John Herbert	Cobra/Sisley Arrow
3rd	Gary Till	Zip/Zip



first corner effort in the next spelt disaster. His kart shot into the air, and as it touched down, rolled heavily, with 8 or 9 other karts involved. Mark was taken to hospital (an interesting experience in Hong Kong. . .), x-rayed, and fortunately discharged within an hour. However, his meeting was obviously over.

Simon Wright's day was not a lot better. Typical of his problems was finishing one heat on three wheels, with a broken stub axle hanging off. . . Will his luck ever improve? . . .

But spare a thought for former winner Forsman. A disastrous string of heats saw him miss the main final by 4 places. He was left to take little satisfaction by winning the Consolation race easily. . .

HK INTERNATIONAL KART GP

With the four fastest contenders together at the front, an interesting final looked on the cards – but after a handful of action-packed laps it became a matter of endurance! . . .

The 30 qualifiers lined up thus:

Fullerton	Schuurman
Modena	De Bruyn
Lee	Sugaya
Kusakabe	Suzuki
Sakai	Tanada
Powles	Dell
Lam	Mills
Ayuyao	Legall
Asai	De La Rama
Herbert	Guedel
Brown	Tomsett
Barlett	Catterall
Ayuyao	Alcorn
Lange	Manzano
Fu	Poon

Into the first corner, and Schuurman nosed ahead, with de Bruyn firmly affixed to his rear bumper, forcing Fullerton into third as they emerged from the first corner complex. It was close quarters stuff as these three circulated for the opening few laps locked together, with Modena looking on a few feet back.

As they approached lap 7, Schuurman had squeezed a few critical yards clear of de Bruyn, and Fullerton, conscious that Schuurman mustn't get too far away, was looking for a spot to try a move on de Bruyn.

Lap 7 it was that everything happened. Into the first corner and as Fullerton edged alongside de Bruyn, his engine died and simply stopped – that large 30mm carburettor had swallowed what turned out to be a long black sliver of tyre rubber! . . .

Moments later Schuurman had gone. Unbelievably, a simple driver error, and the little Dutchman was bouncing along the tyres, twisting the chassis and flipping off the drive chain in the process. . .

Two down, but now Modena began to close on new leader de Bruyn. It wasn't too long before he swept by. The third race leader. . .

As photographer Mick Fullerton crouches behind the barriers, brother Terry contests the first corner with Schuurman (above). Heat action (below): Roger Mills (7) presses on while John Alcorn (16) tries a novel passing manoeuvre. . .



Meanwhile, Guedel, from his lowly grid had worked his way through, and slipped by Suzuki to take third. Mills was circulating steadily around 10th, with Alcorn gradually getting closer as he too moved through the midfield. Herbert had made a burst early on, but was now out, with a broken exhaust manifold stud.

Lap 24, and Modena was clear in the lead, but moments later, the Italian ground to a halt – the carburettor main jet had unscrewed and fallen out! A peculiar local affliction, this same problem had taken Fullerton out when leading the 1977 event. . .

The attrition was now finally over, and de Bruyn reeled off the final 10 laps at a conservative, reduced pace, allowing Guedel to close to within 4 seconds at the end. Suzuki finished a distant third. Alcorn claimed the best British finish by slipping by Mills for ninth.

Result – 1981 Asian Open Championship:

1st	Peter de Bruyn	(Neth.)	Tecno/Parilla
2nd	Paul Guedel	(Aus.)	Hutless/Petry
3rd	Aguri Suzuki	(Jap.)	Yamaha/Yamaha
9th	John Alcorn	(GB)	Zip/DAP
10th	Roger Mills	(GB)	DAP/DAP

As usual, the International team race provided late excitement. The Dutch pair won – just – after de Bruyn managed to finish following a major contretemps with Modena, albeit a lap down. Britain looked to have it sewn up, with Fullerton in front and Alcorn in sixth, but then Fullerton's plug lead jumped off. . .



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CLUB SCENE

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

Felton

Sunday 1st November, cold and wet, but still a good entry and some fine racing to keep the good turn-out of spectators entertained.

Junior Britain

There was plenty of action from a grid of ten. Two heat wins for Jason Plato, one win and two seconds for David Price and three thirds for Johnathan McDonald. The final saw Price on pole and McDonald at his side. From the flag Price led all the way to take the chequered flag followed by David Chapman and Stephen Key.

Junior National

Jason Plato had a busy day, racing in both junior classes and succeeded in winning two of the three heats. Mandy Roue, winning one heat, with one second and a third, took pole position for the final. But it was Jason Plato who led all the laps to the flag with a really fine drive. Second place going to Stephen Key and third spot to Chris Smith.

210 National

A grid of seventeen 210's gave some good racing. Three fine wins, flag to flag for Bill Cole with two seconds to Andy Martin. Bill Cole on pole, and from the flag he shot into the lead to win by a large margin with Andy Martin second followed by Anthony Barr.

125 National/250 International

Six 250's on the grid followed by five 125's. Three different winners in the heats, first being A. Sutton. Second heat going to Mike Davidson and third to Nigel Young. Rob Johnstone managed two thirds.

The final saw some really close racing between Young, Davidson and Johnstone with places changing lap by lap between Davidson and Johnstone, then on lap eight Rob Johnstone moved into the number one spot and stayed there to the flag.

The 125 heats were all won by Gordon Brown with a really fine drive with Bill Ridley getting one second and a third. The final was won by Gordon with Ridley second.

The 125's gave some good racing but were overshadowed by being run along with the 250's.

100 Nationals

Four heats of Nationals.

Heat one saw a great battle between George Price, Ian Williams, Paul Fletcher and Roy Dickson and this was the order at the finish.

Heat two saw another great heat with once again Williams and Fletcher with Brian Parias and Stephen Burr, and Paul Fletcher steadily dropping back to fourth place, Brian Parias battling to the front to take the chequered flag.

Heat three and Paul Fletcher made no bones about this one with a flag to flag win with Stephen Burr second and George Price third.

Heat four and once again the big four were battling it out – Stephen Burr stayed at the front all the way home with Brian Parias second followed by George Price and Ian Williams.

The Final: A great race with Burr in the lead followed by Parias, Fletcher, Williams, Davison and Price. Lap two and Parias moved to the front only to lose it on the third to Burr again. Parias regained the lead on lap four and started to pull out a nice cushion to take the flag, followed by Stephen Burr and Paul Fletcher, Ian Williams and George Price.

S. Heslop

Results:

Junior Britain

1st	David Price	MM/GEP T70
2nd	David Chapman	Zip/Arrow
3rd	Stephen Key	Premier/Arrow

Junior National

1st	Jason Plato	MM/Arrow
2nd	Stephen Key	Premier/Arrow
3rd	Chris Smith	Zip/Komet

125 National

1st	Gordon Brown	Zip/Rotax
2nd	Bill Ridley	Barlotti/Honda

210 National

1st	Bill Cole	Barlotti/Peak Revs
2nd	Andy Martin	Blow/AM
3rd	Anthony Barr	McDowal/Villiers

250 International

1st	Rob Johnstone	Barlotti/Yamaha
2nd	Nigel Young	Barlotti/Yamaha

100 National

1st	Brian Parias	Zip/Dickson TKM
2nd	Stephen Burr	BM/SWB Arrow
3rd	Paul Fletcher	TKM/Parilla

A little teaser put together by the organisers of the 250 National Drivers' Championship. Answers next month...

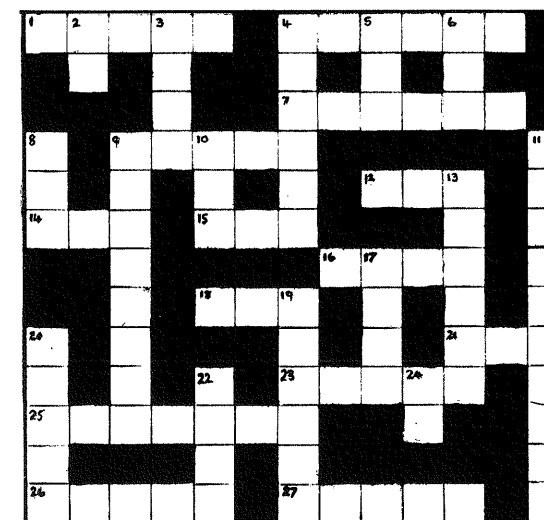
Across

1. Austrian 'Mill' (5)
4. Newcomer, chassis wise (6)
7. Rocket? (6)
9. Mike Wilson's 135 (5)
12. Dart makes kart, minus the dee (3)
14. 'TF' used one at Parma (3)
15. It holds the 'cork' (3)
16. GP connected with FSO Cars (4)
18. 'AG' became the Green Man with that team (3)
21. Drivers reply to the offer of a free Rotax engine (3)
23. On their fingers and around the 'plug(s)' (5)
25. UK Karting's son in F.1 (7)
26. Supermouse is the 'handle', is the name (5)
27. Another GP winner in '81 (5)

Down

2. Some say the RAC live there ... with the Wizard! (2)
3. Stevie S's Black & Gold..... (4)
4. As in beans & sausages, beans & egg, beans & spam, (but definitely not Ron & Eth Glumb) (6)
6. Yankee Motion Lotion (3)
8. Ubiquitous Superkart (3)
9. Sandy's goodies come from there, minus the 'H' (8)
10. Definitely need one to find Rowrah (3)
11. No bumbling by these Yellow & Black sponsors (10)
13. Popular carbs. (6)

17. His first name is nearly his last and he races his own chassis in class one (4)
19. Arthur turned to him but not for tuning (6)
20. Christian name of a racer tuner who's Mr. Right in some people's eyes (5)
22. Used on a rotating shaft to retain oil (4)
24. Rob & Sandy have one, Steve & Colin haven't (2)



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 N/WEST 100 NAT. CHAMPION — *IAN WILLIAMS*
 WOMBWELL 100 NAT. CHAMPION — *STEVE SYKES*
 WOMBWELL JUN. NAT. CHAMPION — *SIMON BLESSED*
 WOMBWELL, JUN. BRIT. CHAMPION — *SCOTT BANKS*
 FULBECK, JUN. BRIT. CHAMPION — *STEVE KEY*
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Compiling the now traditional end-of-season Superkart Top Ten is at present no easy task. Due in the main to the consistent out-of-the-box power of the watercooled Rotax, this season, produced the closest, most even competition for years. At the end, any one of several drivers was quite likely to win the almost inevitable nose-to-tail battle.

But taking the year as a whole, my personal evaluation of those who shone in one way or another is as follows (with previous year's ratings alongside):

	1980	1979	1978
1. John Ball	(6)	(6)	—
2. Martin Hines	(3)	(4)	(2)
3. Reg Gange	(9)	(9)	(6)
4. Dave Buttigieg	(1)	(3)	(1)
5. Nigel Smith	(8)	(7)	(9)
6. Paul Elmore	(4)	(2)	(3)
7. Rob Kerkhoven	—	(5)	(5)
8. Owen Jones	—	—	—
9. Chris Lambden	—	—	—
10. Carolynn Grant-Sale	—	—	—

John Ball's Silverstone GP win, whilst probably being his personal highlight of the season, wasn't a great factor in rating him this year's number one. He was brilliant all season — with an aircooled Yamaha he outperformed many watercooled drivers early in the season, and as soon as he got his Rotax sorted out he became one of the men to beat. Some rivals think he over-plays his lack of funds plea, but of the top seven he is the only one without a spare motor, he doesn't have the time or money to attend most of the mid-week testing the others manage, he has to pay over the counter for most of his equipment and, to my knowledge doesn't receive any great preferential treatment from any of the suppliers. The tragic fact is that if he doesn't get sponsorship for the coming season, we may not be treated to regular appearances from this born winner next year, as he plans to buy a house and get married. Yes, it happens to the best of them! Any potential sponsors who let this 'gem' slip through their grasp should consider what a cheap proposition regular appearances on the goggle box represent, with a man who is sure to be at the front of the field.

This year, whilst not divulging my own top ten, I asked three friends, all regular fast circuit 250 men, to compile their own top ten. Whilst they all differed from mine in some respects, they all had one thing in common — Mr. Ball as No. 1. So what is it that makes him the top of the pile? He is a very formidable "first lap" driver from anywhere on the grid; he fears no-one; he is pretty good on a wet track and he is the best at working his way through the field. He rarely makes mistakes and is second to none in avoiding other people's mistakes — in other words, exceptional anticipation and reflexes. He also resists any flamboyant sideways antics. He may have had an over-worked guardian angel this year — all the chances he takes he gets away with — because there was a time when they didn't go quite so smoothly and he sometimes used to end up in the weeds. It is, remember, only his third full season of 250 racing and he has achieved in that small period of time what 99% of drivers will never achieve — to become the man who starts favourite. His last lap, last corner, outbraking manoeuvres at the final two Donington meetings were underlining acts of his aggressive will to win, that were one of the highlights of the season to me, as a spectator.

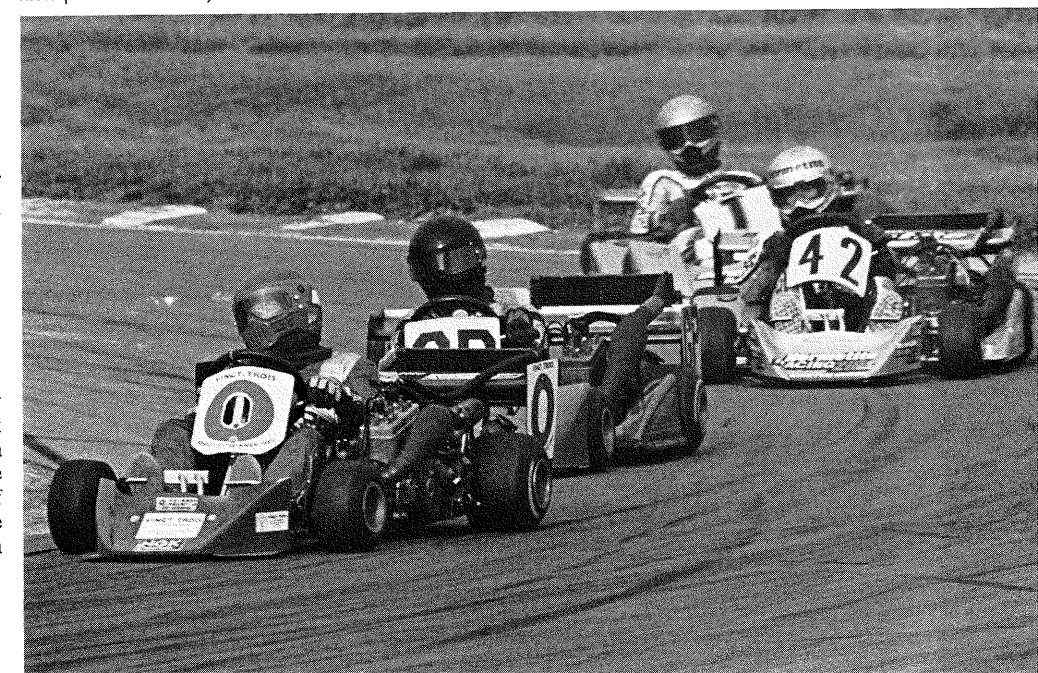
Number two, Martin Hines — the man they love to knock. If you knock him, you knock Superkarting, for without his efforts between meetings, Superkarting would not have the image it has today. Up until the latter part of the season he had to be the natural No. 1 choice for the year, but John Ball's late season form



Merlin's No. 1 — John Ball. (Pic: J. Marshall)

tipped the scales. It is all too easy to form an overall season opinion of who is best by the more recent memories of who was doing all the clever things in the second half of the year and forget all about the four good wins that Hines had in the first half. There were, however,

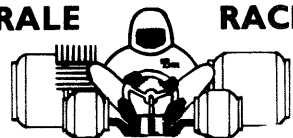
Reg Gange's race of the year — Oulton Park — where he held Ball, Hines and Buttigieg out to the last. (Pic: R. Calvert)



fewer competitive Rotaxes about then, and whilst Hines was the first to get it all together with a Rotax, it was Ball that hit the headlines at the more competitive end of the season, from Silverstone onwards. It was from the GP onwards that Martin's season seemed to go to pieces, starting with the electrical trouble that may have robbed him of his chances of keeping the coveted GP plates after he had set a new 114 mph lap record in his last heat and got the memory of the scary practice accident out of his mind. This was followed by a series of wasted outings with carburettor problems. He had two identical pairs of carburettors (very identical) — a good one and a bad one in each set! This wasn't discovered until testing before the Brands Hatch meeting by which time the season was effectively over. According to the opinion of people who I respect, he is one of the best test drivers there are, in that he is capable of putting many consecutive laps together within a few tenths of a second of each other, which illustrates what a very capable fast pilot he is, whilst keeping well within his personal limit.

The ever-popular Reg Gange takes third spot, a big improvement on last year. After winning the World Cup he seemed to gain strength. Whilst the Morecambe meeting was probably the least competitive World Cup there has ever been, his achievement was faultless and as it turned out I think in the conditions he would have won whoever had been there. His Rotax and Vingt-Trois Zip has probably given him the most consistent and reliable season he has ever had in 250, and as a consequence his versatile driving ability has reached new heights — when everything is going right he is very hard to beat, whatever the track conditions, and whoever is breathing down his neck. In my mind his Oulton Park win, with Messrs Ball, Hines and Buttigieg climbing all over him, was his best drive of the year — under that sort of pressure a lesser man would have gone to pieces and made a mistake. His attitude to racing out of the driving seat is very light-hearted, but once the flag has dropped he is a very determined man indeed! He is a very honest fellow when he makes a mistake: on the last lap of Silverstone, which surely looked his, he admitted that he hung on in the gears for too long, which is a fatal error with a Rotax. He should have changed up earlier from Club Corner and Abbey, and when they did pass him it was before his tyre "let go." Only a very honest sportsman admits a fact like that, and it increases my respect for him as both a man and a driver. Probably the most popular driver in 250.

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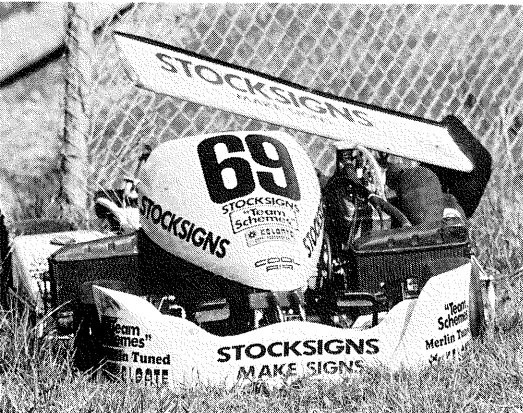
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continued . . .

Dave Buttigieg may have given the impression of having a very good season, but if one takes the 12 major fast circuit events, he has in fact been more consistently successful in the placings than anyone else, just beating Ball if one counts the first six places, though of course Ball has one more win, Buttigieg's big wins being restricted to Cadwell. The normal Buttigieg magic was not seen so regularly as in past seasons. In the heats at Silverstone, on both a dry track and in torrential rain, he was absolutely superb though. One day he will win Silverstone, but once again it wasn't to be him this year — the impetuous driving of a certain Nigel Smith on the start of the second lap saw to that. I have now seen the much talked of and argued about incident on Video, and there is no way that Buttigieg deserved to have a possible win from a richly deserved pole position taken away in that manner. Dave hasn't exactly "gone off" this year — he clearly still displays the old natural ability, only equalled by Ball — but towards the end of the season, he seemed to convince himself into a resigned state of not being a potential winner anymore. I think that the hours he works at his new job means that he sometimes arrives to do battle in a tired state, not capable of giving his best. Some people voiced the opinion that with his undoubted ability, he got to drive under the Hermetite banner only so that Hines could keep an eye on him. In any case, the relevance or truth of this opinion will not apply next season as he will be out on his own, looked after by Peter Berry with, I understand, quite healthy Memorex Tapes sponsorship. Being an unhindered No. 1 out on his own will certainly suit the complex temperament of this great driver, and I look forward to seeing what this new team is able to put together.

Effervescent Nigel, number five. He is now quite clearly taking his prescribed pint of blood for breakfast, and is a completely different proposition from last year. Possibly the fact that he started his 250 racing as Buttigieg's protégé got the better of him at Silverstone, when he decided he would make his misguided bid to pass the Maestro in an impossible situation. But to take on something like that on only the second lap showed a lamentable lack of judgement — if he had bided his time the whole race could have been very different. Having said that, he is of course very much one of the men to be reckoned with, even though of all the top five winners he can still be relied upon to drive more with his heart than his head. His most significant win was at Thruxton where everyone else got involved in the shunts and Nigel Smith drove a superb race which could not be faulted. He, together with John Ball, is the best first lap driver, which is a very strong recommenda-

Nigel Smith was fortunate to escape personal injury at Silverstone. . . (Pic: R. Calvert)



tion of this ability. In the middle of the season he clearly had the fastest engine, whilst at the beginning of the season it was Hines who was the quickest (and probably Kerkhoven's Rotax that was the most rapid at the end of the season).

Paul Elmore may not have gone home with many trophies this year, but with his superbly prepared AK Dino/Yamaha he put in many very forceful and rapid drives, usually all to no avail when tyres let him down. One particularly sickening example of this was at the first round of the Championships at Cadwell, of all the circuits the one you would think gave the Rotaxes the greatest advantage. After a shaky start Paul caught and passed Smith and Buttigieg, and started opening up a sizeable lead only to be sidelined on the seventh lap of the race. With the exception of Oulton Park and Silverstone, he always seemed to have the pace of the fastest men, but never had luck on his side. Together with Brian Heerey, Graham Roscoe and on the few occasions he raced Calvin Fish, he upheld the Yamaha colours, which weren't as easy to drive as the Rotaxes, as they required considerably more gear changes and more critical gearing than the more forgiving spread of power from the disc valve engines. A brave season for Paul Elmore who deserved to see the chequered flag on at least three occasions.

Rob Kerkhoven's presence at meetings was hardly noticed until he changed to the Austrian Rotax in time for the Silverstone Grand Prix, and then there was no holding him. With lots of testing and the great advantage of Sandy Dalgarno's backing, he instantly became a very impressive front runner displaying all the skills we haven't seen from him for over two seasons. So quickly did he adapt to the Rotax that one wonders what on earth he was doing wrong with his Yamaha before! If he had performed as well all season he would obviously have qualified for a much higher rating. Whilst his European Championship win was to be congratulated, it was of course gained whilst much of the competition was busy at Oulton Park.

Owen Jones, with a limited budget but the enthusiastic assistance of one-time driver Harry Rolfe, had an excellent season and got better as the season progressed. He would probably have finished even better at Silverstone had his front tyres not blistered badly towards the end of the race, but was rewarded by a win at the Mallory Park meeting. He would probably have won the second television meeting at Donington but for a back marker on the last lap. A brilliant young driver with much experience from many successful years in 210 Villiers. Funds permitting he can only get even better.

Now for the new 250 Champion, Mr. Lambden. After feeling his way in his first couple of outings, the ex New Zealand 100cc Champion was soon driving up amongst the seasoned top names. Bearing in mind he had well and truly jumped in at the deep end, with no previous experience on a full motor racing circuit, new to Superkarting, and on top of all that, driving a discarded Hines' chassis with the engine on the "wrong side." He never appeared an exciting-to-watch driver, but there were times when he seemed quite at home keeping company with, and at times overtaking all the best men, with the exception of Ball. He was also very impressive on quite a few occasions in the wet — notably the Silverstone Saturday heats — and looked very good at Donington on a wet track. A very consistent season this year will I hope be followed by an outright win next year. It was of course he who inspired the cartoon on page 33 of the November issue regarding the increase in sales of chassis spares thanks to Graham Roscoe. (It was as a result of a contretemps with Roscoe that Chris wrote off his chassis in the final at Silverstone). When I last spoke to Graham Roscoe I asked him if he liked the

cartoon, and his reply was something like "well if the fool will try overtaking round the outside at a place like that, what does he expect?!" So it would appear that the "Kiwi Chappie" does have the necessary "fire-in-the-belly" ingredient at times. . .

The female intruder into the masculine world of Superkarts has certainly earned her spurs this year. When No. 25 goes by, you tend to forget that it's "a bird" at the wheel. Whilst there are undoubtedly a number of faster drivers not in the top ten, Carolyn Grant-Sale does deserve a place for her consistent unflappable driving that nearly won her the British Championships. She 'keeps it on the island,' usually crosses the finishing line well up in the places, and even when being "assaulted" from all sides (as she was by Bohlin and Martin Poole at Silverstone) is not intimidated, and stays with them. A little story which will illustrate her 'gutsy' determination towards racing:— At a test session early in the season at Cadwell, Carolyn was driving round like "a bit of a wally," putting in some pretty slow times, finding many faults in the chassis and engine as her excuse for a somewhat unimpressive pace. Hermetite Zip No. 1 Hines then decided that the only way to convince her that there was little wrong with the setup was to put in a few laps himself against the stopwatch in a kart which didn't exactly fit him. On getting out of the kart he showed "Mrs Butty" what the stopwatch read, and felt that was proof enough that there wasn't much wrong, as he had gone 4 seconds a lap quicker than her. Carolyn's reaction was to slink off for half an hour to have a sulk and a think. After that she got back into the kart and put in laps only just over a second slower than Martin — from then onwards she never looked back all season! . . .



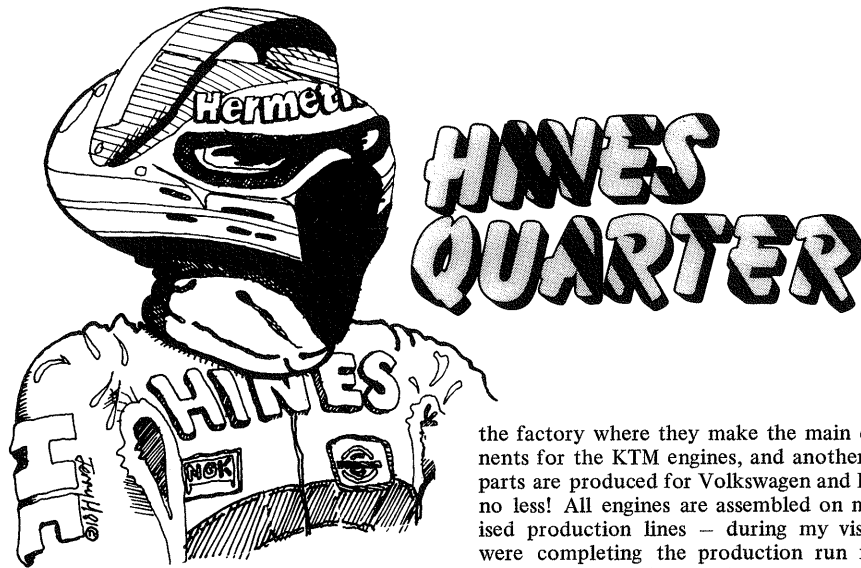
Carolynn Grant-Sale. The new determination shows. (Pic: J. Marshall)

The surprising exclusion of a previous No. 1 in the top ten — Steve Stylin? The closest he came to winning a race were two fourth places, at Cadwell and Donington. The top ten consists of seven race winners, a frequent race leader, the British Champion and a very plucky lady. Whilst I know Steve is capable of much better things, I am afraid he fell short of showing it in 1981. For 1982 he has left his present engine tuner and is going to place his trust in Stuart Ziemelis who is now doing engine tuning for 250 Rotaxes as well as 125's.

Three drivers not in the top ten deserve special mention: Brian Heerey, for his many very competitive drives, though with few results at the end of the day; Graham Roscoe for his fearless "assaults" on many a faster Rotax with his Yamaha; and Rae Davis for one of the epic drives of the year, from the back of the grid at the Silverstone GP, coming through to finish 7th. Some people reckoned he did a faster lap than the one officially quoted for the race, credited to Messrs Ball and Fish. . .

Chris Merlin

Kart & Superkart



The year is underway, and more and more news keeps coming in which tends to point to a big year in Europe for Superkarts. Early in December, I attended a Motor Racing Show in Bordeaux (and sampled a bit of the old plonk. . .) where the interest in Superkarting shown by the car racing fraternity was almost overwhelming.

They are constructing a new Motor Sports Complex in Bordeaux, including a full racing circuit, and a 100cc kart track. Superkarts are listed, along with cars and bikes for the main circuit, which will have virtually every facility available, and be like a small holiday town. It is due to open in '83, and the people behind the venture assured me that Superkarts are to be featured there.

It seems fairly likely that there will be 4–5 International Superkart events in France this year, with prize money in the region of £3,000 per meeting. I've given the French organisers our dates, so hopefully they won't clash. In England, we already have a total of 18 long circuit events scheduled, with perhaps one or two more yet to come. Add this to the 10–12 possible European events and you can see that one could have a lengthy old season if you tried to do the lot! . . .

Important Notice: There is the possibility of a major international event coming up on April 24th/25th. Travelling time involved, allowing time for practice etc., will be 2 days either side of the event. What I need to know is exactly how many people would be interested in going — bearing in mind the U.K. programme around that time! The event is for Superkarts only, and I can take care of the travel arrangements so everyone travels together the cheapest possible way. If you are seriously interested, let me know. When things are confirmed, I will be able to fill you in with all the details.

It does look, unfortunately, as though no-one is going to Daytona — taking place as we go to press. Apparently the WKA, who promote Daytona, have decided against allowing Rotaxes to run. A bit odd, but there you go. Even odder when you realise that the other U.S. governing body does allow them. . .

A few months ago I visited the Rotax factory. As you can see from the photo, it's certainly an impressive organisation from the outside — and even more so when you get inside. The factory is laid out impeccably, as most European ones of this type seem to be. The investment in machinery is staggering — everything is done within their premises except the Nikasil plating of the cylinders. The heat treating plant is one of the most sophisticated in Europe.

All racing components are subject to stringent quality checks, as are the raw materials that make them. It was interesting to see a part of

the factory where they make the main components for the KTM engines, and another where parts are produced for Volkswagen and Porsche no less! All engines are assembled on mechanised production lines — during my visit they were completing the production run for the 500cc four-stroke endurance motorcycle engine, showing just how versatile they are. Racing engines are then run in and tested on a dyno before despatch — doing each and every one must be a job in itself!

Total engine production at Rotax is in the region of 120,000 units a year — kart engine production of course accounting for just a mere fraction. . . The bulk of their competition engines go to Canada for snowmobile use (I tried one many years ago in Finland — are they fun or what! . . . One would have been "the business" during our pre-Christmas weather!)

As I said, kart engines are just a tiny portion of Rotax's output, but as a new and relatively interesting field, they are certainly showing encouraging interest — especially their development engineer.

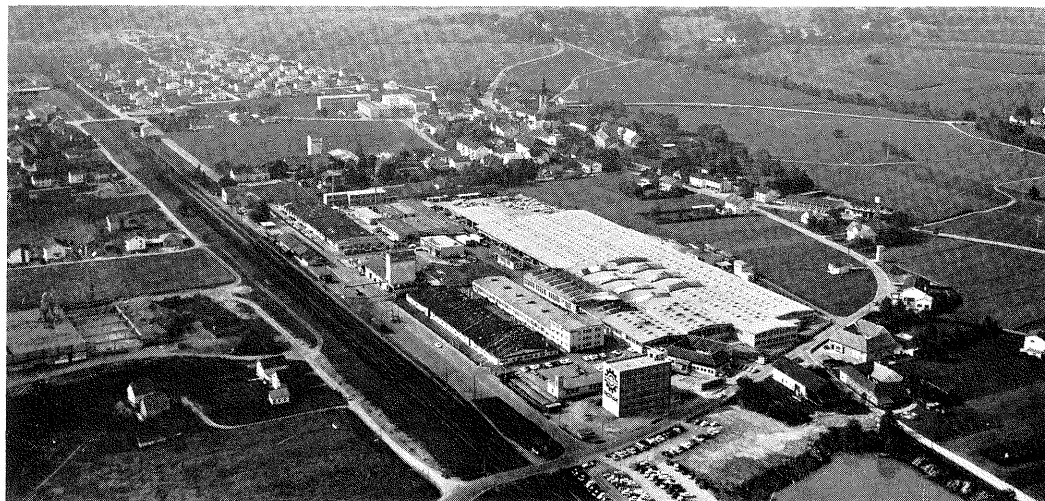
Elsewhere in this issue you have probably read the news that Dave Buttigieg and myself have parted company again. Dave is to spearhead his own one-man team, with backing from Memorex, using a similar Zip GP/Rotax setup to that he used in the Hermetite team last year. I wish him every success — it's good to see that he has got a major sponsor behind him, as he rightly deserves.

The other half of the family — Carolyn — is to stay with me (meant in the loosest of terms!) in the Hermetite team. Could be interesting seeing the two of them battling it out for different teams.

Simon Mercer comes in to make up the Hermetite trio for '82. Simon, you may recall, was going really well in the middle of the season in the 125 class, and should settle into the Superkart scene well.

The team colours are to be entirely different this year, but I'm not going to disclose them prematurely until the karts are finished, as it may spoil the impact. On the other hand, it may look ghastly, so we might have to change it again! . . .

The Rotax factory — an aerial view . . .



More new team news: it has been confirmed that Frank Roberts is to be supported this year (in a surgical truss?) by Vaughan "Moon" McNealey in running a two-man team fully sponsored by Mothercare. With team colours of pink and blue, the team will also enjoy the use of disposable Paddy-pads for pit use, and are hoping to test one of the new Tupperware toolboxes shortly. Kart trolleys will be supplied courtesy of Pedigree Prams. Sounds like a colourful set-up. . .

Tyres! Again, as you will have read elsewhere, a further decision by the Kart Committee has made long circuit tyres 'free' for all National classes — subject to National tyre price limits and a 7.1 inch width limit.

If nothing else, this move should lead to increased safety for the National long circuit classes. Many drivers have commented on how long it takes to slow down after 'losing it' at high speed — the extra grip now available will certainly help there.

With Bridgestone's co-operation, this now means that 7.1 and 4.5 YBE tyres will come down in price some 30% — not only a boon for National class safety, but a saving for Superkart drivers who use these tyres. The same benefits apply to the wet weather, where the 4.5 and 6.0 YBF tyres will also come right down in price (some 30%), and also be eligible for short circuit use.

Short circuit gearbox classes have the Bridgestone long-life YAK tyre approved, in 7.1 and 4.5 widths (the only rear over 6.1 width in these classes). These tyres give good grip allied with very good wear, and of course you can use them on long circuits. The Dunlop 6.1 and 4.5 K1/K2's fall into this same use category.

I would like to say here that when the Kart Committee discussed and voted on the results of the tyre evaluation, nobody knew exactly which tyres they were voting for, as no names were used — only letters A,B,C, etc. This was obviously to avoid any politically or commercially motivated voting. However, when you look at it now with all the facts on the table, the evaluation ended up being a bit misleading. I doubt whether the same results would come up under normal race use.

It's probably also true to say that I for one, and I reckon the majority of the Committee, didn't realise we might have been voting for *international* type tyres, as this wasn't the essence of the test at all. The idea was to base everything on wear and value for money, which seems to have gone slightly wrong. . . I sympathise with the 100 National drivers — if either Dunlop or Bridgestone long-life SL tyres had been selected, they would have been ideal. . .

Finally a note for long circuit National class drivers who can now use the international tyres: don't forget to fit retaining studs to the wheels. With higher speeds and grip, they are necessary.

Best wishes and a successful 1982 to everyone.

January 1982

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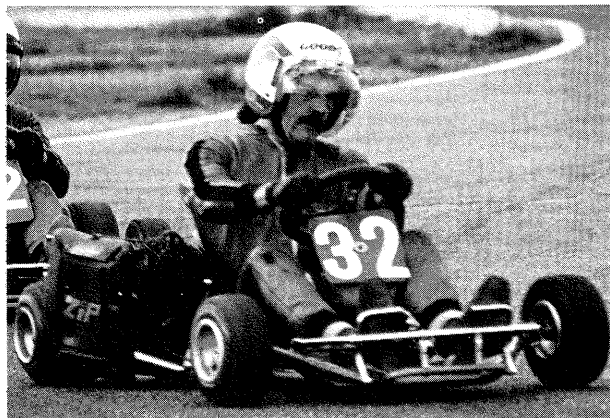
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THE TRADE PAGE

Richard Tapper visited the recent Motorcycle Road Racing Show, and reports on some interesting technical developments, with possible future interest to the karting world. . .

Gentlemen: Pick Your Engines!

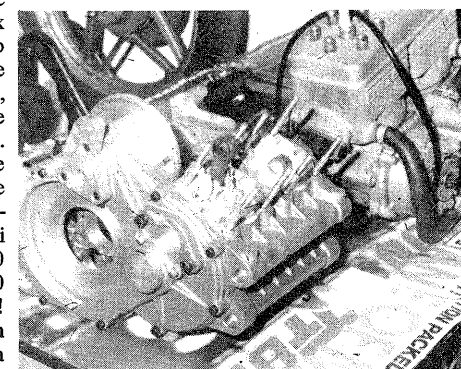
The impressive new exhibition area at the "Ally Pally" provided the venue for this year's Road & Racing Show. As expected, it provided a veritable Disneyland for the technically interested observer, with several new engine developments on show of interest to the 250cc karting fraternity. With the ubiquitous Rotax proving the great leveller in 1981, several top level Superkart pilots were showing considerable interest in one or two of the projects on display, although it must be said that at present, price would tend to exclude most of the possibilities.

The three bravest firms had three separate approaches to developing a basically motorcycle orientated world-beating (or rather Kawasaki-beating) 250/350 engine — one-off Kawasaki works specials currently hold both 250 and 350 World Bike titles, having won seven 250 or 350 Championships since their introduction in 1977! Armstrong, Terry Shepherd, and Waddon Engineering all seem willing to try and get a foothold in the field, with English technology. Waddons have enlisted the services of Austrian Engineer Dr. Ehrlich with the aim of marketing an improved Rotax-based engine. Terry Shepherd — ex World Championship road racer and respected tuner — is working on a rotary valve TZ Yamaha conversion, while Armstrong CCM have built a complete new in-line twin. . .

The all-singing, all-dancing mob at Waddon have got new partner Dr. Ehrlich on the job, (mind you, all qualified Engineers in Austria are called "Doctor"), which makes a fairly intriguing combination. The Waddon Rotax has different crankshafts, barrels (with separate heads — containing offset combustion chambers) and a gold anodised finish. Main change in the barrels is a bridged, wider, boost port — apparently to speed up gas flow and improve cylinder scavenging — and a larger water gallery under

the exhaust port to improve cooling in this hot area. (DAP's T74 incorporated a twin boost port, but alas it proved no quicker than its predecessors). The show unit also sported the 36mm magnesium Del Orto carbs, to be supplied on 1982 Rotaxes. Dr. Ehrlich claims Kawasaki-type power — which may or may not be, nevertheless the quoted price of £1850 puts it well out of karting's price limit. . .

Terry Shepherd has gone to a lot of time and expense, showing a deal of engineering skill in developing a parallel twin rotary valve engine, based on the TZ Yamaha. In contrast to several relatively unsuccessful previous bolt-on "conversions," the Shepherd unit goes one step further, offering crankcases, crankshafts, barrels and heads, to be assembled using standard Yamaha moving parts. The valves themselves, the reason for the whole development, have strong, riveted on drive collars, which are counter-balanced — something of an innovation on this normally out of balance part. Both surfaces that the valve runs between are metal-sprayed in phosphor bronze to reduce wear.



Terry Shepherd's rotary valve TZ based engine is one which, price permitting could well find a use in karting. . .

Unlike the TZ the barrels and heads are in single units, with a wide 25mm TT port featured in each. With a carb at each end of the crank, the water pump drive is relocated to run off the clutch primary gear. Again, at £1500 plus the cost of the Yamaha parts, the engine, while interesting, is unlikely to qualify for karting use.

The Barry Hart designed 350 Armstrong (with a 250 to eventually follow) follows Rotax configuration, with the main change being the ease of strip and assembly afforded by horizontally splitting crankcases. Many of

the component parts look beefier than their Rotax counterparts — obviously to withstand the extra power from the 350cc capacity. Price is uncertain at present, but the 250, when it becomes available, should find itself in competition with its Austrian counterpart.

With the mass produced Rotax offering excellent performance at a fair price, smaller companies entering the quarter litre class are going to find the going tough. From a karting point of view, with engine development definitely tapering off since the introduction of watercooling, innovators may well find more gains from experiments in aerodynamics and handling — much like the F1 kit car/Cosworth situation. . .

In a Word . . .

● Remrod Karts have carried out their own tests on the imported noise box that they are offering for sale, and found that it does indeed live up to its manufacturer's claims.

Following the general concern about noise problems, the Swedish governing body commissioned the company to produce something to help with the problem, and this is the result. The moulded plastic box is lined with a laminate of special foam and metal foil, found to give best noise reduction. An easily operated choke lever is also incorporated in the box, which can be sturdily mounted, using two bolts.

Remrod's own tests on the box showed even better figures than those claimed by the manufacturer. With many clubs now getting very serious about noise reduction, this once-only purchase could well be a short and simple solution for competitors. The price of £25 + VAT includes mounting bracket.

● Aseco Racing have moved. Their new address is Aseco Garage, 154A Sandy Hill Road, Woolwich, London SE18. Telephone: 01-854 0224.

● Startline Racing Motors have also moved — from London to Lincolnshire! New address: Red House Farm Industrial Estate, Magna Mile, Ludford, Lincs. LN3 6AH. Telephone: Burgh-on-Bain (050 781) 384. This new situation places them handily to both Cadwell Park and the Hemswell Club circuit.

● As we close for press, Zip Kart have announced that they have just concluded talks with PCR to assume the role of British Importer for their range of 100cc and 135cc engines. First deliveries are due early in February.

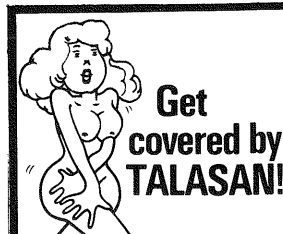
Available now from Zips are the magnesium Del Orto 36mm carburettors which are to be fitted to 1982 Rotax engines. Price: £60 each.

● Sisley Karting are handling a magnesium sprocket carrier being made for 135cc use (extra strength) by Peter de Bruyn.

● Kelgate are currently working on a new version of their Class IV braking system, which will incorporate an automatic self-adjusting system.

● Peter Haywood would like it said that his "Clearance Sale" does not signify an imminent closing down of the company as is often presumed. . .

● John Mills is expecting the first of the DAP 135 engines at any time. The 135 model is known as the T60.



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Junior Reflections

The 1981 Junior season has been particularly close and interesting, with a promise of even better to come next year. Peter Wardle surveys the scene, and looks at the leading Junior contenders.

In awarding such star ratings therefore I have tried to take all these things into consideration and, perhaps, you will forgive me if you happen to know something I don't, or you just don't go along with my choice ...

Those of you who may feel you have been hard done by should remember that these are simply personal observations based largely on the Green Man results — so prove me wrong next season! No doubt I am unlikely to hear any grumbles from the 5 star brigade ...

JUNIOR BRITAIN

*****MARTIN PRIOR: It would be difficult not to nominate Martin as the only 5 star Britain driver. Always controversial, he nevertheless took three Green Man wins and the first round of the RAC Championship at Felton. This all took place amidst a *pot pourri* of incident and controversy that would have defeated many of the other teams, ranging from protests, misunderstanding and acrimony over his selection for the Junior World Championship Team, to his Father's new house burning down a day or two before the second RAC round at Clay Pigeon! Through it all Martin managed to remain fiercely competitive and a permanent threat to every other driver when it came to getting results. We wish him luck in his switch to Junior National for 1982.

****MARK BEDDALL, KEVIN KEITH, JAMIE KAVANAGH, STEVE MURPHY: With a win, a second and three third places to his credit in the Green Man, plus two pole positions, and a fourth place at the first RAC round, Mark Beddall's determination so nearly bore fruit at the final GM event at Three Sisters. As it was he took second overall after a season of fine racing as one of the top drivers, and full credit must go to him and his enthusiastic family as well. In the pits Mark always strikes me as thinking hard about his racing without getting too involved in the social knock about that is inevitable when so many lively boys get together. I don't know what his plans are for next season but I hope we don't lose him from Green Man racing.

Kevin Keith had his ups and downs but was always highly competitive. He took one win at the GM Clay round, plus a second, third, fifth and sixth on his way to third overall. He also managed one pole position to underline his effort. Just occasionally though, discretion took a back seat to valour as his natural competitive enthusiasm seemed to get the

Steve Murphy took the RAC Junior Britain title. (Photo: J. Marshall)

better of him and it will be fascinating to see how quickly he adapts to Junior National. I think he will turn out to be just as competitive as ever, coupled with a more mature approach which should bring a string of good results. We shall see.

The youngest of the 4 star drivers, Jamie Kavanagh obviously has a great future ahead of him. He only had his thirteenth birthday in July and so was competing on equal terms with drivers three or four years his senior so his overall performance this year has been remarkable. Various changes of equipment as the year progressed moved him from being a good upper midfield driver to a regular front runner and he must be one of the best prospects for 1982. He never quite achieved that elusive Championship win though and, for a while, he seemed psychologically incapable of leading a final. With plenty of years of Junior racing to go I think this is a problem he will resolve quite quickly. I expect to see him become a driver to beat in the future once he learns to avoid other peoples' accidents in the heats and therefore gets regular front row starting positions.



Junior Britain GM Champ — Martin Prior

1981 RAC British Champion Steve Murphy is my other choice for four stars. He too would have done better than he did in the Green Man if he hadn't been forced to miss round 5 after an unnecessary accident on a paddock motor bike kept him out of that race. It was to his very considerable credit that he came back a week later at the same circuit to achieve the RAC title in a superb display of aggressive driving as he took the lead from a third row grid, increasing it steadily to the end. As he only gained points from four of the seven GM rounds with a best of fifth place it's a bit difficult to take him up to a 5 star rating on the strength of his RAC title alone. If he stays in Junior Britain next season he could be very hard to beat, and it will be most interesting to watch him defend his No. 1 plates.

***JASON PLATO: Jason started the season looking as though he was going to sweep all before him, but somehow it never happened. With a first and a second out of the first three GM rounds, and third place at the first RAC round, he looked set for great things, but from then on his season seemed to disintegrate into a succession of mechanical problems. He was always one of the quickest drivers around and his heat performances gave him an impressive tally of front row grids. Two GM poles and a second; grid 2 and pole at the two RAC events; it just didn't happen in the race results from mid June onwards. I understand that he is likely to stay in Britain racing next year to have another go at getting it right, and his distinctive red and white helmet will be a welcome feature of every race. He could just get it together if the mechanical gremlins avoid a repeat of their 1981 tricks.

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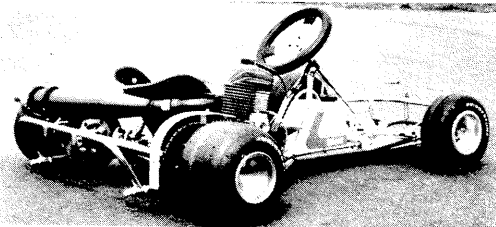
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continued . . .

****MARK JENNINGS, PIERS HUNNISET, STEVE DART, ROBIN HOOKER:** Mark seemed to have a much more intelligently aggressive approach to his last season of Junior racing than I have seen before. He has always been quick in Club events but only this year have the other drivers felt worried about him at Championship level. He took a superb second at the Dunkeswell GM, fourth at the Clay GM, and a magnificent fighting second at the Clay RAC decider, but he tended to do better at circuits he was familiar with, rather than those he was new to, which kept his overall score down.

Piers was generally much more competitive in major events this year and in coming seventh in the Green Man Series he included two fourth places in the early rounds. The thing that struck me was a clear increase in his confidence over previous seasons and this is now showing up as he adapts his style to the challenge of Junior National. We could well see him as a regular front runner next season, even in the intensely competitive upper Junior category, and I certainly hope he will continue to entertain us.

I got the impression that Steve Dart was battling against the psychological handicap of knowing he was well over the reduced Britain weight while at the same time being under pressure to maintain his front running form. Third place at Three Sisters promised good things to come but it never really took off like it should. For the last two months he moved into Junior National and immediately picked up a series of highly creditable results so perhaps he had been right in his own feelings about his weight handicap. In fact, refreshed from these results, he also returned to Junior Britain

at the last GM round, and in club racing, and proved to be as competitive as ever, so it just shows what a bit of extra confidence can do. He will be running in Junior National next year and should do well.

With a pole and second pole to his credit I felt that Robin Hooker should have achieved more than one fourth and one fifth place on his way to tenth in the GM Series. I suspect that this may have been his last year of Junior Britain and I shall be watching with interest to see what he accomplishes in the future.

*Of the rest, many of whom enjoyed occasional moments of glory, **DARRELL BEASLEY** took a resounding win at Dunkeswell and then never really repeated this form. He has now moved into Senior Britain giving way to his younger brother Jamie in the Junior events. **GARY CHAPMAN** always approached his racing with an air of cheerful optimism and a string of consistent performances included fourth place at Rowrah, plus eighth and fifth at the two RAC meetings. He has already registered for the 1982 GM Series and I expect to see him move nearer the front as his experience grows. **SIMON COLLINS** certainly deserves a mention though he often seemed to psych himself out of achieving the results that his ability deserves, while **ANDREW COLSON**, **STEVE FILKIN**, **MARK HANDYSIDE**, and **SAMY HUNT** all had their own moments, even if Mark did come to everyone's attention at Wombwell in an extraordinary violent accident!

JUNIOR NATIONAL

*****This is a much more difficult choice and no doubt, whatever choice I make, I will be in the dog house with the others! My five star choice though is shared between **STEVE BROGAN**, **MARK BAILEY**, **JEREMY COTTERILL** and **NICK CRABTREE**.

Steve Brogan it was who emerged to win the Green Man Championship after a series of outstanding results including two wins, a second and two thirds, plus more grid bonus points than anyone else. I can't remember a moment when Steve wasn't trying his heart out and he strikes me as one of those rare drivers who really wouldn't know (or care) if his kart handled or not — he just threw himself in at a constant 110% effort, forcing the kart to perform startlingly well with a cheerful refusal to accept defeat. If it was still capable of moving at all you could guarantee that Steve would still be racing flat out — even if, as at the Three Sisters final when he already knew he was Champion, a pit stop had dropped him four laps behind! If there had been one I am sure he would have taken the award for giving the most entertainment even if, on occasions, the marks on other drivers' karts bore witness to his determination to succeed.

Mark Bailey is the only one of these four who had raced in the class before this season started, and it must have been a bit galling for him to find drivers that he had previously dominated in Junior Britain emerging to challenge him so effectively in this faster category. Without doubt he and his Father are one of the most professional combinations in Junior racing and two wins, a second and a third, underlines this in GM racing, but somehow he failed to get his act together at his "home" track for the Rye House RAC Championships. He was nevertheless the only other driver to be in a position to challenge for the Championship as they reached the final GM round and he must have ruefully reflected "there but for ..." as a description of his last season as a Junior.

'J.C.' came out of Britain at the start of the year and, with the experience of Mark Barnard plus an apparently bottomless budget at his disposal, looked good from the word go. With a

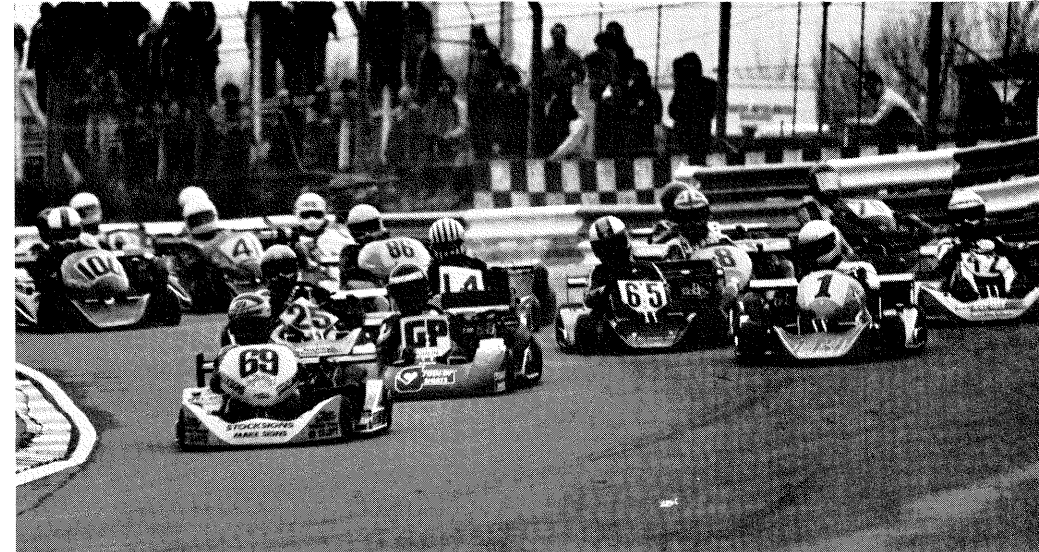
continued . . .

if karting really takes off, and budding racing drivers realise that's the way to go, what will the racing car manufacturers and traders think as they lose business to the kart trade?

At those cold and wintery Brands races it was plain to see the response of the crowd to Superkarting — they were thrilled and amazed. They loved it. John Webb, the circuit owner, loved it enough to offer £500 to the first man to lap at 100mph on the short circuit, and Mike Wilds, the ex Formula 1 man who acted as pace car pilot for the superbly disciplined rolling laps, was ecstatic. If Superkarts hadn't arrived before Brands, they've arrived now. . .

I shouldn't harp on too much about Mason Minns, who's already featured in my previous column, but in Parma, the personable Mason told me a story which I've just got to recount. At the World Champs it was noticeable that he had acquired a rather nasty scar on his chin, lip and side of his face. Mason told me he had received it in a car accident whilst in South Africa for the last CIK All-African Championships.

He was being driven in a friend's freshly rebuilt "E" type Jaguar down a dual carriageway one evening to try the car out. It was after dark and the road was unlit. Doing about 40mph they suddenly ran smack into something which stopped them absolutely dead, and pitched Mason and his driver half out through the windscreen in the classic, much advertised, non seat belted manner. Both Mason and the driver, although badly hurt, were mobile and stumbled out of the wreckage to see what they had hit. To their horror, all they could see in the road were several pairs of shoes, looking for all the



Racing like this — at Paddock — enthralled them at Brands! (Pic: J. Gaisford)

world as if they had run into a whole crowd of people knocking them clean out of their footwear! Help quickly came and Mason and friend were bundled off to hospital, although no trace could be found of the poor unfortunates they had hit.

Only later did the true story come out. A couple of black guys had had a puncture in their car. Instead of pulling over, they had decided to change the wheel in the middle of the dual carriageway, without lights. The boot of the car was open, in which were hundreds of pairs of stolen shoes! The "E" type comes along, smacks into the back of the stationary car, punting it many yards down the road into the darkness. All the shoes are scattered out of the boot, and the two black guys, seeing the carnage they have caused, flee in panic! It really is true — ask Mason. . .

The South African races are taking place again this year in February and there are various trips available, whether you want to actually race or just spectate. I was talking to some of the "Seth Efrican" boys at Parma who promised free accommodation to competitors in the homes of the S.A. karters. As one who, if he had the time and money would love to go to S.A., I would recommend the trip to anyone. You can rest assured it will be the trip of a lifetime, and South African hospitality is legendary.

I am also told by knowledgeable friends that the politics are not nearly as bad as the media would have us believe. We might not agree with their politics, but they don't shove it down your throats. I hope of course that anyone who races in S.A. won't be "boycotted" from racing at the next Rye House or Tilbury meeting!! (To the S.A. Tourist Board: backhander cheques please to John Pudney, c/- Pud.....!!!!)

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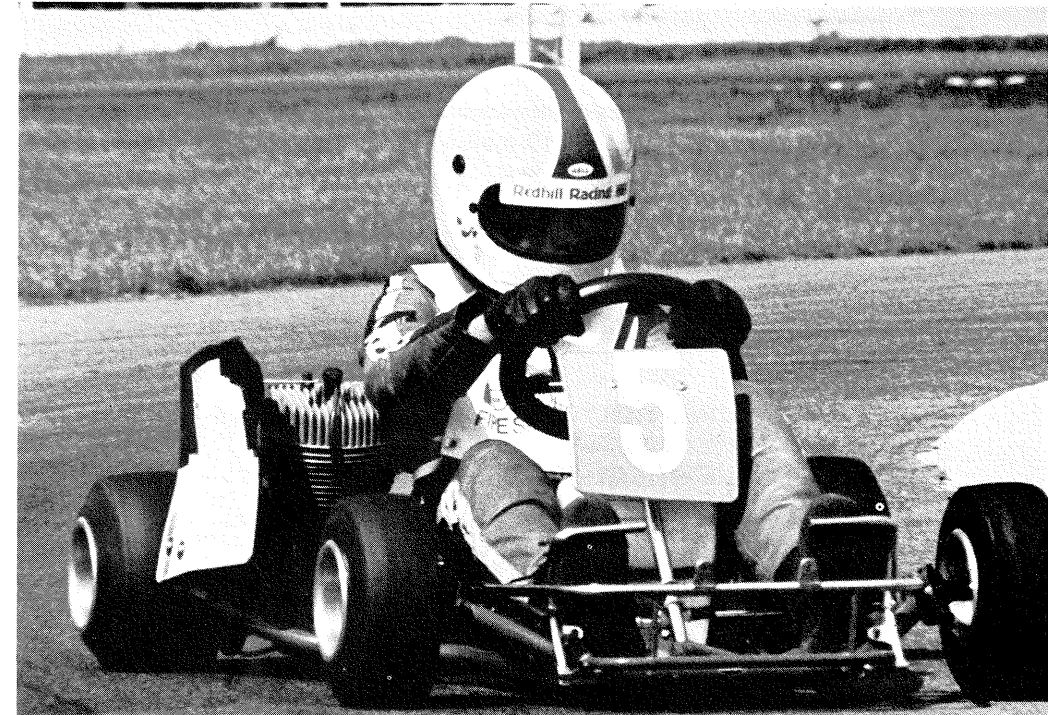
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tally of two GM wins, a second and fourth place, plus grid points from three front row starts, coupled with a superb second place at the Rye House RAC in August, he did enjoy a really competitive season. This was punctuated though with some frustrating mechanical breakdowns without which he could easily have won the GM Series. Jeremy must remain one of the strongest challengers for 1982 and I am looking forward to seeing him continue where he left off this year — right at the front and displaying his obvious talent to the full.

It took Nick Crabtree a couple of months to master the change from Britain to National tyres, but he then got back in the groove and demonstrated that his 1980 Junior Britain Road and Racing Championship win was no accident. With a dominating win at Wombwell and a strong second at Rowrah having led most of the way, if he had simply finished each round where he was lying when accidents or a rare mechanical problem intervened he could very well have won the Green Man. For me though one of his best performances came at Dunkeswell when, after a disastrous time in the heats, he drove sensationally well to come from the back row to sixth at the end. In fact Nick loves overtaking and I always feel that he is happier charging up the order than having an easy time at the front. He is certainly one of the best tacticians in the class and you can see him thinking his way through every race to achieve his results.

****LEE CRANMER: Yes, I know he won the RAC Championships, but even he and his Father would, I am sure, agree that he had a clear mechanical advantage that day that helped him get an edge in overtaking at that particular track — front brakes. His Green Man effort started well with two seconds and a fourth from the first three rounds, but it then dissolved into nothing to the extent that he actually 'retired' for about five months in July before coming back to run very well at Clay Pigeon before his engine seized, and then take the RAC title two weeks later. Mechanical problems then kept him from improving his score at the last two GM events and he ended up with the same points as Nick Crabtree. I hope very much that he continues next season as, when he has a good day he is very good indeed, but he does seem to suffer from becoming slightly lazy when things aren't going his way. I can't finish this section without mentioning his Father, Terry, who somehow manages to look permanently worried that he has left something loose at the start of each race. I know the feeling only too well but cheer up Terry, it may never happen ...

Mark Bailey — immaculately turned out as usual. Stood a chance of taking the Green Man title, but it slipped away at the end. A "thinking" driver.



***JONTY MILLWARD, GARY MOYNIHAN,

HUGH DONNE: Jonty Millward always gave me the impression that he should have achieved much more than he actually did. He was always impressively fast, often moving into good race positions before something that wasn't necessarily of his making got in the way of completing a result. He certainly produced the goods in taking an excellent third at Rye House, and in the two foreign events he contested proved extremely quick on International equipment. This may indicate that a change of tyres next year will help him bring home the better results that he deserves.

Gary Moynihan started the year with a string of very impressive performances in club events, but in the Green Man his best results were three fourth places and one pole position. He seemed to go through a bewildering combination of equipment changes as the season progressed, and had one or two moments of acute bad luck, but he never quite managed the consistent results you need for Championship success. He is always very fast though and very good value to watch, and I wish him every success with whatever he decides to do in the future. If he decides to move out of Junior racing and into the Senior categories it will be a definite loss to the class.

Hugh Dunne really looked as if there should have been nothing to stop him doing really well — until he found himself without a racing licence and was forced to miss the rest of the season following some unfortunate problems which had nothing to do with his driving at all. With one pole to his credit plus two thirds and a fifth from the first four GM rounds he could well have completed the season in the top three had he been able to continue. It was pleasant to

Jeremy Cotterill starts 1982 as a hard driver to beat. ...

be able to welcome him from Ireland as a 'foreign' driver to the Series too, though no doubt he doesn't regard Northern Ireland as such, merely the other side of a wide river! I hope we have a chance to watch his brand of aggressive entertainment again in the near future.

**IAN SMITH, MILES HALL, PHIL FOSTER: If we are awarding points for consistency, then surely Ian Smith must win. He never had the edge to be a star performer but you could be quite sure that he would always be racing well placed, and occasionally giving the more illustrious names a bit of a shock. This could be him, but I rather think that he is being held back by a lack of super competitive machinery. It would be fascinating to find out and he could well emerge as a very serious threat in 1982.

Miles Hall promised much with his highly competitive speed but, until the last GM round, he never seemed to finish what he started. At Three Sisters though he overcame this to take a brilliant fighting second place, lapping every bit as quickly as Jeremy Cotterill, and I really am looking forward to following his progress in the future. It could be spectacular.

When Phil Foster gets his act together he really can be very good. Occasionally though he got involved with silly incidents that stopped him achieving more. He did manage to take one GM pole position which underlined his possibilities, and he certainly raced very well at Rye House to take a fine fourth place. My impression is that if he thought out his races a bit more he would regularly challenge all of the leaders. We shall see what happens from here.

*There are quite a number of drivers who come into this category, all of whom undoubtedly had the potential to gain more convincing results without actually managing it. NICK HARVEY, DAVE CHITTY, SIMON HOWARTH, PHILLIP BAILEY, KERRY THORPE, PAUL ANDREWS and, lately, STEVE DART all deserve to be mentioned and it's impossible to include all the rest without whom the racing would have been much less interesting. Next season, who knows, with most of these and a whole crop of newcomers appearing, Junior National should see some really fabulous racing. With the Green Man now retitled the STANSTED GREEN MAN in recognition of the generous cash Sponsorship put up by Harry Alcorn's Stansted Motors Group, plus another year added on to the 'life' of the Junior Nationals, it's going to be quite a season.



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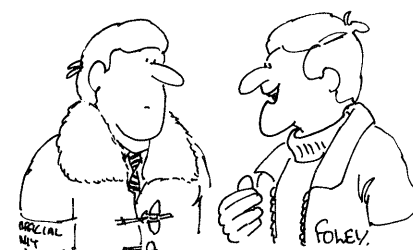
Dino - Racing

It's happened! My first anonymous telephone call, haranguing me about a karting matter. I've had a few unidentified phone calls at work, about our mechanics road testing cars too fast down private roads, and too many P&S cars parked in the local car park etc., but never about karting. It's now a good two weeks since the call, and I still keep expecting someone to ring up and say "fooled you!", but nobody has, so I presume the call was genuine.

It went roughly like this: A Ken Livingstone-type voice "Hello is that Mr. Pudney - Mr. John Pudney of Kart and Superkart? I'm not going to give my name, for obvious reasons when you hear what I have to say. . ." Then 5 minutes of verbal rhetoric, which when condensed down, accused me of trying to bankrupt National class karters by advocating and supporting 4-wheel brakes. Then the best bit " . . . ha, ha, the RAC have done you good and proper now by banning 4-wheel brakes, which puts paid to the back-handers you are obviously getting from Kelgate!!! And don't try to deny it, because I've got proof!!" Then he put the phone down!

As I said, I thought the whole thing was a joke and just sat and listened to this chap leading off, (the only word I actually uttered was "yes" when he asked if it was me!). The most frustrating thing was that the crafty bugger rang off before I had a chance to collect myself together to reply - if anyone's ever done that to you, you will realise how galling it is.

What can I say? Obviously the twit who rang me reads the magazine, so if he's reading this, I would ask him to ring me or contact me face to face like a man, because I would just love to have a few minutes chat!! Naturally I totally refute what he said. I can honestly say that at no time have I ever under any circumstances received any payment of any sort, for any "favours," whether verbal or in the written word, that I have ever done for anyone in karting. In fact I consider myself incorruptible and take very great offence to the accusation.

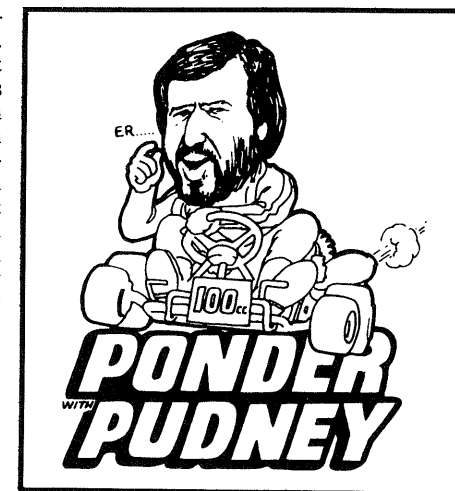


IT SEEMS HE GOT THIS THREATENING PHONE CALL ACCUSING HIM OF EXTREME BIAS TOWARDS KARTING - THEY SAY IT WAS FROM HIS WIFE!

Having got that off my chest I will once again leap on the 4-wheel brake bandwagon! As has been well publicised, the RAC have, in their wisdom, seen fit to ban 4-wheel brakes in 100 Britain and 100 National - effective as of now. Frankly, I could accept the ruling, albeit with reservations, if it had been made on the grounds of cost alone, but when the ban is reportedly made primarily on the grounds of safety, then words fail me. I may be thick, but can someone please explain to me how one brake working on the rear wheels alone can possibly be safer than brakes working on all 4 wheels, especially when front and rear systems can be isolated from one another, virtually eliminating all possibility of total brake failure. In addition, a front wheel braked kart is far, far more stable on the track and much less liable to be affected by contact from another kart, especially in the

wet. In fact for safer karting, I would advocate compulsory 4-wheel brakes!!

On the cost side, yes, 4-wheel brakes are an expense - of that there is no doubt. But when so many of you spend hundreds of pounds on engine tuning, and a huge number of man hours on testing, to gain fractions of a second, is the extra cost of 4-wheel brakes a lot to pay for a virtually instant bolt-on advantage? The RAC,



not high in anybody's credibility ratings, have further enhanced their poor reputation by this latest cock-eyed judgement. The use of the "safety" reasoning for the ban would appear to be solely to avoid the agreed 6 month lead-in time for technical changes.

To Derek Barnett of Kelgate: please address your cheque to John Pudney, c/- Pudney & Sims, etc., etc. . . .!!!!

Talking of credibility, one wonders how I stand in Chris Merlin's eyes now. For having read in one of his recent columns of the esteem in which he holds people who own Porsches, what will he think of me for buying one and hating it so much I sold it after only 5 weeks! Yes, after 15 years of promising myself a Porsche, our record August and September sales of "pre-rusted" Fiats and Lancias actually tempted me sufficiently to buy one. (Mind you, it was a "proper" 911 version - not the pansy 924.) It looked great - bright red, immaculate, be-spooled - everything I had imagined. Men gaped, women threw themselves at me, little boys pointed - it was fantastic . . . the only thing was, I hated it. It was noisy, it had a terrible ride, it gave me cramp in my left leg, but most of all I didn't trust it. Yes, the dreaded rear end breakaway spooked me so much I drove it like a tart, so it had to go.

I was devastated. How could I live with the stigma of actually not liking a Porsche? Would Chris Merlin ever talk to me again? Life was unbearable . . . until Brands the other week. There is Martin (Hines) with his latest acquisition - a red Porsche 911 no less (good taste obviously). "What do you think of it Martin?" says I. Comes the reply, "well actually, I don't like it John - I want to sell it. . ."

I feel much better now, I can tell you. So there you are Mr. Merlin - a chance to own your first Porsche - to you Sir, at a bargain price, as you're "on the staff!"

As you know, last November and December, Superkarts returned to Brands Hatch, as part of the BRSCC "Winter Series." Many of you may not regard the return to Brands as particularly significant, but when you bear in mind the cloud under which kart racing at Brands was terminated some 8 years ago, following a couple of accidents with nasty consequences

due to inadequate safety arrangements, then it is particularly pleasing.

As a recent quiz show pointed out, Brands Hatch is the motor racing circuit which leaps more readily to the general public's mind than any other, by a significant amount (i.e. of 100 people interviewed, 67 said Brands Hatch, 17 said Silverstone etc!). The Brands management have a lot of "shout" and can attract all the top motor racing classes very easily so don't "need" karting. John Webb and the BRSCC management invited the superkarters to Brands because they were impressed enough with the spectacle of karting to want to promote it. Yes they wanted Superkarts, and what's more they want them to come back for a series of races next year. Half the trouble with karting is that there are not enough people about with sufficient belief that the sport really is a truly great spectacle. We have been so starved of any sort of media coverage over the years, that when someone does realise the spectator value of karting and exploits it, we are all amazed!

Now I'm not advocating that we all get cocky and start doing an Ecclestone - charging people huge sums for the privilege of staging a kart race - but I am saying we should try to believe in the sport a bit more. Think about it. There were approximately 40 starters in each Superkart race at Brands. All were, in the main, well prepared and presentable, and included such notables as the British Grand Prix winner, the European Champion, the British Champion etc., etc. - lots of good promotable material. Where in the world can you see 40 drivers - and Champions at that - driving in one race, with projectiles faster in the main than most other "real" racing cars, and who dice with each other frantically for the whole race? What's more, you can see the whole driver at work - steering, correcting slides, being thrown around etc. Let's face it, you can't match the spectacle anywhere, can you?



YOU BLOODY FOOL, I MEANT TAKE THE FRONT BRAKES OFF THE KART, NOT THE VAN!

What's more, the motor racing papers, such as *Motoring News* (already champions of karting's cause) and *Autosport*, recognised the quality and said so in their write-ups, using such description as "incredible and spectacular." Brands Hatch, due to its proximity to London, is the circuit which receives the most exposure by the media, helped of course by the Brands Hatch Press bandwagon, which has boosted such people as Desire Wilson and Tim Lee-Davey from relative obscurity. If the Brands management can do that for individuals, think what they can do for Superkarting, which comes in pre-packed ready-to-market form.

The only hitch as far as I can see, may be the attitude of existing club car racing and Formula Ford type drivers, who could perhaps see the limelight being stolen from them. And



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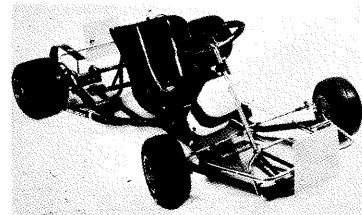
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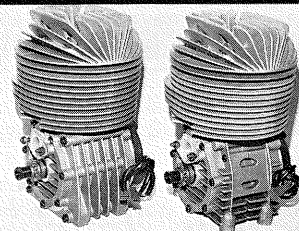


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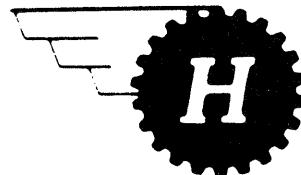
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ditto (incl. 4 Mtg. Clamps & Chain Guard etc.)	236.50	212.85	271.97	244.78	27.19
3 Port NAT./INT. (basic) CIK Homol.	275.00	247.50	316.25	284.62	31.63
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NEW 5 Port "D" Type NAT./INT. (basic)	300.00	270.00	345.00	310.50	34.50
ditto (incl. 4 Mtg. Clamps & Chain Guard etc.)	316.50	284.85	363.98	327.58	36.40

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difference.

TECHNICAL

The Rotax 250

The 250cc in-line twin Rotax has dominated the
long circuit scene since the introduction of
watercooling a year ago. We take a look inside
the Model 256 at the engineering behind this
Austrian Manufacturer's success.

The fact that only a couple of hundred 250 in-line twin
Rotaxes are produced each year might lead one to believe that
they are the product of a small specialist establishment. This
couldn't be further from the truth.

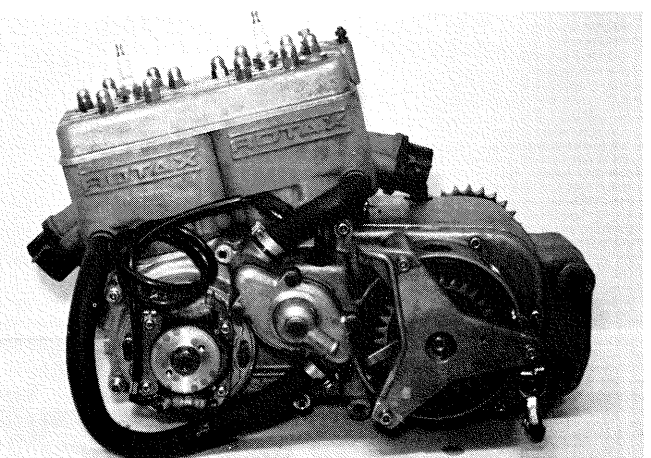
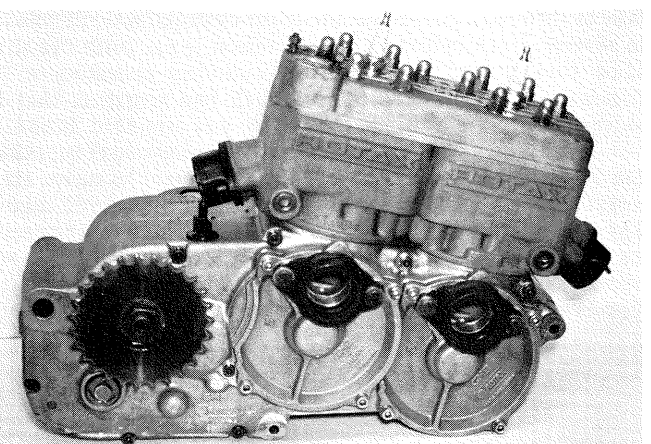
From beginnings back as far as 1920, when a small family
concern in Dresden went public, Rotax survived the war, went
through confiscation by the Allies, re-situation, government
ownership after Austria's independence, and then re-sale to
Lohnerwerke of Vienna — one of its largest customers at the
time. This was 1959.

In 1970 the Canadian Bombardier Company purchased
Lohnerwerke, and out of the merger came Bombardier — Rotax
GmbH. The part of the operation based at Gunskirchen,
Austria, employs some 800 people and amongst its annual
engine production of some 120,000 units, comprising mainly
industrial two-stroke engines, is the Model 256 twin cylinder
in-line motorcycle/kart engine.

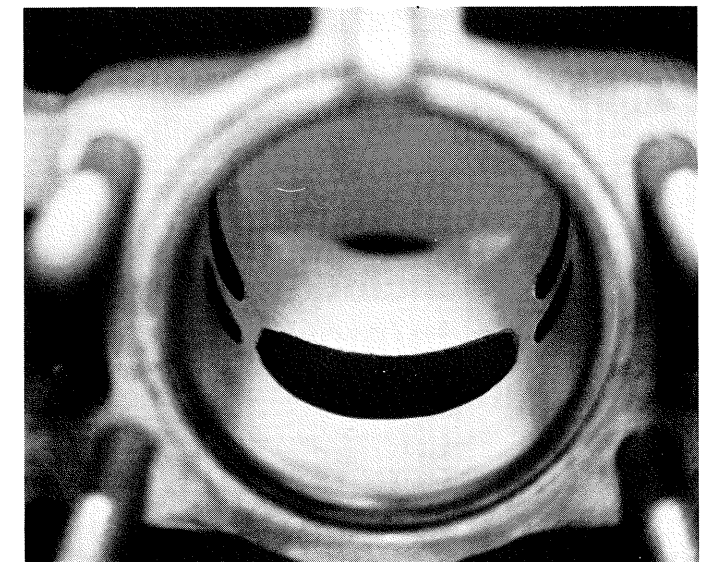
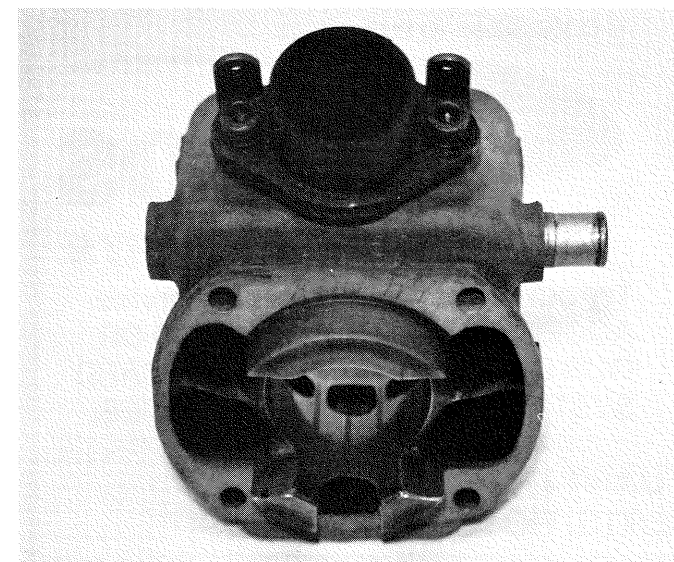
The twin in-line cylinder configuration is not entirely new,
having been pioneered by Kawasaki in their successful road
racing machine. Rotax merely turned the idea into a business-
like production model, at reasonable cost.

Basic layout of the engine has the two cylinders one be-
hind the other, both crankshafts joined via a pair of 47 tooth
tandem gears, one at the end of each crankshaft. The rear cylin-
der tandem gear incorporates a further 21 tooth gear which
drives directly onto the clutch drum, hence through to the
gearbox.

A spline at the other end of each crankshaft drives the
rotary valve. In order to keep the overall length of the motor
down, and both cylinders as close to each other as possible,
the two valves actually overlap, the front one running some
few millimetres inside the back one, thanks to a step milled
in the valve cover assembly. Consequently, the induction length
of the rear cylinder is that few millimetres longer than the
front.



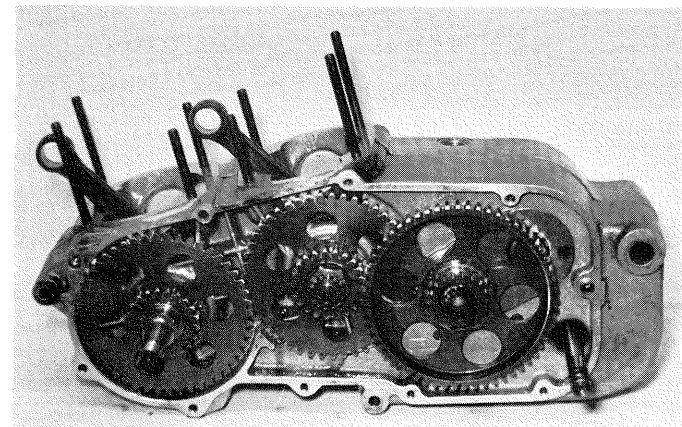
Top: The Rotax 256 — drive side. Considering its "in-line"
format, the engine could not be any less in length. Above:
Ignition/water pump/ clutch side. The gear change mechanism
is operated from this side of the engine also. Below — the
watercooled barrel. Right: The twin transfer ports, with the
boost port emerging into the cylinder. Left: The large main
exhaust port, flanked by the auxiliary exhaust ports, directly
above the transfer ports.



continued . . .

With both crankshafts geared directly together, they rotate in different directions, the front cylinder actually running in reverse. Both cylinders run in unison — i.e. both fire at the same time. Initial tests with the cylinders operating at 180 degrees to each other produced such bad vibration that the motorcycle frame in which the engine was mounted, broke. . .

Double row ball bearings supply the crankshaft support in the 1981 motor examined, although the manufacturers are to revert to the conventional single ball bearings in 1982 models. The bearings are located within aluminium sleeves, themselves an interference fit in the crankcases. Initial experiments with plastic sleeves produced problems, and in fact for 1982, steel sleeves are to be used. An extension to the front crankshaft,

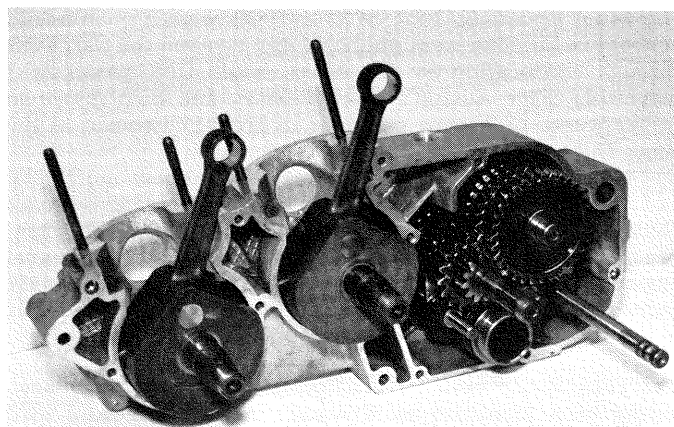


utilising a third bearing in the primary drive cover, provides the ignition system drive. This has until recently been a Nippondenso product, but a Motoplat unit now succeeds it. A small gear on this end of the rear cylinder drives the simple plastic vane-type water pump.

1980 model engines were prone to some gearbox failures, with the gears looking much lighter than say equivalent Yamaha cogs, but a change of primary drive ratio, thus speeding up the gearbox and reducing the torque load on it, seems to have cured most problems in the 1981 motors.

The seemingly unbreakable con-rod and piston assembly is one of the bonuses, as we move up to the top half of the

Removal of the cover reveals the tandem gear/primary drive assembly (left). Further disassembly, including the left-hand crankcase, reveals the gear cluster and crankshafts (below).



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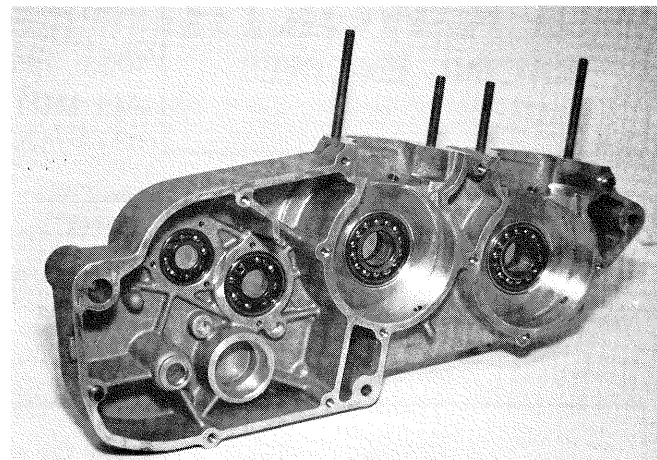
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engine. Both big and little end bearings are caged needle roller assemblies, with an internally tapered gudgeon pin providing the link with the single Dykes ringed Mahle piston.

Each bore is Nikasil coated, with a Gruyere cheese-like collection of port holes in evidence — twin transfers on each side, a boost port, and a main exhaust port supplemented by two small extra exhaust ports. See chart elsewhere for standard port timings.

Four studs hold each barrel in place, with six studs per barrel joining them to the single, common cylinder head. Rubber 'O' rings seal the water passages at the head/barrel joining surfaces.

Assembly and dis-assembly of the engine is greatly assisted and eased by a comprehensive set of purpose-made pullers which Rotax themselves turn out. Using these, only basic mechanical skills are necessary to complete a full strip down — plus of course the set of exploded drawings. . .



ROTAX MODEL 256 Standard Timings — 1981 Engine

Ports

Exhaust (main):	99.1 degrees from b.d.c.
Side Exhausts:	96 degrees from b.d.c.
Transfers:	65.4 degrees from b.d.c.
Boost Port:	66.7 degrees from b.d.c.

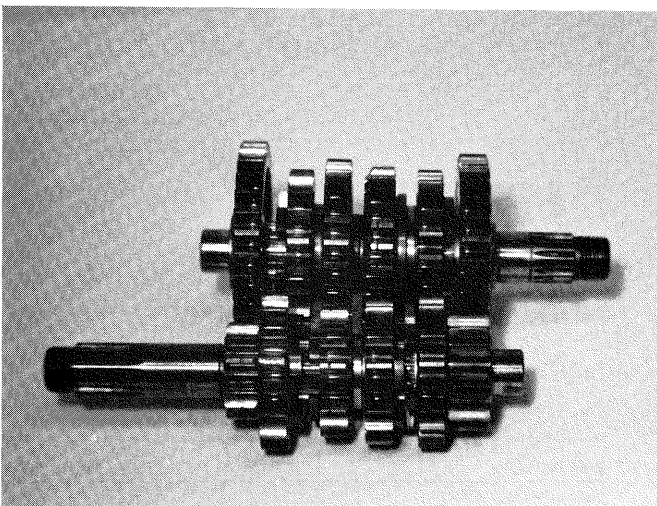
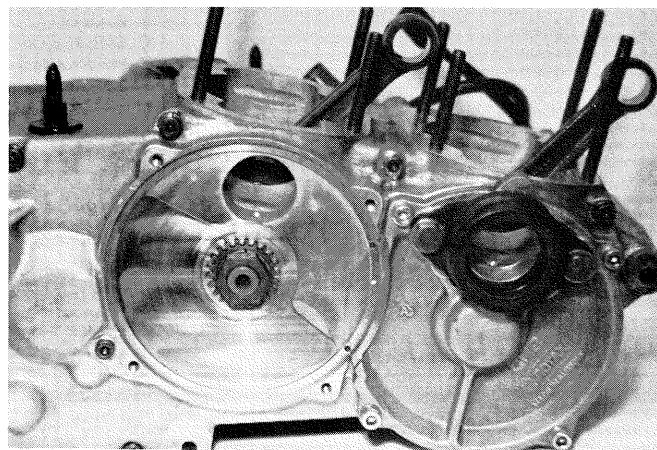
Rotary Valves

Open:	140 degrees before t.d.c.
Close:	81 degrees after t.d.c.

Cylinder Head Volume: 9.8cc

Ignition Timing: 1.4mm before t.d.c.

Maximum Revs Approx 12,000rpm



Illustrations — top to bottom. Top: The crankcases are extremely robust sand castings. Note main bearing sleeves. Don't damage a crankcase — replacement cost is nearly £500! . . . Next top: With the rear valve cover removed, the "overlap" system can be seen. The valves are spline driven. Right: The gear cluster — relatively light in size when compared with the Yamaha. Bottom: Disassembly is made easy with factory supplied combined puller plate, which presses each crank and gearshaft out together. Below: Similarly available pullers pull the cranks back into the cases.

