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13 MAY 1982

KART 70p
February 1982
**AND
SUPERKART**



Interview: John Newton

• 100 National Year • 125 Review

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It is perhaps some consolation that out of what appear to be generally unpopular or unnecessary changes within the regulations governing the sport of karting, can come some side effects which have a positive effect on some part of the racing fraternity.

Such is the case this year with the National tyre changes and the new CIK Superlicence system. In both cases, this seems set to improve the lot of those who venture into Europe for top level competition.

The Super Licence scheme is likely to reward those who have been waiting in the wings for a chance to compete at European level in 100cc racing. Over the last few years for example, the British 4-man Team has been a foregone conclusion, with Messrs Fullerton, Allen, and Lane as virtual automatic choice, with thus just one other team spot up for grabs. The exclusion of all three of these names from CIK 100cc competition — a penalty of being good enough for Super Licence status — throws the arena open for those who have been on the fringes for so long.

How this change will affect the chances of retaining the European Team title remains to be seen. The removal of three-quarters of our regular team may seem like quite a blow, but the depth of talent in Green Man racing is likely to overcome it.

The use of the new National tyres in the Junior Green Man series is likely to make a significant improvement in Britain's chances when it comes to the Junior World event. In the past, a week or so's acclimatisation to the needs of sticky rubber has proven woefully inadequate, and the results have shown it. Now at least the serious contenders for Junior honours will have had the best part of a season's experience of the style and setting-up of chassis necessary to get the most from this sort of rubber.

The 1982 prospects for Britain on the European scene look promising. . .

CHRIS LAMB DEN

FRONT COVER:
Former British Junior Champion Kevin Warner proved to be the outstanding youngster on the 100 National front in 1981, ending the K&S series in third spot overall. Such is the 17 year old's height that his karts feature a specially lengthened front end. This obviously proves no handicap — as indeed was the case with one Francois Goldstein, five times World Champion. Our review of the 100 National scene begins on page 15. (Photo: R. Calvert)

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KART AND SUPERKART

Monthly

No. 38

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Technical and personal features

PUBLICATION DATE: 4th MARCH

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



CIK 250 Regulations

As we go to press, Robert Langford has returned from a CIK 250 working group meeting to discuss the 1982 regulation changes for the class. Recommendations from the working group go before the main CIK committee when they next meet on February 27th, but this is expected to mainly be a "rubber stamping" process — otherwise why have a working group!

Nothing is thus official as yet, but Mr. Langford was able to indicate changes that seem most likely to happen.

An increase on the minimum weight figure (currently 180 kg) is expected, with effect almost immediately after the February meeting. The first British Championship round at Snetterton in late March is thus likely to see the new weight in operation. Mr. Langford indicated that the CIK working group had recommended an increase of more than that suggested by the British delegation — so a weight of over 190 kg must be on the cards.

The other important recommendation is that wheel diameters for Superkarts be increased. Suggested dimensions were not available at present.

Other changes have apparently been made to tidy up the general Superkart regulations — which in some cases have been based on unsuitable 100cc regulations. Again, no detail is available until official minutes are released.

More news as soon as we hear.

In a Word . . .

● For 1982 Clay Pigeon Kart Club are to subdivide 100 Britain Senior into 2 Classes — Clubman and Premier. This has arisen because at Clay the large Britain entry usually comprises most of the best drivers in the Class in the country, together with a fair number of relative beginners. During last season the Britain drivers voted in a postal ballot on the sub-division and were overwhelmingly in favour.

The Clubman Classes will be closed to those with kart trade sponsorship, or those who won 4 or more trophies during the preceding 12 months (except Juniors coming up into Senior). Premier will be closed to Novices. It is expected that the Clubman Class will provide encouragement for beginners and those with limited finances, who will no longer have to compete with British Champions. Premier should provide a high quality entry with close and exciting racing without the dangers and difficulties of slow pole-men and lapping back markers. Clay's Britain Premier Class will be essential racing for those Britain drivers wishing to compete at National level.

The Club will send out detailed rules for the new classes with the entry forms for the first 1982 meeting, together with a question and answer sheet to clarify things for the drivers.

Clubs Split On Tyres . . .

Up and down the country, Clubs and Associations are meeting to discuss the new restricted tyre lists, and opinions seem to be firmly split! The main class under discussion seems to be 100 National, and the approaches to it differ widely.

While Clubs in the Northern Association, plus Tilbury and Rye House intend to regulate the class to basically 1981 rules at Club level, the North Western Association, which includes all the Clubs that operate at 3 Sisters and Morecambe, have opted to go with the new regs in full!

The Norfolk and Suffolk Club have come up with possibly the best solution. At Club level, 1982 regs will apply to a separate "National Super" class, with 1981 regs remaining for National. A sensible alternative, allowing evaluation through the year.

Other Clubs, such as Shenington, have opted to stick with 1981 regs for their first meeting of the year, on the basis that the whole subject will be thrashed out by the drivers right then and there.

The two 1982 Junior Green Man series are to be run on the new tyres, with a decision on rubber for the K&S series yet to be finalised — a check with Clubs running the six round series indicates a 50/50 split on policy!

Either way, the hope that one common solution would prevail throughout the country is gone, and competitors who compete on more than one circuit regularly are likely to find themselves needing two different ranges of tyres. . .

● Due to clashes with two race meetings on the full circuit at Snetterton the Norfolk & Suffolk Kart Club have revised their fixture list slightly for 1982. The list now reads:— Feb. 28th, Mar. 28th, May 3rd, May 23rd, June 27th, Aug. 1st (K&S Series — Round 5), Aug. 22nd, Sept. 26th, Oct. 24th, Nov. 28th, Dec. 26th.

Once again the Club will be running Club Championships for all classes with the first round on February 28th. Membership forms are available now from Derek Calver, 13 Debenham Road, Crowfield, Ipswich, Suffolk, and although it will be possible to join on the 28th, it will be appreciated if drivers would join in advance to save administration on the day.

Another change for 1982 is that of Competition Secretary. Stepping into the position is Bob Kett, who can be contacted at 25 Cedar Avenue, Spixworth, Norwich, Norfolk. Tel: Norwich (0603) 897612.

● Leading 125 campaigner Derek Price is to make his Superkart debut at Cadwell Park later this month. Price is back with Wigan Kart Centre and will campaign a Zip GP with an engine on loan from Merlin Developments until the new batch of engines arrives in the U.K.

New Series For 125's

Bob Clowes of Motivation, together with Dave Atkinson of DMA are proposing a 125 economy class series for 1982, to enable those competitors who have non-rotary valve engines at home, and who, due to the present economic climate, do not wish to undertake the expense of a change of engine, to race.

The series of initially six or seven rounds, on both long and short circuits, will be for any aircooled piston and/or reed induction 125 engines taken from the current RAC list i.e. Yamaha YZ125, Honda CR125 etc. The class will be called 125 PR. Points will be awarded at each round on a 100, 80, 64, . . . down to 15th place basis, with best 6 rounds to count.

Thanks to support already from Service Garage Honda, TVM Yamaha, Chattertons Yamaha, Motiv, and DMA, a cash and prize fund of over £1,000 has been guaranteed, and in addition, substantial trophies will be awarded at the end of the series, along with lesser individual round awards.

Several Clubs have apparently expressed a wish to host a round, and many competitors who had considered retirement are firmly committed to the series.

Anyone requiring further information should contact Bob Clowes at Motivation or Dave Atkinson of DMA. More details when available.

Nigel Stays At Stocksigns

Stocksigns, the signmakers, have confirmed their intention to remain in Superkarting in 1982, and to this end have agreed to support Nigel Smith and Peter Brown once again.

Apart from his special project (see Mainly Merlin), Nigel will be continuing initially with his Zip/Rotax setup, while Peter Brown will move onto Rotax power for the first time.

Superkarts At S.A. F1 GP Almost . . .

But for a desperate shortage of organisation time, the recent South African F1 GP could have seen the first Superkart support race at an F1 meeting!

Only two and a half weeks before the meeting, a call came from S.A. to announce that such a race was on, and that 6 British drivers were to be invited to take part — all expenses paid. The prospect seemed very real, but in the end, time — or rather lack of it to organise essential paperwork — caused the idea to be dropped.

It nearly created a wonderful precedent — and one which it is hoped the authorities at Brands Hatch have noted! . . .

● The Borders Club have been forced by frost damage to their Hemswell venue, to cancel their February meeting.

The Club have arranged prize money for some of their classes this year, starting in April with the senior 100cc classes.

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continued . . .

order while Derek Calver recovered from a sluggish start to take fourth place. Adams won heat two after Townshend had tangled with a back marker. Calver and Gordon Chenery had a superb race long duel with Calver leading until the last lap when Chenery produced a do-or-die at the right hand hairpin. Calver took

up the challenge and as they entered the last corner, Chenery's coil lead came adrift letting Calver through to take second. Kett led Townshend in heat three but Townshend gradually hauled in the leader before producing a brilliant 'outside, inside, outside' passing manoeuvre at the end of the main straight to claim his second win. Adams jumped into the lead in the final and quickly opened up a gap over Kett, which he held to the flag. However, the performance of the day was supplied by Chenery who had his plug lead come off on the rolling lap and started well behind the pack but came through to claim an excellent third place.

Well that's it for another year folks. Many thanks to drivers, officials etc., for making the first year at Snetterton such a success. I hope that you have enjoyed your racing and that you will be with us again in 1982. Bring your friends along as well. Remember our first meeting is on February 28th.
Happy New Year everyone.
Derek Calver

Results:

Junior National
1st George Cubitt Mustang/FE Sirio

Junior Britain
1st J. Slater Sprint/Parilla
Novice: Dean Caswell Lancer/Arrow

250 International
1st Ron Harris Lancer/Yamaha

125 National
1st Colin Croxford

210 National
1st Colin Marshall
2nd G. Anderson

100 National
1st Robbie Adams Dart/Arrow
2nd Bob Kett Mustang/FE Parilla
3rd Gordon Chenery Corniche/TKM
Novice: S. Gage Sprint/Komet

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In a Word . . .

● Apologies to readers for any delay in receiving this issue of K&S. The ASLEF inspired rail strikes and associated postal delays held up production a little. . .

● As you read this, several leading British drivers are competing overseas. Terry Fullerton and John Alcorn are in sunnier climes, taking part in the CIK All African 100cc Championship at Zwartkop in South Africa. For Fullerton, this is his last CIK 100cc event before the new "Super Licence" regulations take effect.

In just as heated surroundings, 100 National contender Nigel Edwards is defending his Middle East Championship - in Kuwait. He is being accompanied by Roger Mills and John Knell in what is fast becoming the Annual DAP/JM firm outing!

Coverage of both next month.

● Following disturbing inferences from one quarter of the karting press about the use of 350cc barrels on Rotax engines, we initiated an inquiry to Rotax on the subject. Their reply: " . . . we can confirm that we have never supplied a 350cc cylinder to England. Such cylinders are not available from us. . ."

Can this now be an end to such insidious suggestions?

Letters

Dear Sir,
With regard to the changes of tyre regs. for this season, there seems to be contradicting reports. Even the '82 Year Book does not clarify the change.

I am running in the 125 National and 250 International events. The tyres being used are Goodyear (D) 11x600-5 as per 1981. Can I still use these tyres or not?

Clarity on this point would be much appreciated.

C.J. Banthorpe
St. Neots

ED: 125 - while the RAC have added new tyres to some of the restricted classes, this certainly doesn't stop you using tyres already in that class list, although you will find your Goodyears less competitive than some of the new additions. 250 International tyres are governed by CIK regs., the 1982 ones of which are not yet available.

Dear Sir,
After purchasing your magazine for a number of years, and being a competitor in Junior Britain I have yet to find any reference to my Club, Camberley Kart Club (Blackbushe). But Surbiton being a smaller Club has been mentioned in Kart and Superkart, but now unfortunately Surbiton has been closed down. So now Surbiton has closed down I thought that there would have been a mention of Camberley Kart Club (Blackbushe).

I have read with interest about the new tyre law for Britain Class. I must protest that a new tyre (rear) costs £18.00 plus V.A.T. I must admit that the new tyres stick like glue to paper and probably wear out quick, but the old favourite Carlises are very hard wearing. To prove this I have had Carlises on all last season and they will probably last another half a season, and the price is right being £8.60 for a rear tyre and that is a saving of about £10.00, so why the change when everything is going up and up and karting is meant to be a cheap sport to compete in. I feel that I am not the only one to rely on my father for sponsorship.

M. Allan
Wallington, Surrey

ED: Club contributions are welcome from any Club. If you can find someone within your Club to compile a few words on race meetings, we will be only too pleased to publish them.

You have been misinformed on Class Britain tyres. The class price limit is £12 per tyre. The tyre tests also showed the Dunlop SL to wear over twice as well as the Carlisle. It seems that the Britain Classes are the only ones to have genuinely benefitted from the whole tyre evaluation in terms of value for money. . .

Dear Sir,
What a great idea Adrian Lumb's 250 National Drivers' Championship is. I've joined as a long circuit novice and there is even an award and money I could win with a good performance. I received a very pleasant letter in reply to my query - it's a shame karting doesn't have more forward thinking people like Adrian Lumb and Martin Hines.

I think it's ridiculous that Superkart drivers have to pay entry fees to drive in televised meetings where the TV Company also pays for the privilege. Wise up Superkarters!!!

I see the RAC is, in my opinion calling the majority of Class 1 drivers incompetents, by saying that 4-wheel brakes would not be correctly maintained! What about all the hydraulic single brakes in use now? Karters may be crazy, but they aren't suicidal. I am all for economic sport but if all things were equal, lap records would not be broken. I hope no-one is killed while we wait for 1983. (Minis arrived and cost £600 - they are still the same size and

now cost £4,000.) Karting must progress if we are to make full use of the TV coverage.

A military tactician would say the easiest way to conquer is to divide and destroy. Hard wooden blocks should be supplied at meetings for karters to bang their heads against instead of against each other!

Chris Hampshire
Edenthorpe

Dear Sir,

RE SAM '82

Due to the present economic recession we regret that in 1982 we cannot give the series the same financial support that we have in the past 2 years. We hope you will all agree that we have built a smashing series and that it may continue for as long as the class does.

We will continue with the organisation and will provide the trophies at the end of the series. Hopefully, the rest of the trade will provide the fabulous prizes as in the past two years. However, the prize money for each round will have to come from a central fund and therefore this year drivers will have to register for the series. The registration fee will be £10.00 for the series, or £2.00 per individual event. At the time of registration you will be given your race number which will apply for the whole series, and in due course you will be sent an entry form for the first round.

The prize monies per round will be as follows:- 1st, £25; 2nd, £20; 3rd, £15; 4th, £10; 5th, £5; totalling £450 for the series. Should the registration fail to meet this figure, we will make up the difference, should registration exceed £450 the residue will be used to boost the overall prize fund.

Looking forward to receiving your support for the series, and to seeing you in 1982.

Sisley & Mistrale

Request for registration, plus the fee should now be sent to:- Miss L. Marks, 41 Bishopston, Montacute, Somerset.

Please Note: Non-registered drivers can race, but will not be eligible for any prize monies on race days, or any points towards overall prizes and trophies.

Dear Sirs,
I feel as though I must write to you with yet another letter concerning tyres. Have you noticed, like me, that karting numbers are on the decline? Obviously there are several reasons:- 1 is economic, 2 the cost of equipment, but the main one, I feel, is tyres. You only have to look at 100 International, and the 135cc will be worse.

We were told the main reason for allowing Dunlops in Britain was to stop one tyre dominating one class. In theory good - in practice we will now have Dunlops almost dominating all

FRIGGIT



BY BARRY FOLEY

continued . . .

100cc classes. We have also been led to believe that they will last longer. This I highly doubt, as a quicker tyre must be softer and hence wear quicker.

Anyway, I understand that Bridgestones will last a long time, but it is a known fact that their competitive life is very short. You don't see the Internationals scrubbing in tyres for the final for nothing.

To my knowledge, after 2 seasons of using Carlisle tyres, I know of no special compounds or trick tyres and their competitive life is very long. Mark my words, trick Dunlops will appear, probably about June in time for the Championships. Then only the privileged few, or those with a large pocket will get them.

From the information I have obtained, I think in my case I will need a set to start the season, with six sets for the SAM Series and one for the British Championships. I had a dealer telephone me and ask if I wanted to reserve a set for £55.00, so it would cost me approximately £440 for a season, as against my last year's expenditure of £97.00 approximately, which represents 3 sets of rears and 2 sets of fronts.

Everyone I have spoken to concerning the Britain Class wants to stick to Carlisle as we know we can all compete on equal terms. I'm glad to hear that some Clubs are taking the initiative and stopping the use of Dunlops next season. Good — I hope they will stick by their convictions. There is talk that for a Championship Series the use of Dunlops will be allowed. Surely the Series Organisers should be concerned that their respective Series goes with a swing and not with discord amongst the competitors.

My suggestion to competitors is this — why not at tracks where the tyres will be allowed, hold special meetings after drivers' briefing and hold votes on the issue? I feel sure that the competitors will not use them.

So why not do with the Dunlops as they do with bananas to keep the market stable — but in our case to help the respective classes — dump them in the ocean.

We do not want a repeat of the 100 National Championships at Clay Pigeon a few years ago when a special Dunlop was being sold at scandalous prices.

Nigel Cleveley
Southampton

ED: The apprehension felt by many is understandable, but I think that in the case of the Britain Class, it is perhaps unfounded. The tyre test did show better wear for the Dunlop than the Carlisle. The SL type of tyre is also reputed to give consistency of performance. We will see. . .

Dear Sir,
Thanks for your support. The series would not have stood a chance without you publishing our letters.

I would like to give a short up-date on the 250 National Drivers Long Circuit Championship. Over two-thirds of the places have already been taken and I have sent out over 50 registration forms. There is still time for those drivers who have decided to wait and see what would happen to secure a place. Since Dave Cullimore's last letter, a mild panic occurred among some drivers, who we reassured could claim a place by sending a minimum deposit of £20. Since there are approx. seven weeks to the final date of 27th March, to pay a little often would be much the easier way to make the contribution. Over half the drivers have chosen to do this,

and a couple who started in December have now paid the full amount.

I am still waiting to hear from some prominent 250 National drivers and I think since there are some winners amongst them I must point out I can only accept 50 drivers. So although they will be able to enter the same meetings, if they should win they will be able to watch the second place man receive the first place prize of £250! The same goes for the other placings.

Quite a few drivers are coming out of retirement to compete and since they have to buy equipment I had hoped for a little more support from the trade. I am pleased to say some have rallied round — Brian Hill's fantastic new setup being the most prominent. I think Brian has just begun a new breed of Super Kart Racing Dealers — don't get the impression of high pressure sales. Those who know him will say you could not meet a nicer guy. Anyway, Brian is putting up some cash and trophies and the chaps at SRA have put up one of their superb rev counters as a prize for the best novice/improved driver at the end of the series. This award will also carry some cash. In fact, I have quite a few surprises in store to put some special money prizes into the back end of the field — it won't be just the winners who get the cash. To end on a sad note though, some traders haven't even bothered to reply to my letters. . .

Please return registration forms to me rather than Dave, because Dave only has to send them on to me, creating additional expense. Many thanks to the people who have supported us so far.

Adrian Lumb
14 Corlett Court
Foxwood Lane
Acomb
YORK YO2 3LR

CLUB SCENE

continued . . .

who have seen Dave in action will know what I mean), Dave Bunn and Mark Wilkinson being the fancied runners. Dave Smith took a third and a first, Dave Bunn first and fourth, and Mark Wilkinson two seconds. The surprise of the day was young Martyn Gilbert, who was at his first meeting as a senior, and took third place in the second heat.

In the final, it was Dave Smith who went into the lead pursued by Mark and Dave Bunn. Dave Smith set about building a comfortable lead and never really looked like he would be caught. Mark Wilkinson held off an early challenge by Dave Bunn and was soon in a comfortable position where he too looked safe. The conditions soon decimated the field, and by half distance 5 of the 9 starters had dropped out. The leading three, Dave Smith, Mark Wilkinson and Dave Bunn finished in that order with Martyn Gilbert in fourth not too far behind the leaders. A sign of things to come?

100 National

Our smallest grid ever of the National class, but the race was of interest in that two of the drivers were battling for the Club Championship and whoever finished in front of the other was virtually certain of taking the title. Mark Hotham, one of the contenders, took a first and a second, guaranteeing him pole position for the final. Ian Holdsworth, the other contender, had a fourth and a D.N.F., leaving himself with it all to do in the final. Bernard Holt was also driving well with a second and first.

In the final, it was Bernard Holt who went into the lead with the 'rivals' Mark Hotham and Ian Holdsworth behind him. There followed a wonderful bit of driving from this pair, unlike some meetings I have seen, where so-called 'Sportsmen' would rather knock each other off the track rather than lose, but no matter how hard Ian tried he was unable to find a way past Mark. At the chequered flag then, it was Bernard Holt first, Mark second and Ian third. Novice Martyn Johnson was fourth and Alan Brookes fifth. Mark's second place was enough to take the Championship.

125 National

This class was, as usual, well supported. Colin Kay took two firsts in the heats and Wayne Sandford had second place in each. Kevin Wintringham, Graham Marris, Stuart Skinner and Mark Higgins were also going well.

In the final it was Mark Higgins who got a 'flier' away from the start followed by Kevin Wintringham, Stuart Skinner and Colin Kay. By the end of lap two, Colin Kay had fought his way up to second place, and one lap later he ousted Mark from the number one spot with a fine bit of driving. Mark held on to second for four more laps until Wayne Sandford moved up to push Mark further down the field. Graham Marris, who was lying fifth, virtually needed only to finish to be sure of taking the overall Championship (awarded to the driver who scores the greatest number of points throughout the year) was only a lap and a half from home when he ran out of brakes and off the circuit. Graham had done enough at the November meeting to clinch the 125 Championship and could only sit and watch as the 'Double' slipped away. At the final flag then, it was Colin Kay in first, Wayne Sandford second,

Mark Higgins third and the first Novice home was Tony Bettison.

210 National

The main battle of the day was between Brian Finn, Dave Green and Ken Spooner. Dud Martin wasn't to be discounted either as he took two third places to earn himself the number two spot on the final grid. Dave Green, after a second and a first place was on pole and Brian Finn completed the front row.

It was Dave Green who led the field away into the first lap, chased by Rod Harpham, Steve Fowler and Dud Martin. Dave seemed to have been saving himself for the final and really started to open up a decent lead from Rod Harpham. By lap four, Dave looked reasonably secure in first, but Dud Martin had moved up to second ahead of Brian Finn and Rod, who appeared to be having mechanical difficulties. Ken Spooner started a charge from the back and by half distance had worked his way up to third place. Dud Martin was now working his way through the field, but backwards as Graham Marris had failed to finish in the 125s and Dud only needed to finish for him to complete the double of class and overall champion. Back at the front, Dave Green was having it all his own way, until with just three laps to go he disappeared from the circuit, handing the lead to Brian Finn and Ken Spooner. This pair ended the race in this order with Tom Angell in third. The first Novice home was Kev Richards.

250 National and International

One National outfit v. 5 Internationals, a situation which ordinarily should result in a runaway victory for the twins — right? Wrong! The combination of poor weather conditions, a slippery track and not least, the driving ability of Alan Muggleston, led to two very easy victories for the National outfit in the heats, and barring accidents Alan looked set for a win in the final. In the heats, Fran Roethorn was the first Inter. across the line in the first heat, and Ron Ridley was the first Inter. in the second heat.

In the final it was no surprise to see Alan zoom away into the wild blue yonder, leaving the twins to slip and slide their way round.

Snetterton

6th December

Amazingly, rain affected practice for the third meeting running. As in previous meetings the track dried for the heats but as the Juniors lined up for their final the rain started to fall again, sending everyone scurrying for their wets. Once again the meeting was supported by Castrol and the Club would like to extend their thanks for the support received during the year.

Juniors

George Cubitt produced a clean sweep in the National class, winning all three heats and the final as he pleased. The Britain class was hotly disputed by Steven Webb, J. Slater and Dean Caswell. Webb won the first two heats from Slater but a non finish in heat three, which Slater won, relegated him to grid three for the final. From the flag it was Slater who grabbed the lead and despite the attention of Webb and Caswell he clung on to take a well deserved victory.

Alan made no mistakes, and crossed the finishing line 400 yards in front of his nearest rival, David Shaw. It was these two who took home the trophies.

Club News

In April of 1982, we will be holding a special race for all senior 100 Britain/National competitors. We already have £50 in prize money and there could be more. Details have yet to be finalised.

John Stocks

Results:

100 Junior National

1st	Phillip Woolley	Birel/Hewland
2nd	Alistair Massarella	Premier/WRE Parilla

100 Junior Britain

1st	Steven Key	Premier/WRE Arrow
2nd	Jason Elliott	Sprint/PJR Arrow
3rd	Scott Banks	Premier/WRE
Novice:	Simon Tate	UFO/Hewland

100 National

1st	Bernard Holt	UFO/DAP
2nd	Mark Hotham	Zip/Komet
3rd	Ian Holdsworth	Zip/Parilla

100 Britain

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

125 National

1st	Colin Kay	Barlotti/Yamaha
2nd	Wayne Sandford	Sprint/Yamaha
3rd	Mark Higgins	Zip/Yamaha
Novice:	Tony Bettison	Barlotti/Aspes

210 National

1st	Brian Finn	Barlotti/Upton
2nd	Ken Spooner	Barlotti/NPU
3rd	Tom Angell	Zip/Upton
Novice:	Kev Richards	Blow/Upton

250 National

1st	Alan Muggleston	Zip/Yamaha
-----	-----------------	------------

250 International

1st	David Shaw	Barlotti/Yamaha
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Class IV

A combined grid of 125, 210 and 250 karts again produced some very good racing. In the 250's Neville Drewry won the opening two heats, firstly from S. Papworth and the second from Ron Harris. The third heat was a benefit for Harris as Papworth and Drewry failed to last the distance, and with the final producing an identical result the first place pot went to Harris. The 125 class saw Colin Croxford win all the heats and final, but things were much tighter among the 210's as Marshall, Anderson, Waters and Cooper battled strongly. Marshall won heats one and two and a 4th place in heat three gave him pole for the final. Waters claimed grid two with two seconds and a 3rd placing while on row two, breathing down their necks were Anderson and Cooper. Marshall raced off the line to win every lap and take the chequered flag, while Anderson, Waters and Cooper fought out the minor placings before finishing in that order.

100 National

Miles Townshend, Bob Kett and Robbie Adams fought out heat one before finishing in that

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What, Where, When, and How . . .

With the 1982 racing season about
to get under way in earnest, we
have compiled a list of major events
taking place in Britain this year for
each class of karting. Each section
details the date, venue, and status
of the appropriate events, and the
address for entry information.

100 NATIONAL

Apr. 11th — Clay Pigeon: K&S Round 1
Clay Pigeon KC, C/- Miss J. Hollings,
26A Goldcroft Rd., Weymouth, Dorset.
May 9th — Wombwell: K&S Round 2
Wombwell KC, C/- Mrs A. Wright,
Rockbank, 19 Clarksfield St., Oldham,
Lancs.
June 6th — 3 Sisters: K&S Round 3
Buxton & District KC, C/- Mrs O. Fabby,
13 Sunfield, Romiley, Stockport,
Cheshire.
June 27th — Little Rissington: RAC Cham-
pionship: Bromsgrove KC,
C/- Mrs S. Wits, "Oakley", Holloway
Hill, Pershore, Worcs.
July 11th — Tilbury: K&S Round 4
London KC, C/- Mrs E. Allen,
197 Southend Arterial Rd.,
Hornchurch, Essex.
Aug. 1st — Snetterton: K&S Round 5
Norfolk & Suffolk KC, C/- F. Elderfield,
61 Ranworth Rd., Norwich, Norfolk.
Aug. 29th — Kimbolton: K&S Round 6
Hunts KC, C/- M. Farrow, 21 White-
friars, Rushden, Northants.

SHORT CIRCUIT GEARBOX

May 31st — Morecambe: World Cup
Morecambe & Heysham KC, C/- The
Racing Circuit, Heysham, Lancs.
June 20th — Shenington: RAC Champion-
ships. Shenington KRC, C/- Mrs
S. Wilkins, 7 Park Close, Claverdon,
Warwickshire.

135 INTERNATIONAL

Apr. 11th — 7 Sisters: Green Man 1
May 9th — Rowrah: Green Man 2
May 30th — Clay Pigeon: Green Man 3
June 20th — Wombwell: Green Man 4
Aug. 8th — Clay Pigeon: Green Man 5
Aug. 29th — Dunkeswell: Green Man 6
Sep. 5th — Fulbeck: RAC Championship
Lincs KC, C/- Miss P. Wilson,
77 Moor Lane, North Hykeham,
Lincoln.
Oct. 3rd — 3 Sisters: Green Man 7
Green Man series registration and entries
Peter Wardle, 12 Hunter Road,
Wimbledon, London SW20.
Tel: 01-946 7401

100 INTERNATIONAL

Aug. 22nd — Wombwell: RAC Championship
Wombwell KC,
C/- Mrs A. Wright, Rockbank,
19 Clarksfield St., Oldham, Lancs.

LONG CIRCUIT

Feb. 28th — Cadwell Park (Cadwell Car & KC)
Mar. 28th — Snetterton (Central KC)
RAC Championships, Round 1
Apr. 11th — Cadwell Park (Cadwell Car & KC)
Apr. 17th — Donington Park: FSO (Super-
karts only)
May 1st — Oulton Park: FSO (Superkarts
only)
May 8th — Mallory Park (Central KC)
RAC Championships, Round 2
June 6th — Donington Park (Blackpool &
Fylde KC) European 250 Championship
June 19th — Donington Park: FSO (Super-
karts only)
June 27th — Cadwell Park (Cadwell Car & KC)
RAC Championships, Round 3
Jul. 24th — Brands Hatch (Central KC)
RAC Championships, Round 4
Aug. 1st — Cadwell Park (Cadwell Car & KC)
RAC Championships, Round 5
Aug. 15th — Silverstone (Silverstone Circuits)
British Kart Grand Prix
Aug. 28th — Oulton Park (Blackpool &
Fylde KC) RAC Championships,
Round 6
Sep. 26th — Snetterton (BRSCC — Super-
karts only)
Oct. 3rd — Cadwell Park (Cadwell Car & KC)
Oct. 9th — Castle Combe (BRSCC — Super-
karts only)
Nov. 21st — Brands Hatch (BRSCC — Super-
karts only)
Dec. 5th — Brands Hatch (BRSCC — Super-
karts only)
Cadwell Car & KC, C/- J. Shaw, Armtree
Road, Langrick, Nr. Boston, Lincs.
Central KC, C/- I. Rushforth, 9A Sunny
Grove, New Costessey, Norfolk.
Blackpool & Fylde KC, C/- The Racing
Circuit, Heysham, Lancs.
Silverstone Circuits Ltd., Silverstone Circuit,
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FSO Superkart events are by invitation only.

100 JUNIOR NATIONAL

Green Man series dates etc., as for 135
International.
Aug. 22nd — Wombwell: RAC Championship
Wombwell KC, C/- Mrs A. Wright,
Rockbank, 19 Clarksfield St.,
Oldham, Lancs.

100 JUNIOR BRITAIN

Green Man series dates etc., as for
135 International.
Aug. 1st — Felton: RAC Championship
Northumbrian KC, C/- Mrs L. Lynch,
12 Portland Gardens, Eastfield Chase,
Cramlington, NE23 9QD

100 BRITAIN

SAM '82 Series: Dates and venues as K&S
100 National series. Series registration and
entries to: Miss L. Marks, 41 Bishopston,
Montacute, Somerset.
July 18th — Clay Pigeon: RAC Champion-
ship, Clay Pigeon KC,
C/- Miss J. Hollings, 26A Goldcroft Rd.,
Weymouth, Dorset.

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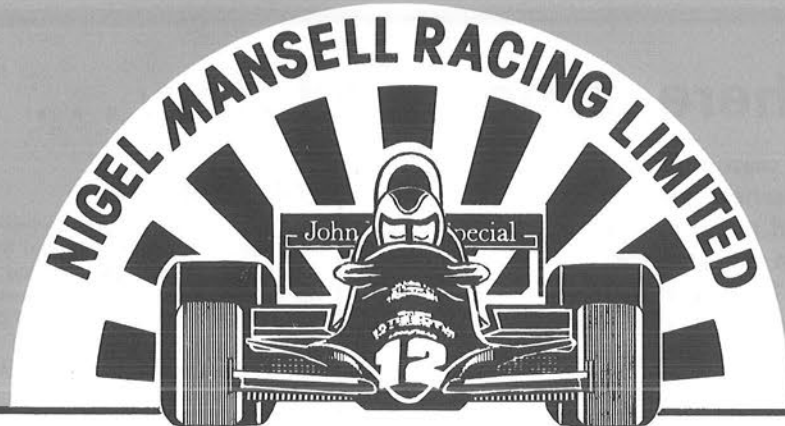
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CLUB SCENE

Groves and Frank Kirkham, Perry getting the better of the other two at the flag.

250 International

Bob Kennings was the winner of both heats. Second home in heat one was Ron Ridley with Richard Ashbee third. In the second heat it was Barrie Borwell taking second spot with Ridley this time finishing third. In the final Kennings led from start to finish and was never challenged at any time of the race. By the end of the race he had about a twenty second lead over second place man Ron Ridley. Third home was novice driver Paul Ellyatt after having taken a detour through a ploughed field.

John Marshall

Results:

Junior Britain

1st	Jamie Kavanagh	ART/Arrow
2nd	Scott Banks	Permier/WRE Arrow
3rd	Mark Faulder	Zip/DAP

Junior National

1st	Steve Brogan	Dart/Arrow
2nd	Mark Bailey	Sprint/Parilla
3rd	Charlie Brown	Sirio/TKM

Senior Britain

1st	Dave Eggleton	Bear/Fred Arrow
2nd	Kevin Magee	Zip/Arrow
3rd	Philip Hogg	UFO/CSK Arrow

100 National

1st	Derek Higgins	DAP/DAP JM
2nd	Paul Fletcher	Bear/Fred Parilla
3rd	Roger Mills	Jeta/DAP JM

125 National

1st	Brian Borwell	Aero/Rotax
2nd	Colin Kay	Zip/Yamaha
3rd	Dave Baxter	Barlotti/Rotax

210 National

1st	Bill Longden	Barlotti/Upton
2nd	Colin Poole	Zip/Villiers
3rd	Mark Allen	Dino/Villiers

250 National

1st	Alan Hope	Lynx/KTM
2nd	Stuart Eason	Zip/Yamaha
3rd	Alan Mugglestone	Zip/Yamaha

250 International

1st	Bob Kennings	Sprint/Yamaha
2nd	Ron Ridley	Aero/Yamaha
3rd	Paul Ellyatt	Zip/Yamaha

Hemswell

December 6th

A very cold day and a track that never dried out greeted the 60 brave souls (masochists?) who signed on to do battle at Hemswell on Sunday 6th December. Although there wasn't a frost, one competitor in the paddock was doing a roaring trade repairing brass Monkeys!

100 Junior

A strong field of youngsters showed that conditions were poor with the track being too damp for slicks and not damp enough for wets, but most managed somehow, to master the tricky conditions.

Phillip Woolley, driving National, took first

place in both heats, but Steven Key, Jason Elliott and Scott Banks, all on Britain outfits, proved that Phil wasn't going to have everything his own way, by taking seconds, thirds and fourths in the heats. Alistair Massarella was also going well with a second place in the second heat. In the Final, it was Steven Key who went into the lead from the start, a position which he had no intention of relinquishing to Phillip Woolley who put Steve under immediate pressure. Behind Woolley was Jason Elliott and in fourth was Scott Banks. While the leading pair were opening up a small lead, on lap two, Alistair Massarella managed to demote Scott to fifth with a really fine bit of driving. Scott wasn't going to take that lying down and on the following lap re-took Massarella to get back the fourth spot. While this battle continued, up at the front Steven Key was in the process of extending his lead from Woolley, who, in turn was increasing his lead over third place Jason Elliott. The order remained unchanged to the chequered flag for the first three, a result which didn't upset Jason as his third place was enough to clinch the Club Championship in this class. Further back, Alistair Massarella had eventually got past Scott Banks for fourth place at the flag. In sixth was Darren Scott who had driven very cautiously and well enough to take the Junior National Championship. It's always exciting to watch the Juniors race, and I must really thank them all for such a skillful display under such difficult conditions.

100 Britain

From the start this seemed to be a three horse race with Dave 'Sideways' Smith (those of you

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continued . . .

had opened up a three second gap from the second place man Magee. Battling with Magee for second spot was Faunch, Wilkinson and Hogg, all four drivers being very close together. A lap later Wilkinson retired from the race. Eggleton was now having an easy drive at the front of the field. On the last lap it was hard lines for Trevor Faunch who made a bad mistake which put him way down the field. So at

Derek Higgins took 100 National (Pic: J. Marshall)

the flag it was Dave Eggleton having a well deserved win with Kevin Magee taking second spot and Phil Hogg third. Fourth place went to Mathew Charlton, fifth to Malcolm Ellwood. Recovering very well was Faunch making his way back up to sixth.

100 National

Simon Sutton was the early leader of heat one but on lap three Roger Mills got by and kept the lead right till the end. Sutton had to settle for second spot with Derek Higgins third and

Paul Fletcher fourth. Heat two was a very close race between Steve Sykes and Paul Fletcher. Sykes had just got the better of Fletcher and kept the lead to take the flag with Fletcher finishing practically alongside him. Third man home was Craig Leclere.

All was set now for a very exciting final. Leclere was the early leader and very close behind him were nine drivers all bumper to bumper. Later in the race it was Higgins leading the field with Paul Fletcher right on his bumper, lying in third was Roger Mills with Steve Sykes a close fourth. Approaching the finishing line everyone expected Fletcher to make his move but Higgins held a tight line and took the chequered flag. Fletcher finished a very close second. Third home was Roger Mills, Steve Sykes came fourth with Leclere taking fifth.

125 National

The winner of both heats was Brian Borwell with Colin Kay following home on each occasion. Third home in heat one was Dave Baxter with novice driver Kevin Winteringham taking third spot in heat two. In the final Borwell led from start to finish with no other driver to touch him. Finishing a distant second was Colin Kay. Winteringham had held third spot for most of the race but had engine trouble towards the end of the race which allowed Dave Baxter to get by and take his place.

210 National

Bill Longden was the winner of both heats. Brian Finn and Mark Allen took second and third placings in heat one. In heat two Allen finished second and Dean Eastwood third. In the final it was a very close race between Longden and Allen but towards half distance Allen developed what looked like clutch problems and Longden went on to take the flag with Colin Poole getting by Allen on the last lap to take second. Fourth home was Graham Sykes, fifth Peter Williams.

250 National

In heat one it was Alan Hope who was first home followed by Stuart Eason and Alan Mugglestone. Hope also went on to win heat two with Frank Kirkton second and Mugglestone again third. In the final Stuart Eason took the lead but Hope was pushing hard and by lap six had taken his place by a nice piece of out-braking. Eason held on to a close second but after a few more laps Hope had opened up the gap, and Eason had to be satisfied with second. Third home again was Alan Mugglestone. Battling for fourth was Mark Perry, Tony

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Oulton Park, 1978, saw a return to form by Newton. The chasing bunch include Eddie Cortijo, Chris Latham (62), Gordon Douglas (51), and Owen Jones (GP1)

John Newton

John Newton is currently at the top of the 210 tree. His eight year career, from the highspots down to the disasters, serves as a prime example of the character-building aspect of karting. . . We talk to John about those years, and about the 210 class as a whole, a class which despite it's ups and downs continues to command a large following.

John Newton, trained as an Accountant. A desire to use his skills in an automobile setting saw him begin work at the Dunstonian Garage, a local firm in it's early days. His financial control of the Company proved successful, and he is now a Director. Married, in 1978, to Sue, John is British Long Circuit 210 Champion. But as recently as midway through 1973, John Newton hadn't seen a kart race, but a trip to that year's Oulton Park meeting in company with competitor friend Edward Griffin was to change that. That was the scene of a classic, with Reg Gange just pipping Graham Liddle to win the 250 event. And the 210 race. . . Despite current BR publicity, John maintains "that was the age of the train" — the days when things were so even that a dozen or more 210's would end up literally locked in a solid chain, circulating as one. "One moment someone would be leading, then he'd make a small mistake and the entire "train" would go by before he could get back in, maybe tenth place. . ." Needless to say, John Newton was hooked.

With a kart acquired from Mick Doble, he raced throughout the 1974 season, learning the ropes, and began the 1975 season with growing confidence. However, mid-season brought disaster in the form of a nasty accident and a nastily broken left leg. Six months in hospital were followed by another year before John was walking properly again. . .

Undaunted, he returned to racing again at the beginning of 1977. "That was quite a good year for a while

— I had probably one of the quickest machines at the time, and for a while things went quite well. But then, again, around mid-season a problem appeared that stayed with me for nearly a year! The problem was a misfire, but not a consistent one and we could not figure it out at all. Eventually, a year later, we hired Oulton Park the day before the meeting there, and found it. In those days we didn't use the proper Amal carburettor rubbers — just a bit of hose pipe — and when we threw the hose off and put on the proper rubber, that was it. We never had the problem again. . ." Having thus staked a claim to the Mars Bar Award for Perseverance, as they say, that meeting marked the return of J. Newton to competitive form, with third place, although "I should really have won it."

On to 1979, and John was to figure prominently in both major events. He won the British Championship, at Donington Park, but with frank honesty adds "I was lucky — Owen Jones should have won, in my opinion. I was on the front row and he was on the fifth. I thought to myself 'I'm going to be tight on the inside at the first corner — no-one's knocking me off!' Well Owen went right round the outside, from the fifth row, and was second going into the Old Hairpin. . . I remember thinking 'I've blown it already!' because I was 8th, and all the right people were up front. Anyhow, Owen's gearbox broke when I was second, and Will Hoy went out as well, having passed me, so I won it."

The very next meeting was the Silverstone GP, and feeling that he had something to justify, John was pleased to sit himself on pole after the heats. He simply describes the final as "probably the best race I've ever been in." It was a nine man battle all the way. John led "the snake" over the line four times, but beginning the last lap a barrel stud broke and he slowed to a relative crawl. So far ahead of the rest was this front bunch that John still finished 10th. The race was won by Brian Heery — a well-timed move saw him hit the front for the first time at the last corner. . .



The beginning. At the Blackbushe Roy Mortara Meeting, 1974, with the first kart – an ex-Doble machine.

continued . . .

If 1979 had been a relatively good year, 1980 was, in comparison, a disaster – centring around his awful accident at the World Cup meeting at Morecambe. “Although not as serious as the 1975 accident, in terms of being laid up for so long, it was a horrendous accident. I was going to turn it in after that. . .” Leading a heat, John encountered a back-marker in the middle of the downhill straight and picked the inside line, only to have the other machine move into his path. “It was like a launching ramp. Airborne, I snapped a flagpole, landed down on the bottom straight, and was subsequently hit by someone else coming the other way. The kart hit another couple of people as well. I remember scrambling up that bank a bit quick! . . .” At the time, apart from being shaken up, John felt moderately okay, and so a fortnight later lined up at Cadwell for the second round of the British Championship – a brand new Zip replacing the mangled wreckage left at Morecambe. He felt ill during the day, and even worse the next morning, and in the end an abscess on his leg – caused it seems by returning to racing too soon – was diagnosed.

Three weeks in bed, and another round of the Championship missed, contributed to a generally “down” year. Things hadn’t been going that well anyway. Having earlier used engines tuned by Phil Ansell, John was now doing them himself, and it wasn’t really working. After Oulton Park in August, he returned to the Ansell camp in time for the Short Circuit Championship at 3 Sisters. The effect was immediate. “We got things sorted out during the heats, I started from mid-grid, and ended up coming second. From then on we haven’t really looked back.”

John is unreserved in his praise of the workmanship of Ansell. “He’s typically “Northern blunt,” which puts him offside with one or two people, but to my mind he’s the most honest guy in the game – everybody gets what I get, and what Mike Gardiner gets. He (Ansell) produces the tool – it’s up to the individual to use it properly, and that’s where the difference lies. There are no freak good engines with Phil – I’ve used three different barrels over the last season and each of them has won something.”

And won quite a few races he has, a convincing second British Championship crown among them. He fought a tight two man battle with Gardiner at Silverstone, resolved in the latter’s favour after a rare mechanical failure put Newton out.

Kart & Superkart recently spoke to John about the 210 class and its future:

K&S: What are your general thoughts on the 210 class and its future? Will it die as some people think?

J.N.: I don’t think so. If it does it will take a long time, especially with regard to short circuit racing. At the moment money is generally short, and as it is the class where it is cheapest to do well in, it is perhaps the class that will suffer under those circumstances. Grids have been down recently, but then again it seems that way in all the classes.

The class changed quite a bit in 1978. Up to then it was possible to win races with an “out of the box” motor. Then Peter Haywood really started to go well, and it became obvious that you couldn’t win “out of the box” anymore. There’s no doubt about it, the times have come down so much now that the engine has to be tuned by someone who knows what they are doing. The same thing has happened in the last year with 125’s. Whereas initially, before anyone discovered ways to make them quicker, there would be any number of people dicing for the lead, one or two people found that extra bit of power and so they are now usually clear of the rest. Perhaps it was better then, and I wish it could be like that again. But you can’t expect us to go backwards – it’s up to the others to catch up!

Nevertheless it is still the class that is least costly to do well in. I’m not sure of the exact cost of current engines – I think it’s around £600 fully tuned, and in my opinion that’s a reasonable price to pay for something that is good enough to win with. They are *not* unreliable – it’s just the drivers who don’t know how to set them up properly. Last season I didn’t blow up once – although we did do a few pistons, that was only in attempting to go faster. . .

What amazes me is the false economy practised by so many of trying to race on rubbishy old equipment, which is slow, unreliable, and not very saleable. Why spend £400 on something you can’t win with, when for another £200 you can have the best? And it’s worth something when you’ve finished with it.

Silverstone 1977 – complete with Bridgestones, before the Restricted Tyre List appeared.



continued . . .

250 International
1st Neville Drewry Star/Smith Yamaha

100 National Novice
1st G. Spinks Zip/Komet
2nd Andrew Ross BM/TKM

Senior Britain
1st M. Sismey Lynx/Parilla

100 National
1st Robert Smith Zip/Parilla
2nd Bob Kett Mustang/FE Parilla
3rd Miles Townshend Lancer/TKM

Kimbolton



Roger Goff and Samy Hunt scooped several trophies at the Kimbolton Dinner & Dance.

The Annual Dinner & Dance of the Hunts K.R.C. was held in St. Ives on Saturday 9th January. Ninety members and friends braved the snow and ice to attend.

A hearty meal was followed by much dancing and jiving until after 1 a.m. Mr. Dave Mayhew proposed the toast to H.K.R.C. – having been the former treasurer for ten years – with Chairman Cecil Coales replying for the Club.

Trophies were presented to the Club Champions, and for the ladies, without whose support the Club could not function, there were bouquets.

Another successful season. Here’s to 1982. . .

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February 1982

A Letter From Kimbolton. . .

Dear Sir,
I’m not very ‘au fait’ with dates when karting started to catch on in this country (I won’t proceed to guess any) but whenever it was, Charlie Goff must have been around.

Whatever the amount of years that separate then and now, Charlie has spent them going round tracks as a competitor, trader and friend to whomever. He has lately been spending time with some doctors and nurses – I’m sure they are now convinced all karters are oldishhhh, friendly traders. . . However, the years of racing are now over for Charlie. He has announced his retirement from competition.

Where did it all start? Well, I believe about twenty years ago he took his family on holiday to the Isle of Wight where he found the restricted kart, paid his 2/- (10p), had his ten laps and was hooked. Since those days he has always been around – through each recession and peak, he’s still there.

But wherever it started doesn’t matter, because knowing Charlie and his family, as we do, TIME doesn’t matter (especially when you’re waiting for a spare of some sort).

Besides racing, Charlie also likes to experiment. One which comes to mind was a “cross country kart” – a chassis turned upside down for clearance, (now known as the Mustang – only joking Chas. . .).

At the recent Hunts Annual Dinner and Dance he was presented with a teasmade to mark his retirement. Other years he had been there to collect trophies for wins throughout the season, but I’m sure his present will give him as much pleasure in using it as the trophies were in winning.

Well Charlie, enjoy your retirement and those Sunday lie-ins. But remember, there are lots of people who will miss you in the pits and on the grid so don’t stay away. I’m sure I haven’t covered everything but really it doesn’t matter, because in the end it’s down to these few words: Charlie, thank you for those lovely years on behalf of all at Kimbolton.

J.H.

Fulbeck

22nd November 1981

We had some good weather at Fulbeck, this being the last meeting of the year, and with full grids in most classes all was set for a good day’s racing.

Junior Britain

In heat one Mark Faulder was the early leader but was later passed by Scott Banks who went on to win. Mark settled for second spot with Jamie Kavanagh, who we don’t see very often at Fulbeck, taking third place. In the second heat Jamie had a start to finish victory with Scott Banks following him over the line. A good drive for Jason Elliott who finished third.

In the final it was Kavanagh and Banks who were first away, both fighting for the lead but after three laps Kavanagh started to pull away. Three seconds behind Banks was third place man Mark Faulder. Towards the end of the race Banks was back up with Kavanagh but both drivers were now starting to lap backmarkers. Kavanagh drove superbly through a bunch of them around pits corner but Banks was unable to get through. So, at the end of the race it was Kavanagh who took the chequered flag with Scott Banks settling for second. Jason Elliott and Steve Key took each other out of the race at one of the chicanes on the last lap. Third man home was Mark Faulder with Mark Barrott

coming from the back of the grid to take fourth spot.

Junior National

Steve Brogan was on top form, winning both his heats. Second man home in heat one was Jeremy Cotterill with Patrick Walsh close behind taking third place. The second lad across the line in heat two was Mark Bailey closely followed by Cotterill, this race being very exciting from start to finish.

In the final it was a very close race between Brogan, Bailey and Cotterill. All three were tied together right until the last lap when Cotterill decided to try and open up a gap but his move failed and his race was over. This left Brogan to take the chequered flag closely followed by Mark Bailey. About four seconds behind the leading pair came Charlie Brown and Simon Blessed taking the third and fourth placings. Fifth man home was Gary Moynihan.

Senior Britain

As usual there was a good entry for this class providing us with some very entertaining racing. In heat one Kevin Magee took the flag with Dave Eggleton finishing a very close second. Third man home was Andrew Wood. In heat two it was a win for Wood followed home by Trevor Fauch with Mark Wilkinson third and Dave Eggleton fourth.

On to the final and it was Eggleton who shot straight into the lead and by half distance

Brogan leads Cotterill and Bailey in Junior National (Pic: J. Marshall)



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INTERVIEW

As in most classes, winning isn't about being the fastest driver, in my opinion - there are probably 20 drivers in the class capable of out-driving me - it's all about getting your act together. That is, getting yourself properly prepared, making sure you've got the right kart and equipment, and the right engine for the job.

Anyway, to return to the question, I can't see the class deteriorating for some time - especially if the supply of engines and parts is maintained.

K&S: That supply is very much down to Aubrey Upton, is it not?

J.N.: Completely. He was going long before I got into karting, but obviously he revolutionised the class and the supply of bits and pieces. I must admit that bits have been a bit scarce since he sold out the business, but I understand that things are settling down again.

K&S: Obviously 1982 holds some new challenges, not the least being the new tyres available for use in the class. Your thoughts on this?

J.N.: I don't think the new regulation will be at all well received in the class. That's not to say that this is my own opinion on whether I would rather race on decent tyres or not, because personally I would.

It won't be generally received well because even though the new tyres will be under, or on, the restricted list price - £16 or whatever - you could still get Good-years for under £10 and race anywhere with them.

But what I just can't understand is how they could make such a cock-up of it - again! They nearly got it right, with the long-life Bridgestone - and I understand a similar Dunlop is available. The answer was so obvious, I don't understand how they could have got it wrong.

However, as I said, I'm quite looking forward to racing on the new tyres myself. But it will make it more expensive, and not everyone will want to spend the extra I will.

K&S: You tried a 125 at the last meeting of 1981, and you did mention the possibility of Superkarts once, but you've decided to stick with the 210 class. Why?

J.N.: I might still try 250 - but only if a sponsor turns up. It is too expensive to consider out of your own pocket. Mind you, I'm not quite sure if I want to race at that speed. . .

I did race one once before, you know - we bought a competitive 250 in 1978 and had a little go with it. It was very quick and I enjoyed it. (John is being modest - our sources suggest that he was very quick as well. Ed). However, it seemed like a lot of hassle, I didn't really have the time, and I did want to achieve something in the 210 class, which at the time I hadn't. I still think that although 250 is the F1 of karting, there has been and will be some really, really superb racing at the front in 210's.

With regard to 125's, that's more a sideways step, and to be honest, I don't really fancy the hassle of learning a whole new setup at my age. (John is a well-preserved 36!) It took me, as it takes anyone, years to learn what 210's were all about. I spent my first year blowing up and coming nowhere just like everyone else. You only get there by experience and perseverance. Nobody is going to tell you their secrets, you have to find out the hard way.

I just don't fancy going through all that again - especially for what amounts to a sideways step.

K&S: Was it a case of plugging on in the dark in your early days, or did you find some assistance?

J.N.: Well, the Doble brothers sold me that first kart, and I owe them a lot for their help in those early days. Chris incidentally, gave up racing after he won the British Championship in 1974, and of course Mick is still racing, in 125's. I don't think he'll ever stop! He loves it. . .

And of course over recent times, I owe Phil Ansell a great deal, as we discussed earlier.

K&S: I suppose that if there is a general criticism of the 210 class, it centres around the average turnout of some of the machinery. Your own setup is always well prepared and looks good - does that cost you much extra in terms of time and money?

J.N.: Definitely not. I can't understand people who are scruffily turned out. Basically, it's down to your own approach, isn't it? I haven't seen many scruffy outfits that have won anything. To me the whole thing shows an attitude of mind - a bloke who can't be bothered to clean up his machine is not going to win anything with it.

The Championship trail. Cadwell Park, and the Dunstonian Zip/APV exits the Club Hairpin. (Pic: R. Calvert)





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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.

Snetterton

November 1st

Once again rain affected practice on Sunday, November 1st, but as with last month the track dried to enable the racing to take place in near perfect conditions.

A good entry of Class I karts was let down by a poor turn out of gearbox karts which was disappointing, as when the gearbox drivers have turned up in force this year they have produced some of the most exciting racing seen at Snetterton.

Juniors

A combined grid of Nationals and Britains with the Britains starting 25 metres behind the Nationals.

At the start of heat one a mix up in the Nationals allowed Britain drivers Steven Webb, Colin Duncan, J. Slater and Andrew Wilson to come through the first corner in the lead. Webb lost his lead on lap 4 to Duncan, who went on to win from Webb and Slater with David Waspe the first National across the line, ahead of Robert Cubitt. Duncan quickly stamped his authority on heat two, to win very much as he pleased. Slater reversed the first heat positions on Webb with Wilson fourth and Waspe again the first National home. George Cubitt led heat three until he spun on lap two allowing Webb into the lead. Duncan was nicely placed in second but Webb drove a very good race to take the chequered flag with Wilson third and Cubitt recovering to finish fourth.

At the end of the first lap of the final the order was Webb, Cubitt, Duncan, Wilson, Caswell and Waspe. Cubitt took the lead on lap four at the same time as Duncan ground to a halt, so spoiling his record of having never been beaten in a final at Snetterton. Cubitt opened up a buffer over Webb, who was comfortably

ahead of Wilson, Caswell and Waspe, this being the order as they covered the final laps to the chequered flag.

Class IV

Despite lacking numbers the 125 and 210 classes produced some interesting racing. Ian Jackson (210) romped away with heat one, winning from Neville Drewry (250). 125 drivers Reg Totman and R. Banthorpe had a terrific dice for third with Totman holding the position until Banthorpe slipped by on the last lap. Jackson headed heat two until retiring on lap three, leaving fellow 210 driver Colin Marshall to take over at the front. Totman held second ahead of P. Waters and Banthorpe and this is the way they stayed to the flag. Jackson made no mistake in heat three, leading from flag to flag. Drewry was a race long second as were Marshall and Banthorpe in third and fourth while Waters and Totman passed and repassed before finishing in that order.

Drewry led off the final ahead of Totman, Jackson, Banthorpe, Marshall and Waters. Jackson wasted no time in making his move and was in the lead by the end of lap three. Drewry held second comfortably but behind him Marshall, Totman and Banthorpe were having a right old battle. On lap nine Totman spun when challenging Marshall at the pit corner, leaving Banthorpe to take up the challenge on Marshall. However, Marshall hung on to his position to finish behind Jackson and Drewry.

Senior Britain/100 National Novice

Heat one was led all the way by M. Sismey with Andrew Ross, G. Spinks and J. Green dicing for second. Spinks passed Green on lap 2 but found Ross a difficult customer and his task was made harder by Green who was snapping at his rear bumper. The pattern stayed the same until the last lap when Spinks finally managed to slip past Ross and stay there to the flag. Sismey led off heat two closely followed by Spinks, Ross,

Green and Davies. The positions remained unchanged until lap seven when Sismey went out leaving the way clear for Spinks to win from Ross and Davies. Heat three saw Ross lead through the first corner ahead of Davies, Sismey, Spinks and Green. Davies and Sismey passed Ross on lap two and with Spinks also getting past on lap four this was the order at the flag.

Spinks made no mistake in the final as he led from start to finish. Behind him came Sismey and Ross who held their positions throughout while the Green/Davies contest was resolved when Davies got past on lap five.

100 National

Miles Townshend and Mark Lovell contested the lead throughout heat one but try as he might Lovell was unable to make any impression on the composed leader. Robert Smith and S. Sims moved up to third and fourth when A. Hams spun on lap two and the first six was completed by Gordon Chenery and Derek Calver after two fine drives from the back. Smith led Calver into the first corner of heat two with C. Whibley, Robbie Adams and Chenery close behind. Smith opened up a gap over Calver, who did likewise over Whibley. Adams seized on lap seven promoting Bob Kett, who had passed Chenery into fourth while Townshend produced a good drive from the back to finish sixth. Kett raced away from Sims to win heat three with ease but behind these two came a pack comprising of Adams, Chenery, Townshend, Lovell and Calver, who fairly belted round bumper to bumper and side by side before finishing in the aforementioned order, covered by the proverbial blanket.

The final promised to be a cracker as the grid lined up in the order of Smith, Kett, Chenery, Townshend, Sims, Calver, Lovell, Whibley, Hams and Adams with a further sixteen eager drivers lined up behind. From the flag everyone set off conveniently as per their grid position. Lovell found a way past Calver before challenging and passing Sims on lap three. Calver and Adams had a tremendous dogfight until an almost inevitable coming together on lap eight left Calver trailing by 10 metres. At the front Smith held a small gap over Kett who now had Townshend chasing hard following the demise of Chenery on lap seven, and with Lovell not allowing Townshend to relax the tension mounted as the race entered the final few laps. Still the positions stayed the same but with Townshend a little closer to Kett and Lovell right there on Townshend's bumper. Unfortunately the race ran out of laps and at the flag the result was a win for Smith from Kett, Townshend, Lovell, Sims, Adams and Calver.

Derek Calver

Results:

Junior National
1st George Cubitt Mustang/FE Sirio
Novice: David Waspe Corniche/Manx

Junior Britain
1st Steven Webb Lancer/Arrow
2nd Andrew Wilson Ambassador/Arrow
Novice: Dean Caswell Lancer/Arrow

125 National
1st R. Banthorpe Barlotti/Rotax

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



Here are the answers to last month's crossword. Thanks again to Adrian Lumb for supplying it. If you got it all right, award yourself a Mars Bar!



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The last month has hardly been the most favourable for karting in Britain, with the appalling weather closing down all but the hardest Clubs, and the lack of track time stopping the development that some like to work on whilst things are quiet. In short, things have been virtually stagnant.

So, as Max Bygraves would say "I'm going to tell you a story" . . . It's got nothing to do with karting, but (especially for our overseas readers) sums up the frustration that's been forced upon us recently!

I expect when you read this, the sun will be shining and England will be enjoying the best February weather ever recorded (some hope!), but "at this moment in time" (Ugh — who on earth conjured up that expression??), as I write, England is covered by a blanket of snow which is providing a beautiful excuse for not working, non-deliveries, late arrivals, cancellations etc., etc. Last Saturday night I had to, or rather wanted to, go to the Southern Car Club Dinner and Dance, which is historically a very, very good do. As it was blowing a blizzard, I pulled rank and commandeered one of the Company hack cars which had been fitted with snow chains. It was great. I drove home from work down the back roads, enjoying myself in the virgin snow and safe in the belief we could venture anywhere in the evening, despite anything the elements could hurl at us.

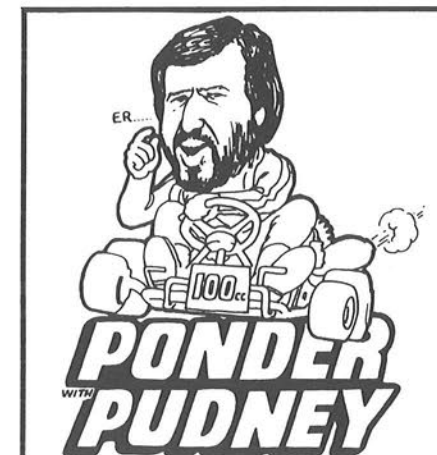
As we left, Celia (my wife) suggested that the Dinner Dance might be cancelled through lack of support, so I had to remind her that after all it was being held for Rally and Trials drivers, and the attendance if anything would improve as all the lads had a chance to try their studded tyres etc!! Anyway, we set off cautiously down the M23 Motorway and just as we passed the Gatwick turn-off (the point of no return), a snow chain came loose and started to thrash around the wheel arch. . .

I must admit to not being in the best of moods as we were already late (why does it take women 2½ hours to get ready to go out??), and the prospect of trying to rehit a snow chain by the side of the motorway in a blizzard did not sweeten me up, but it had to be done. So, working in 9 inches of slushy snow in my dinner jacket, I spent a fruitless, freezing hour trying to tighten the chain. In the end as I couldn't tighten the bloody thing, I undid one side, draped the chain behind the wheel and went to the boot to dig out the jack to jack up the car, to remove the wheel, to remove the chain, to drive the car, to get to the Dinner Dance!!! I couldn't get the boot open!!! — to get out the jack, to As you can imagine I was elated, and my elation turned to sheer joy when walking back round the car a snow plough came past and covered me in salty slush. Ever had anyone chuck a bucket of dirty salty slushy ice all over you? It was just like that — super! In the end we drove the 20 miles to the Dance at 5 mph with the snow chain doing its best to rip the front out of the car (it was a front wheel drive 128) and when we arrived, 1½ hours late, diplomatic relations had been severed between myself and my wife.

Do you think that was the end of it . . . you must be joking. Having paid a couple of lads £10 to remove the offending chain, we set off home again at 3 a.m. I hadn't had the second snow chain removed, because it appeared to be secure and anyway we needed it on to get home. And what happened? . . . Yes, you've guessed it. Halfway down the motorway the offside chain started to fall off. Now fairly used to this, I hung the chain around the driveshaft and continued home at 5 mph, sounding like a steel dustbin full of tins rolling down a hill.

At 5 a.m. we arrived home, and guess what — I've lost my keys. At this point the uneasy truce between myself and Celia became an out-

right declaration of war. "It's your bloody fault we can't get in, so you sort it out," said Celia, disclaiming all responsibility. All our windows have security locks, the only one without being a tiny window in the upstairs bathroom.



on: Snow Fun
Superlicences
Stirring . . .

Luckily there is a step ladder in the garage so I grabbed that, a brick to break a pane of glass, and ventured forth to do battle. Unfortunately the step ladder is somewhat short of the mark and I had to stand on the very top bit — you know, the bit you hang on to as you are climbing up. It was still blowing a blizzard, I still only had a dinner jacket and poney shoes on, and what with one thing and another I lost my balance. The ladder fell over and I was left hanging onto the windowledge by my fingertips, yelling (no, screaming) for Celia to rescue me. Lights started going on in the neighbouring houses as I realised that when hanging by your fingertips from a windowledge, and hence fully stretched, you are only a couple of feet off the ground and sheepishly I dropped to the ground. By this time, it is safe to say, I was more "peevish" than I can ever remember, and so attacked the patio door with such force that we at last got into the house, worrying about the repair costs . . . tomorrow!

On the scale of recent national events, I suppose that little tale of woe doesn't rank high on the list of major calamities but it is indicative of how 1982 is going for me so far. . .

It's certainly going to go well for karting in the U.K. though. Never before, despite economic pressures, has interest been higher and the opportunities more available than on the 250 Superkart scene, and in the non-gearbox classes, things should be good as well, although one is slightly less optimistic about the 100cc classes than about 135, which I think will now take off like a rocket. The prestigious Stansted Green Man series is attracting more sponsorship than ever before, and Peter Wardle, the series co-ordinator has reported a tremendous response, with registrations flooding in, even at this early stage. There is no doubt in my mind that the introduction of 135 will give the waning old 100 International class a tremendous fillip in 1982.

Mind you, the poor old team selectors are going to have a tough time picking a team for the European Individual and Team events to be held in mid-year. The CIK have decreed that the Euro events will remain for 100 International only and not 135 (in fact, the third round of the new 135 Grand Prix series will be held in Munich at the same time as the Euro Team event, so it should be quite a meeting). How, then, are the selectors going to pick a 100cc team, when there are no major 100 International meetings at all before Munich and in fact only one scheduled for the whole year — a British Championship decider at Wombwell, later in the year, and well after Munich.

When you also bear in mind the new and incredibly complicated CIK licence grading system (which automatically seeds Terry Fullerton, Alan Lane and Mickey Allen as "Super Licence" holders, meaning they are not eligible for any CIK 100cc events), then the team selectors' problems become even more acute. I think in the end the team will probably be made up of current 100 International drivers of proven ability who still have the odd 100cc engine available. But don't overlook the good 100 National drivers who could upgrade quite easily and might fancy the chance for a crack at the team event. At least they will have a chance to show their racing ability early in the year which is something the others won't.

I have a feeling that the 100 International RAC Championships will be something of a pot-hunters paradise. Entries for the 100 International Champs have been dwindling over the years and with the acceptance of 135, I cannot

New Superlicence regulations mean that top placegetters Zoserl (centre) and Lane (right) cannot defend their European Championship positions. . .



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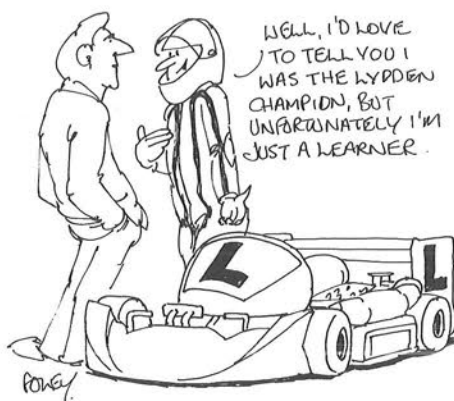


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see a great surge of interest to support what will obviously, and perhaps sadly, be the last British Champs for 100 International. Perhaps the odd switched-on traders will see it as an opportunity to capitalise on some fairly easy "British Champion" publicity, but I cannot see the event turning into a classic.

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It's funny really, but I got quite rattled

Talking of winding up, I wonder if there is any significance in the fact that Bruno is quite well in with the Editor of that other magazine. Could a little bit of "stirring" have gone on in the background?? It's particularly interesting to note that a copy of K&S containing my comments about the Italian "attitude" and wonderment about how they actually managed to produce any Fiats or Lancias etc., turned up on the desk of one of Fiat UK's Senior Executives. I received a rather bemused telephone call from the Fiat man, who is himself Italian and enjoys a position in the U.K. only about two steps down from God, who had been sent a copy of K&S, addressed personally to him and, as they say, "under plain wrapping." Although the relevant bits in my column were not actually underlined, the pages were turned back at the corners. . . The Fiat man rang me out of interest to tell me he didn't realise I wrote for a magazine. I immediately twigged why he had been sent the copy, and asked him what he thought of the article, explaining that I was sure someone was trying to stir things up by drawing his attention to my comments, especially about "corruption." He re-read the article whilst I waited on the phone, and then burst out laughing, saying ". . . but of course John, it's perfectly true!!!" So, whoever tried to "stir it up" for me, I am afraid, failed dismally. . .

John Pudney

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Engine mount 15"			Rotary valve K88	£3.91	Bardahl oil per quart.	£1.30	11-350x5 fine cut	£1.35
Engine mount, sliding			Rotary valve K80	£3.91	Castrol R30/R40 per litre.	£2.00	11-450x5 pattern.	£12.80
Engine mount bottom			C'Shaft ¾" sprock side	£22.70	Shell R per litre	£2.40	11-600x5	£14.46
Clamps, each			Komet	£22.70	MISCELLANEOUS		Bridge-toons tyres:	
Carb. spacer with studs.			C'Shaft ¾" mag. Side	£22.70	Solderless barrel nipple	£0.10	Slick 450 x 5 YBE CIK.	£15.00
Disc. Carrier 25mm or 1"			C'Shaft ¾" Sprock side	£22.70	Outer cable per ft.	£0.15	Slick 710 x 5 YBE CIK.	£17.50
Disc Carrier 30mm			Parilla	£22.70	Inner cable per length.	£0.80	Slick 750 x 5 YBE CIK.	£21.00
Sprocket carrier 25mm or 1" die cast			C'Shaft ¾" mag. side	£22.70	Petrol tap	£1.50	Wet 450 x 5 YBF CIK.	£20.00
Sprocket carrier 30mm			Parilla	£22.70	Petrol cap	£2.00	Wet 600 x 5 YBF CIK.	£22.00
Alu finger guard uni.			Con rod T722 (new type)	£20.26	Jubilee clip, all sizes	£0.20	Dunlop tyres:	
30mm bearing housing			Con rod K88/K80 (new type).	£20.00	Hermetite insul. gasket.	£0.20	Slick 450 x 5 K1 CIK.	£18.00
1 pc ally			Big end thrust washers	£0.46	Hermetite heat paint.	£1.50	Slick 710 x 5 K2 CIK.	£21.00
AXLES			Small end alu spacers	£0.46	Numbers, black, white 0-9	£0.09	Wet 360 x 5 K9 CIK.	£20.00
25mm or 1" HT 1m x 6m			Small end washer, steel.	£0.20	Cronus stop-watch, electronic.	£22.00	Wet 450 x 5 K9 CIK.	£20.00
30mm axle solid RT 1m x 6mm.			Crank pin Parilla	£2.15	Kart model kit, Yamaha.	£4.80	WHEELS & ACCESSORIES	
30mm axle hollow 1m x 6mm.			Crank pin Komet	£2.15	Petrol filter in-line	£1.10	Spun ally front 100cc	
Axle key per 1ft			All Keys	£0.20	Uni. wheel balancer.	£22.00	5 x 2 ½	£1.75
BEARINGS			Cranksaft nut, all	£0.18	PLASTICS		5 x 2 ½	£1.85
Alu bearing 25mm or 1"			Cranksaft Shim, all	£0.0E	Number plates, 100cc all colours	£0.27	5 x 2 ½	£1.75
Alu bearing 30mm			Gaskets, all	£0.0E	Number plates, 250cc	£0.66	5 x 3	£2.20
Engine main bearing 6204 C3			EXHAUSTS		Chain guard strip 100cc.	£0.35	5 x 4	£2.50
Engine main bearing 6204 C4, nylon half cage.			Vexley exhaust	£11.15	Tillotson filter	£1.00	5 x 5	£3.50
Engine main bearing 6204 TB P63 fibre			Flex per length	£1.00	Engine finger guard	£1.00	Tubeless O rings.	£0.20
Super end 8mm female stud.			FIBRE GLASS		Comb. side engine guard.	£1.35	Tubeless valves, short	£0.35
Rose end 8mm female stud.			Seat, wrapround	£9.50	Steering bush 5/8" & 3/4".	£0.90	Nova 5" wheel ½ front.	£1.50
Rose end 8mm male super.			Floor tank 100cc.	£12.65	GAUGES		Nova 5" ½ narrow rear.	£1.50
Small end rollers (25)			GAUGES		Carb. pressure gauge	£12.50	Nova 5" ½ wide rear.	£1.86
BRACKETS			Mastra tyre gauge	£9.50	IGNITIONS		Steering wheel 12" leather.	£8.50
Chain guard bracket univ.			IGNITIONS		Motorcraft AG403/603.	£0.85		
Coil brackets univ.			Motorplai, Class 1	£27.00	NFK BBEV/BSEV	£1.50		
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Airheart pads, per pair.			Seat cover, universal	£8.20	Proective wet suit.	£15.00		
			Kart stand, unsprayed	£1.40	Racing boots	£12.50		
			Piston 3 port	£5.10	Simpson Star Wars helmet	£104.00		
			Piston TT Star Allen	£1.40	Bell Star 2 helmet	£65.00		
			Ring set strengthened		Bell visor	£3.00		
			Ring set super.	£4.85	Simpson Visor	£3.00		
			Exhaust bend Komet or Par.	£4.95	Bubble Universal Visor	£1.50		
			Gudgeon pin light weight	£1.95	SPROCKETS			
			C'S case complete SS20 or K88		52-80T sprocket 35pi	£2.65		
					70-94T sprocket 219pi	£2.65		
					8/9/10T 35p eng. sprocket.	£3.40		

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In a Word . . .

Official Opening Day for the series of Zip Discount Centres is 17th February, and all centres are expected to be open until 10 o'clock that evening. Interested people are invited to their nearest centre to see what goes on.

Brian Hill has furnished a large basement area beneath his Car Sales premises as the showroom/workshop for the karting business. It is both spacious and well laid out.



● Mike Mulhearn, proprietor of FRED Racing has advised us that he is acting as UK concessionaire for a range of new kart components being manufactured by 100 National stalwart Pete Elliot under the EES brand name.

Motiv Design & Development have announced a new range of exhausts for both 100cc and 135cc kart engines.

The systems incorporate built-in silencers that can be refilled, and are apparently quieter and lighter than current systems in use. Bob Clowes of Motiv reports that initial testing has shown a noticeable improvement in both torque and top end power.

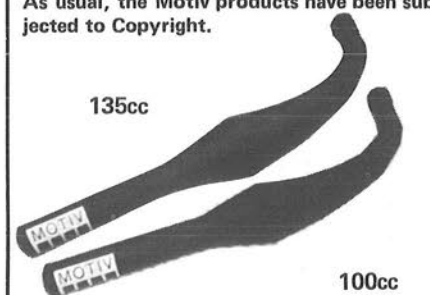
Bob is looking for importers for all countries who race 100's and 135's, or manufacturers to make them under licence. As usual, the Motiv products have been subjected to Copyright.

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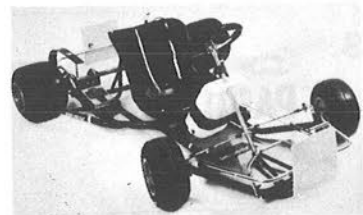
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HEWLAND ARROW 5 port TT, 50.8, modified motor	£225.00
HEWLAND ARROW 5 port TT, 51.0, fully tuned	£195.00
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PARILLA TG14, standard bore, completely rebuilt, new rod etc.	£145.00

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With just 3 weeks to go before Cadwell, about the only thing I have got sorted for '82 is a really quick sledge! All Superkart development has certainly gone out of the door this year, with our extended Arctic winter taking over from a very late end to the season's racing. With only 11 weeks between the end of one season and the start of another there is little time for development as it is without the elements stepping in!

Therefore initially our team will probably be out in 1981-type karts and bodywork for the first meeting, as indeed I feel most of the race leaders from '81 will be. It is not really a bad idea anyway, as you may well recall the first meeting at Cadwell is when everyone has to get their brain in action again, and this process sometimes takes until the last lap of the final!

Apart from Butty running his own team, I do not think there are many other changes on teams or equipment. However it is rumoured that Nigel Smith is secretly building his own "Super" Superkart - mind you it has also been rumoured that it has a towing hitch for a double-berth pram. . . I would like to offer my congratulations to Nigel and Jill on their new arrival. It also appears that Reg Gange is to become a father for the second time in July, as indeed I am in May. What is it they say about many a good tune played on an old fiddle! . . .

You will all have probably noticed the adverts re the Zip Discount Centres which are to open up on the 17th of this month, and you will also have noticed that Nigel Mansell Racing is in fact one of these Centres. Well, Nigel has just opened up really excellent new premises for karting equipment which will be managed by Gary Gibson. Obviously they have both got a wealth of karting knowledge and Nigel's name connected with the sport can only be a good thing. The premises are laid out in a most professional manner, and it is Nigel's aim to give excellent service while promoting the sport in the best possible way.

You will see that all the Centres are open from 10 a.m. - 10 p.m. (or later if the drinks last out) on opening day, so if you are in Nigel's area, or in the area of any of the other Centres, why not pop along sometime and see what they have to offer. Certainly at our premises in Hoddesdon we will be having a bit of an early season get-together with many of karting's household names, so why not come along if you can - you can tell the Editor what you think of him; or give me a piece of your mind; or meet the famous Mothercare duo; maybe arrange to buy some gold from Vingt-Trois; or just drink a few glasses of our own special

"Chateau Zip Kart", while Pondering with Pudney, or talking to the North's Super Porsche Salesman-of-the-Year if we can get him to come. Hopefully we will also have on display by then a new '82 Rotax, completely stripped for inspection. . .

Boob of the year so far must go to me. Just prior to Christmas I was at one of the seasonal get-togethers - at Surbiton - when who should walk in but John Pudney and his lovely wife Celia. It then flashed through my mind that I could get her back for all the times she has played practical jokes on us, so I delved rapidly into my pocket, pulled out a tin of Spray Streamer (you know, the aerosol that sends that sticky string stuff about half a mile), turned round, and let her have it! Unfortunately I did not realise at the time that she was wearing this beautiful and apparently rather expensive fox fur coat. Well, that streamer stuff just does not fall off fox fur coats like it does on suits and shirts etc. . . You can imagine - I was not the most popular man in the world - it was just a joke that went wrong. Knowing my luck, it will probably be me that ends up worst off in the end! . . .

Just to put the record straight, and in order that Merlin and Pudney can get back to writing their columns rather than discussing the pros and cons of Porsche cars, I did in fact tell Pudney at Brands that I was not very keen on the Porsche. But I must admit that driving over the next couple of weeks and using the car as it should be used, I appreciated that it is, as everyone says, almost as good as a Zip GP!

Bob Hyman and Ronnie Foster.



However, by this time I had already sold it, but am pleased to inform Chris that we have got another one coming shortly. Just think - if we were to put a Porsche body on a GP, we would really have found perfection. . .

Once again, the Daytona Superkart event was won by John Gibson, his Zip GP powered by a Yamaha TZ 'G' engine. Interesting that the second man home was using the kart I took out there two years ago, which was used by John to win it last year. And now it's taken second this time!

As previously explained, the WKA, who run Daytona, do not allow the use of Rotax engines, although it appears they may in '82. However the IKF, the other Governing Body in America, do allow them and on the Superkart scene, Ronnie Foster and Bob Hyman have been doing all the pace setting at IKF meetings, Ronnie using a Rotax and Bob a Yamaha TZ 'G' - both I am pleased to say also on GP chassis. As you will see from the photo, Ronnie is the one with a really good tan and Bob is the paler of the two!

Ronnie, as I have previously mentioned, came over in June last year and went along to Donington in between performances at Wembley Arena, where he was appearing with George Benson. Ronnie is an artist in his own right, and as well as playing Keyboard for Benson, also writes some of his hit songs. Ronnie is shortly to release a new album and go it alone with his own orchestra. I am sure we wish him all the best for '82. Bob, on the other hand, is an ex motorcycle racing man with many impressive results behind him. Between this pair, there is certainly a good mixture of talent and personality which must benefit any promotion of the sport over there.

As you will have seen, the first meeting at Snetterton, at the end of March, is the Martyn Merritt Memorial Meeting, also incorporating the 2nd round of the Bridgestone Champion of Champions event as well as being the 1st round of the British Championship. The circuit will be open all day for kart practice on the Friday, at a cost of £25 per kart, and hopefully there will be a Disco in the bar that evening. So with the excellent camping, bar and restaurant facilities, it should start the season off in style.

Well I suppose it's time to dig the thermal underwear out for Cadwell and start another season. . .

Martyn

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Graham Waldron's Rissington win was spectacular, and contributed to a K&S record that will be hard to beat. . .

100 National - The Year

With a multi-round RAC Championship in addition to the now established K&S series, 1981 was a big year for 100 National's leading lights. Our man-on-the-spot looks back at the year and forward to the '82 season. . .

The fierceness and competitive nature of the 100 National class makes it the most popular of all karting classes in Great Britain and as ever, the 1982 season promises much. However, one shadow hanging over the new season is the new RAC tyre rule, which allows the "ex International" compound K1 and K2 Dunlops and the resulting uncertainty of use. Even though the Kart Committee were battered with 'phone calls and letters prior to the final deadline, they would not change their minds. We will have to wait and see how the class fares in 1982. . .

Despite this controversial rule change, it appears that many Clubs are enforcing their own tyre rules, i.e. as 1981. If the majority run to the '81 restricted tyre list and the Kart and Superkart series were to follow suit, then the only meeting where we could see the Dunlops in use would be Rissington for the British Champs — a very interesting situation. . .

Before 1982's 100 National karting gets into full swing, it would be interesting to look back over the past year and peruse its highlights. . .

Rather like football, 100 National drivers have two major events to go for,

The League — Kart & Superkart
The Cup — British Championship

Both events are as different as chalk and cheese, the K&S series requiring consistency and level-headedness, while the British Champs is normally a "one-off" which can be won with an "on day" drive, or a do-or-die effort. 1981's British Championship was a complete disaster. Correct,

totally gone, Mark slipped into premature retirement.

The wet conditions did not deter the fierceness of competition and some excellent racing transpired. The TKM duo of Paul Carr and Ian Ross-Johnson indicated their potential by finishing first and second; young charger Kevin Warner proved he could mix it with the best and finished a fine third — certainly a driver to watch during the rest of the season. A flash of wet weather brilliance from Doncaster's Lew Marsden came to naught as a seized front wheel bearing put him out of contention whilst leading the final, while disaster also eliminated Kiwi Ashley Sparks who was found to be underweight after finishing fifth.

The British Championship shambles then moved onto Wombwell the following weekend and as expected the number of entries had significantly reduced (either due to a previous bad finish or the sheer difficulty in preparing for 3 major meetings within 3 weeks). The man of the meeting was Ashley Sparks who really got it together and proved to be consistently rapid, winning all heats and the final. However, with no points from round 2 his overall position was fourth. The man capitalising most was Ian Ross-Johnson, with another second place and a clear overall lead in the 1981 100 National British Championship. Terry Fullerton's protégé, Graham Waldron, consolidated his title hopes with a good third place while Warner finished fifth and still had an outside chance of an overall win. . .

It was over three months later that the final round took place at Clay Pigeon, with an unbelievably low entry of 29 which did not do justice to the pinnacle of 100 National karting (and only served as another reminder of the RAC's lack of thought). Very little developed from the meeting except that Ross-Johnson sewed up the title for TKM with another second place. Graham Waldron won the event, while hard men Sparks and Carr had a knocking match out on the circuit (something which earned Sparks a severe reprimand from the Stewards, and also some bruises following his abrupt end — upside down!).

So ended the 1981 RAC Championship. Thankfully a worthy Champion had been crowned, but very little else sparkled, a year wasted, not only for the drivers, but also for the Clubs that hosted the events.

A last round win pulled Wayne Homer (19) up to fourth in the K&S series. The desperately unlucky Gary Prior follows in his club-mates wheel tracks.



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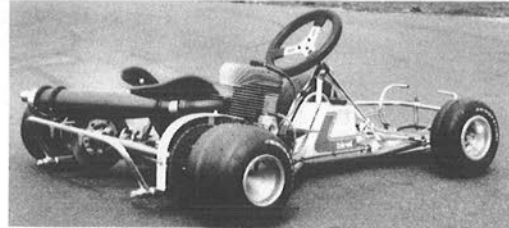
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continued . . .

the new season gets underway. He, of course, won the Short Circuit Championship in the best possible way, winning both of the individual rounds and then illustrating his versatility by taking his Aero to a clear win at the final Donington race of the year. Stuart has just started his own engine tuning business, based at Aero Karts, and it will be interesting to see if he can sustain his form whilst having to look after his customers as well. Good luck. . .

Stephen Coward, who won the Short Circuit Championship in 1979 with a Kawasaki, showed us all the way round Silverstone with his attractively turned out full-bodied Zip turning in lap speeds not far short of the magic "ton" average. His sponsors, Kilroe Helicopters, must have been over the moon with that result — and there is no reason why Stephen shouldn't continue to challenge during 1982.

Derek Price, whom I have enjoyed many a wheel-to-wheel combat with, had a successful season, almost — but for a clutch centre — winning the British Championship. He is going 250 this coming year, and while it will be a loss to our class, I can only recommend that 250 drivers watch out. . .

Having won the Long Circuit Championship in 1979, and both the Long and Short Circuit titles in 1980, Paul Molloy has had to take to the sidelines in '81. He makes the widely used PMP pipes, and has found the pressures of starting a business a burden that is difficult to overcome. However, he has found time to draw up and build a new chassis which he's called the Magnum. Whilst some may say it's not innovative, it does combine a lot of good ideas — including adjustable steering geometry. I shall be trying one of these karts this year, which should be an interesting project.

There are of course many drivers who are "almost there" and who, given that little bit of luck we all need, are going to spring some surprises. All in all, it's going to make for some spectacular racing this year.

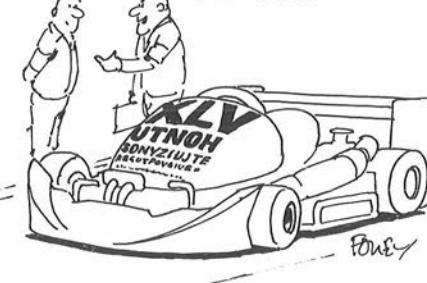
The introduction of a "class within a class" for this year in the form of the privately sponsored PR (piston or reed induction) class adds a further interesting dimension to the class. Whilst this may not inspire huge numbers of new long circuit racers, it will I feel attract

some current competitors onto long circuits from short circuits. It will also provide the opportunity for those who would not normally be in amongst the trophies to compete within their PR category for awards. A worthwhile move by it's instigators, which can only add to the class overall.

On the engine scene, I recently visited the Austrian Rotax factory, and whilst there was able to obtain the specifications of the 1982 125cc engine. The changes are as follows.

The con-rod is being changed from an "H" section to an oval section. This has the effect of lightening the assembly, but more importantly of giving better big end lubrication, as the slots cut into it are bigger. The big end cage itself has also been changed, for one that is slightly lighter in weight, but of better manufacture. It is apparently capable of standing up to revs of 13,500 — they omitted to say for how long however! . . .

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Delving further into the engine, you find that the balance factor of the crankshaft has been changed — evidence of this being the increased size of the balance holes (by the crankpin). This new balance factor may have something to do with the new piston that is being used.

This will be good news for people who have been trying Yamaha pistons in the engine, as the new piston is very similar to this in structure. It features a 1mm thick, rectangular

section ring, which is chrome plated, and the piston is cast rather than forged. This has the effect of bringing the price down drastically — from around £40 to about £24.

The ignition system no longer has that peculiar looking lump in the lead, and they tell me that this "retard" feature is now built into the ignition stator itself. So don't be confused into thinking your new engine has got an old ignition in it. . . It is interesting to note that this ignition system retards approximately two degrees for every thousand rpm increase in revs. They claim improved torque figures with this type of ignition, at medium revs.

Several people have queried why I go to the bother of running Duplex sprockets, when the normal pitch seems quite reliable. The main reason has nothing to do with strength.

On normal ½" pitch chain, long circuit gearings are about the same for final drive and axle sprockets, i.e. a normal long circuit gearing would be say 23/24. If you change this gearing by one tooth, you are effectively changing it by around 4%, which is about 500rpm, assuming you are revving the engine to around 12,000rpm.

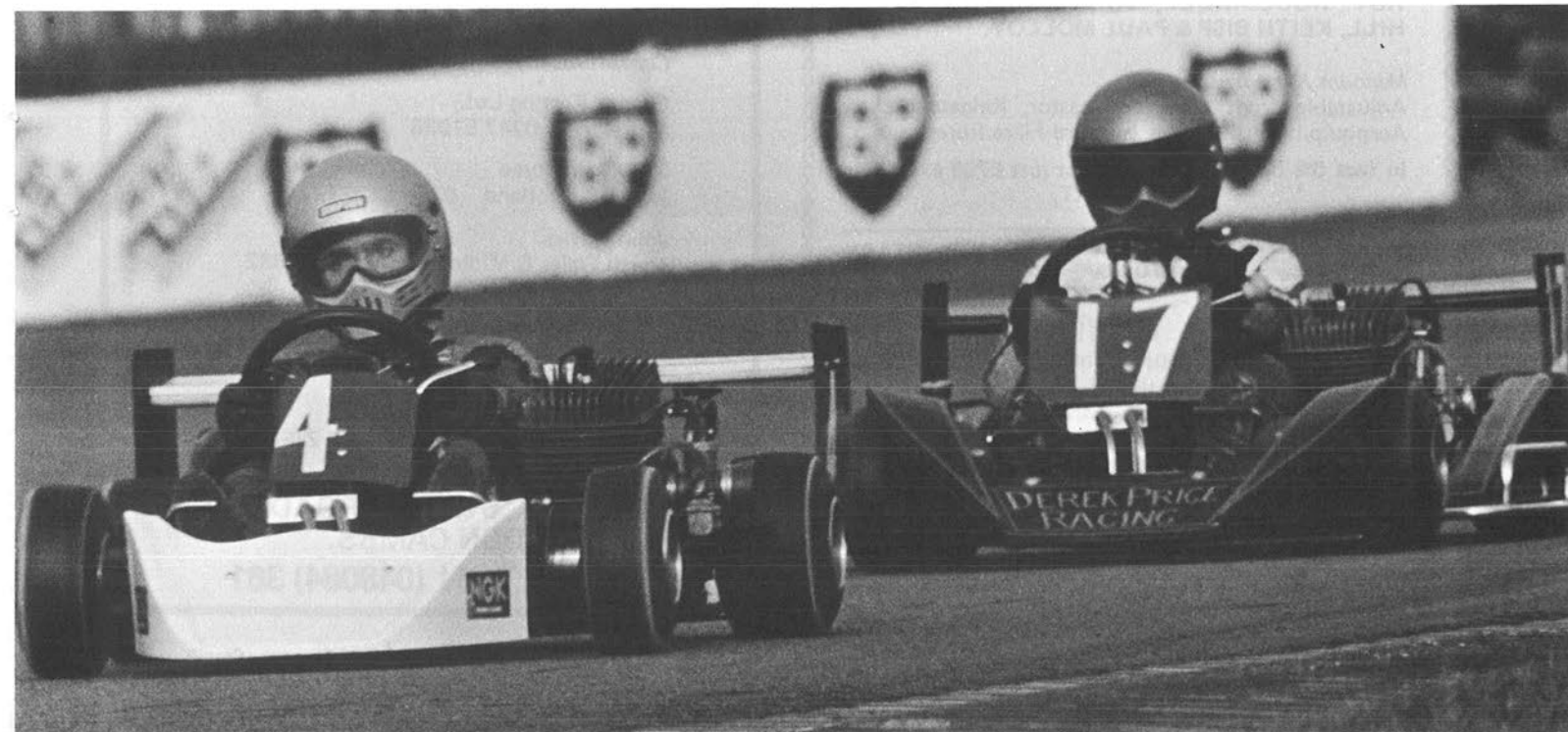
The advantage in using Duplex is that it utilises 3/8" pitch chain, and a gearing of corresponding diameter has a lot more teeth around it. Therefore a change of 1 tooth means a smaller rev drop.

A final interesting recent development concerns Paul Molloy's newest exhaust systems. They differ from the existing pipes in their method of construction. The previous pipes were made by joining together a series of tapered cones, which meant lots of pieces of metal to be welded together. The new pipes, however, start life as two flat sheets of metal shaped rather like distended bananas. These are then joined at the edge all the way round, and promptly "blown up." The resultant pipe features much smoother gas flow, and in my opinion looks better. He intends to produce all his future pipes by this method.

Well there we are. I have enjoyed the chance to put pen to paper on the subject of the class, and all I can say in summary is, if you are perhaps struggling with the cost of 250, or you are tired of rebuilding Villiers clutches, give 125 a try!

Roy Wooldridge

Brian Hill (4) and Derek Price (17) were leading contenders throughout 1981. (Pic: R. Calvert)



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continued . . .

In complete contrast, the multi-round Kart and Superkart series went from strength to strength. The third year's running of the series again managed to bring together the country's best 100 National pilots and produced some vintage moments. It was difficult to imagine that the 1981 series would surpass the enthusiastic response to the previous years, but it did. The series has brought great comradeship between drivers, who may well only meet once or twice a year on their home circuit, but who now had the opportunity to pit themselves and their machines against each other on neutral territory. The series has, in effect, created an event which to all intents is very similar to the Formula 1 set-up. To its credit, what has developed is a very well presented package, creating an exciting and spectacular circus.

However, in order to remain competitive, the leading lights have had to adopt a fairly professional attitude, which has greatly increased costs. Unlike the Formula 1 structure though, there is very little sponsorship or exposure available to non-karting connected products or interests in 100 National. The main sponsors and helpers come from within karting circles. With the financial climate as it is at the moment, it seems most unlikely this will change, but let's hope that the karting fraternity can continue its support in these hard times.

The six round series visited circuits all of which had held rounds in the past. This proved very successful as they all generally understood what was required. Round 1 visited the northern home of the Lincolnshire Kart Club — Fulbeck. Paddock space at many venues is limited, but with its large expanse of tarmac the airfield circuit coped comfortably. The weather conditions very nearly ended the meeting before it began — freezing rain and sleet casting doubts with drivers and race officials. Some drivers did not even manage to reach the circuit, notable absentees being 1980 star, George Price, and Southerner Wayne Homer, who made the trip but decided not to race. Fortunately the conditions eased and the meeting proceeded — slicks would you believe, being required later in the day! Although a long time karter, K&S newcomer Graham Waldron stole the show. His drive in the final was faultless. As is often the case, behind a successful driver is a successful team. In Graham's case he had one of the best — "T.F." himself. With all Fullerton's knowledge and craft, this combination was to prove almost unbeatable.



As well as taking the K&S runner-up spot, Nigel Edwards won the Middle East Championship in Kuwait. (Pic: John Marshall)

Up-and-coming Juniors also showed well, and with their youthful exuberance proved very competitive. Kevin Warner and Gary Foster-Jones were two such chargers, Gary finishing a marvellous second, while Kevin made pole position but suffered engine failure whilst leading. Local driver Mark Wilson had a very "on form" day and finished a very creditable third.

Round 2 was also held on an airfield circuit — Rissington, and again attracted an entry of over 100. The circuit is a difficult one for drivers and machinery, and with its changing and bumpy surface was sure to sort out the men from the boys. T.F.'s man, Waldron, was again in devastating mood, and with a clever choice of wet weather rubber, he drove himself into the history books by being the first ever to win two K&S events in one season. Rain had fallen before the final and a damp circuit meant that all but a few used wets. Gary Prior had a good series of heats and made the front row, but was sure to be under pressure from Nigel Edwards and Gary Foster-Jones who had

Ashley Sparks took the chequered flag first at both major events there.



made grids 3 and 4. The start of the final was all important, and produced a major drama at the hairpin. Waldron and Prior spun on the greasy surface and took out Lew Marsden and Peter Christo. Out of the confusion Nigel Edwards and Neil Hann opened up a sizeable lead.

From the back of the grid, Ian Ross-Johnson had made an incredible start and was up to fifth at the end of the first lap. Unbeknown to the leaders though, Waldron was driving as if on rails. His progress up the lap chart was rapid and by half distance he was ready to re-take the lead. This he did with comfort and then drove off into the distance. Gary Foster-Jones' gamble on slicks nearly paid off, but he ran out of laps and had to be content with another good finish (5th).

So amidst the gathering gloom the circus packed up and prepared to travel south to Clay Pigeon for the 3rd round and hopefully some warm sunshine. They were not disappointed, with race day turning out to be a scorcher. Local ace Neil Hann was hoping to manage a long overdue win, but Kevin Warner had proved very quick in practice and would take some beating.

All eyes were on Waldron in the heats, but his form deserted him and he had to recharge through the 'B' final. Despite this, one still had the feeling he could qualify — and he very nearly did. But having worked up to third position his motor broke, and out went the favourite. Paul Carr and Roger Moth at last got their acts together and made respectable final grids, this after Roger had survived an "end-over-end" in a heat. Mick Bryant, now back from the gearbox world and driving for Team Tabor (Jeta/DAP), put his local knowledge to good use and was a consistent runner. The northern "FRED" Team of Pete Elliot, Ashley Sparks and Mike Mulhearn all showed their potential and qualified well up for the "A" final. The race itself turned out to be a Kevin Warner benefit, which must have pleased him, his father, and his new team — Dartford Karting. As usual Kevin was using very low gearing and an extremely wide rear track, but obviously for him this proved to be the best setup.

The TKM duo both finished well with Ian Ross-Johnson finishing second and Paul



Gary Foster-Jones (22) proved to be a tough Junior campaigner. Here he pushes another ex Junior to feature well, Stephen Stapley.

continued . . .

Carr fifth. Carr seemed to be struggling with a down-on-power motor and had to fight every inch of the way to hold off a gaggle of five karts, all dicing for the lower positions. Surprise of the meeting was the form of Steve Carvill, who with his Art kart and Hewland engine drove very sensibly into third place, some reward for the hours of testing and setting up that must go into his team's efforts. Neil Hann lost a chain and did not finish, while Gary Foster-Jones had an excursion into the fencing, however this did not prevent him from leading the series at the halfway stage. He was closely followed by the consistency of both Nigel Edwards and Londoner Simon Sutton. The series is such though, that with four out of six rounds to count, the Championship is always full of possibilities right up to the final round.

It was with much interest then that the Championship trail moved into South Yorkshire, to the home of the Wombwell Kart Club. As was the case with the British Champs earlier in the year, Ashley Sparks dominated the meeting, his Zip/Parilla setup proving invincible. His closest rivals were Waldron (quickly back in top form), Sutton, Hann (so near again) and Warner. Of the locals, Mike Mulhearn made an excellent 6th place grid, with series front runner Edwards on grid 13. A shower of rain prior to the final caused a few apprehensive moments but most drivers opted for slicks.

The start proved disastrous for Sutton who was elbowed onto the grass, and ended up spinning at the end of the straight. Hann and Warner had a coming together and the unfortunate Mistrale driver was eliminated — yet again. Tilbury regulars Prior, Homer and Tillett were impressive, with the former looking for his best result to date, until on the final lap his motor cried enough and poor Gary non-finished again. This promoted Homer to third and Steve Tillett to fifth (a good result on his new "Astra" kart).

With only two rounds to go the Championship was hotting up with several drivers seriously in contention for the title. Kimbolton was the next gathering point and would inevitably provide a clearer indication of overall honours. . .

An entry of 70 was very reasonable for the fifth round and many valuable Championship points were at stake. Kimbolton is one of those awkward circuits to gear for as it has a very long straight, combined with a very tight (and bumpy) hairpin. The condition of the hairpin was causing some concern to the drivers as they bumped and bounced their way around it. As well as problems with the surface there is also a 6" high kerb on the inside and a 6" drop into a field on the outside to contend with — definitely a very tricky corner! . . . A tricky corner, that is, if you did not have 4-wheel brakes, a point which was brought to everyone's attention by the superb overtaking manoeuvres of Kimbolton favourite Roger Goff. Despite using an ancient Manx engine, Roger's 4-wheel brake setup made him the man of the meeting. He qualified via the "B" final and carved his way up to a magnificent third place "A" final finish. In front of him in second was Ashley Sparks whose natural talent was now shining through, but almost inevitably first, yet again, was that man Waldron. Yes, with 3 wins and a second, Graham had amassed enough points to be unbeatable. A fine achievement from a cool and decisive driver, ably assisted by his guide and mentor. During the series they relied on Zip frames and DAP, or later on PCR motors, (the DAP providing 2 wins and the PCR a win and a second).

Kimbolton's long straight had taken its toll on engines and dashed the hopes of Warner, Sykes and Mulhearn, while the inevitable breakdown once again eliminated the hard trying Gary Prior.

The southern home of 100 National karting, Tilbury, was to stage the final round of the series, and although the title had been won the placings had yet to be decided. Local drivers always seem to fare well on this circuit and it was with little surprise that Wayne Homer and the Gillard Team earned pole position for the final. Alongside Wayne on grid 2 was Terry Lilley who had driven brilliantly all day, in particular in one of the wet heats. The exuberant Gary Prior was on grid 3, hoping that he

could maintain his heat form on home ground and at least finish the final. Grid 4 was occupied by Zip/DAP JM driver Nigel Edwards, very much in contention for the series runner up position. Also in with a chance of second place was Kevin Warner, who had a mid grid start after an uncharacteristic mistake during a heat, when he collided with the tyre wall. The third man in with a shout of second overall was Ashley Sparks, who also had a mid grid start. Ashley was fortunate to qualify at all, as during one of the heats he seized on the fast pits corner and crashed heavily into the tyres. However the race was stopped due to another incident and Ashley was able to restart and coax his engine to the finish!

Of the other locals, Gary Till and Steve Tillett (whose form was improving each round), had achieved excellent finishes and would be fighting like mad for a good result. So the stage was set, the rain had stopped and the racing line was dry. . .

Ashley Sparks' hopes were dashed on the rolling laps as he had carb problems and did not make the start. Homer and Prior hit the front, and were chased by the pack. Steve Tillett and Terry Lilley had a coming together and ruined their chances, while Gary Foster-Jones had made places hand-over-fist and considering he was on the back of the grid ("B" final qualifier) at the start, he was obviously in a hard charging mood.

The laps reeled off and Prior continued to attack Homer, with Edwards closing in. Then, as in previous rounds Gary broke down — well not him, the engine! As a dejected Prior stepped out of his machine, Homer stroked home to a popular win, followed by a fine drive from Nigel Edwards in second, and Gary Foster-Jones who had clawed his way up into third. Poor Kevin Warner was out of luck, as his coil wire broke very near the end of the race, losing him valuable Championship points.

So concluded another sensational K&S series with the 1-2-3 going to:—

Graham Waldron	Zip/DAP or PCR
Nigel Edwards	Zip/DAP JM
Kevin Warner	Dart/Arrow

Looking back over the year one must say that it has again highlighted the spirit and enthusiasm that 100 National karting holds. Unfortunately the RAC British Championship was a bit of a flop, but the K&S series was as good, if not better than ever.

After having won their titles, it has been very disappointing not to see Messrs Waldron and Ross-Johnson putting their reputations "on the line" by competing in normal competitions. It would be nice to see them displaying their talents!! Perhaps it is that they have become too professional and forgotten that there is still a lot of fun in kart racing!!

In conclusion, I would have liked to have attempted a Top 10 or whatever, but without offending anybody let me just say that I think 1982 will see quite a lot of change, and I am sure that the ex Juniors, i.e. Warner, Foster-Jones and Sutton, will be up front. The "old men" can still spring a few surprises and Waldron, Edwards, Hann and Carr will be out to prove their metal, although I understand that Sparks has just returned to his native New Zealand.

One other National driver who for one reason or another did not compete in the major events in '81, who could raise a few eyebrows, is Derek Higgins. Although his temperament is very fiery he is without doubt one of the best drivers around on his day and if things go his way, then Derek has the natural talent to become one of the 100 National Superstars. . .

It's going to be an interesting year. . .

C.K.W.



Roy Wooldridge leads a typically packed 125 grid up the hill at Cadwell Park into Charles Bend. Price and Hill head the rest (Pic: R. Calvert)

Inside The 125 Scene

Newest, and most probably fastest growing class of long circuit karting must be the 125 National category. Current British Long Circuit Champion is Roy Wooldridge. He reflects on the growth of the class, it's future, it's leading competitors, and some interesting technical bits and pieces. . .

Before looking briefly at the current scene, it is worth looking at how the class has developed over the last few years. I can only speak from experience of racing at big circuits, but the size of grids has increased out of all proportion — in fact at some circuits there are two full grids of 125's competing for 'B' and 'A' finals.

One of the reasons for this rapid growth must surely be the relatively cheap cost of an outfit. A brand new outfit can cost as much as two-thirds of the price of a Superkart, i.e. approaching £2,000. However, second-hand setups, with perhaps a year old engine can be purchased for under £1,000 — an extremely attractive proposition for somebody who wants to start gearbox karting.

The other thing that makes racing in this class such fun is the relative reliability of the engines — due to the fact that the current units were designed with racing in mind and are not a converted road bike engine. Hence you get a good day's racing for your money — usually. I suppose the best example I can give of this would be that for the past two seasons, although I have always had a spare engine, I have only once ever had to use it — at Silverstone last time. I've always raced with the engine that was on the kart at the start of the meeting.

As with the other National classes, we have until now operated under a restricted tyre list, which in effect meant that everyone raced on Goodyear tyres. The recent changes of regulation now mean we can for the first time use the "sticky" tyres. I've got mixed feelings about this. On the one hand, it is going to be good driving on tyres that actually stick, but on the other hand it's bad news having to replace them more often. However, I don't see us using anything like the number of tyres the Superkarts seem to get through — Nigel Smith reckoned he did last season on 3 sets of front tyres, and that was on his 250. So bearing in mind the lighter weight and reduced power output of the 125, I think our tyres should last quite well.

In the early part of last season, Yours Truly managed to string together a number of successes, but then along came a few faces to steal the glory! Let's look at these people who are on form.

The man most likely to leave us all for dead — assuming everything hangs together — is the Rochdale Cowboy, Brian Hill. Ever since he changed to Rotax power halfway through 1980, I have been impressed by his speed. Readers should also remember his quick Kawasaki — he led my Rotax over the line on a couple of occasions that I can remember! Brian seems to have the knack of taking an engine and, following his own ideas, make it extremely quick. Unfortunately, he's had more than his share of big end failures during 1981, and this fact alone may have cost him the Long Circuit Championship, with a retirement at Donington. Anyway, rumour has it that he is tuning for "grunt" this year and that he's not going to let the revs approach grenade point! . . .

Stuart Ziemelis hit form right at the end of the season and must be feeling confident as ►

Stuart Ziemelis tweaks the Aero through the Complex at Thruxton (Pic: Chris Merlin)





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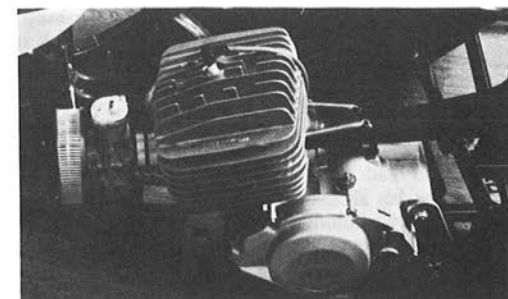
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Safety, or rather the possible dangers of karting when on motor racing circuits, is a very delicate subject to deal with when talked about in the context of drivers dying as a result of injuries. Nevertheless, stimulated by the utterly tasteless habit of Burgess to spasmodically formulate in his magazine a statistical analysis based on fatal accidents that have occurred in the field of gearbox racing, I am prompted to comment, I hope to put it into perspective. Firstly, it is my opinion that the type of sport we are referring to would be debased if it didn't hold an element of risk to the participant. The chemistry of some people, usually men, is such that to appreciate life, you have to venture to the brink of it to become aware of the marvels of living. Silverstone track racing at speeds approaching 140 mph is not without its dangers. I vividly recall sitting on the grass with Reg Gange and John Ball having a "jar" after the final: those two men were at peace with the World. They had been there and come back – the moral victor and the winner – and that is to my mind what it is all about. What had they proved? Not a lot perhaps, but they in their own way had done what they set out to do. The following razamataz of the prizegiving was not what they really came for.

One of the observations that is made in Karting magazine is that all the accidents involved hitting hard objects. I would have thought that this common factor well and truly put a lot of the onus on the RAC who are responsible for track inspections, and is therefore a far more important consideration than emphasising the make of kart as being a point of great interest. Burgess' observations would of course be a lot more valid if he went to more than one fast circuit meeting a year. . . The whole attitude of his magazine towards 250 Superkarting appears to be totally negative.

When injuries are sustained of a serious enough nature for the victim to be taken to hospital, a lot of people consider and hold in high esteem, all doctors and casualty staff. The medical profession as a whole, has created a veneer of infallibility, maintained by their total air of superiority over their patients. Make no mistake though, there are good and bad doctors, just as there is in any other profession or job. Broken limbs are usually fairly obvious, but internal injury when accompanied by other body damage is frequently overlooked, with tragic results. One of the fatal accidents in question is an example of this – possibly the full past history of the patient was not made clear, but what should have been routine checks were either not carried out or were done incompetently, and a man died.

I have had two first-hand experiences of this – one that could have been serious and the other relatively trivial. The lesser of the two concerned an accident at Oulton Park in which I hit a stationary kart at about 70 – 80 mph. I



was passed fit to go, though in considerable 'discomfort'. As the rest of the mob were going to Cadwell the next day I was 'laid to rest', groaning in the back of an estate car and driven at hell-bent pace over the Pennines to Lincoln! Next day I couldn't walk and my right hand was black and the size of a football. X-rays at a nearby hospital revealed nothing to the experts. On Monday morning my hand was black and the size of two footballs and I still couldn't put any weight on my leg. Middlesex Hospital revealed two broken bones in my foot and a clean fracture to a bone in my hand. . .

The less pleasant incident concerned the time I tried to demolish the Tilbury grandstand with my head about 20 years ago. It finished with blood all over the place, me apparently unconscious for about six hours, with partial memory loss (no comment), severe concussion and a number of stitches in my nut. In case there was any internal bleeding that might require an operation, the instructions were that I must not be given any solids to eat. The Ward Sister then went on holiday – 4 days later I was looking and feeling a trifle forgotten and getting somewhat emaciated! After much protesting it was decided that I could be given a couple of biscuits – whilst they checked up to see what further instructions the holidaying Ward Sister hadn't left! This was followed by many years of neck ache and increasing stiffness. When I had this looked into, after X-rays the "geezer" said, "when did you break your neck? The last three vertebrae of your spine – up inside your skull – have been crushed and have fused together!" The mind boggles at

what might have been! One can only assume that this damage was also done at Tilbury but not detected.

The lesson that must be learnt from all this is that if you do become a hospital case, or accompany anyone to a casualty department, make sure every detail of the accident and injuries is conveyed to every person that inspects the damage. They are, after all, not mind readers, and any previous illnesses or injuries must be made clear. With some Medics in our hospitals who come from "sunnier climates" than Britain, the language barrier is also a hurdle to overcome. A year or two ago I had reason to visit our nearby hospital – affectionately known locally as the "Slaughter House" – and after treatment asked the 'sun tanned' gentleman who had attended to me, where the lavatory was? "The where?" he said. "The gents – the toilet!" "Oh, I didn't know what you meant!" Now just consider for a moment how many times the word lavatory is used when describing an ailment to a doctor! . . .

If chassis, brake or steering failures were the primary cause of any of these accidents, nine times out of ten these are the result of poor preparation. As karts become more sophisticated and faster, this field of scrutiny must be more closely watched. Once again a personal experience; I did a few laps in a 250 kart prepared as it happened by an International scrutineer. The front wheels were so far out of balance, my eyeballs nearly came out of their sockets. When I pointed this out after thankfully only a few laps, the fellow in question said that he was of course going to do that before the meeting. . . If anything can be guaranteed to cause a breakage in the steering department, it is severe vibration from the wheels, and this is something that the kart manufacturer has little control over. I say this because the conclusion one may get from Burgess' statements, whether intentional or not, is that if you buy a Zip you stand a 1% chance of wiping yourself out! As any fast circuit entry consists of approximately 50% of this brand, I would have thought that Zips still have quite a lot going for them. . .

To cheerier things. This coming season may herald a minor revolution in Superkart design – well not really, as it happens – more the completion of a full circle. Twenty years ago, most gearbox karts had a centre-mounted engine. Now, prompted by watercooled engines, a handful of people have considered the problems of mounting the engine behind the seat worth overcoming, for the two big advantages to be gained. Firstly, the quite considerable reduction of frontal area, and secondly balancing out the handling inequalities of a side-mounted set up. Aero karts are supposed to be building a Rotax engined kart to this theme, while Nigel Smith has nearly completed his highly secretive

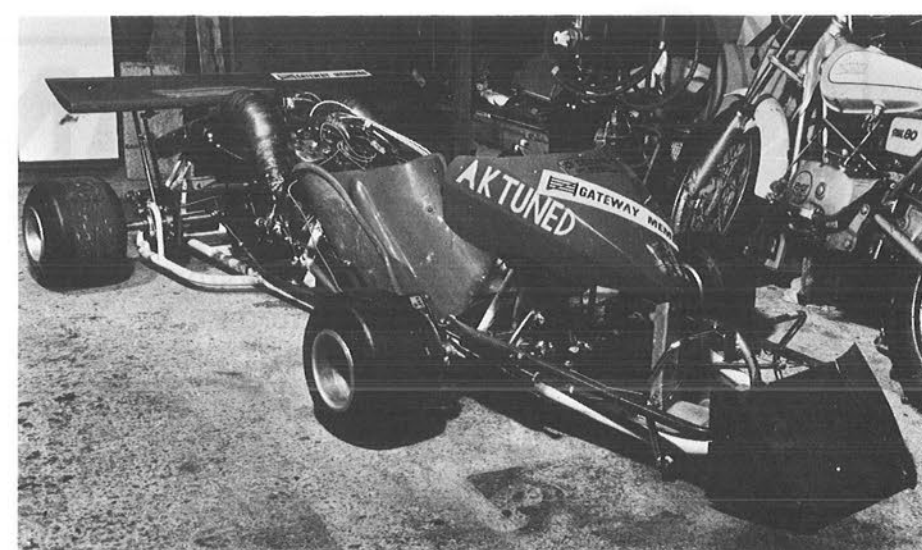
project, the inspiration of frequently-mentioned Richard Tapper, who has overcome the problem of the length of a Rotax engine in a very novel fashion, which at present I am not allowed to divulge!

At the time of writing, the two big names haven't completed their designs. However, the fertile mind of a privateer who comes from Penrhynedraeth in Wales – where else! – has built a Yamaha powered kart of this set up, now running but awaiting the snow ploughs before he can go testing! A certain amount of this sort of individualism is much needed in karting. The kart in question was built by a certain Terry Walker whom it would seem like life at the limit both at work and at play. Mr. Walker is a North Sea saturation diver on the oil rigs, a profession which evolved for him from a hobby 14 years ago. His diving has not been exclusive to the North Sea, though. He has dived in the Far East on a ship that sunk many years ago supposedly just carrying gold bullion. Terry by chance, also came across 1½ million pounds worth of platinum as well!! Last year when there was the big oil blow out in the Gulf of Mexico and the surrounding sea was on fire, it took some of this courageous man's skill as a diver before it was successfully capped. Some guy! Whilst he obviously has a great deal of enthusiasm for his work, the month on, month off, life does come between him and regular kart racing, though it affords him time and money to build his own when enjoying his four weeks leave. As I said once before, you do get a marvellous cross-section of people in karting. . .

The kart he has built, other than its main objective – the centre mount – incorporates several other features of interest – variable castor, camber, and track, with three variations of detachable cross-tube bracing the front of the chassis to alter chassis flex. Quite a novel idea. As the picture shows, this, and I understand Nigel Smith's kart, has a lot of driver and chassis forward of the front wheels. I am sure we all await with interest the progress of these new style Superkarts.

Last month I mentioned that Stuart Ziemelis was now in the engine tuning business. This prompted a rather unhappy phone call from Roy Wooldridge who had no knowledge of Steve Stylin changing his allegiance of engine tuners. Further enquiry would suggest that what I said last month is in fact what is most likely to happen, and that Stylin's kart and engines will be prepared under one roof at Aero Karts.

Another top 125cc pilot, Brian Hill, has extended his car sales business to include kart sales and engine tuning from a very impressive, newly built workshop and showroom. He will of course continue to run a 125 himself on fast circuits and assist another 125 driver on short



circuits. As he has become an agent for the KTM 250 engine, he will be sponsoring ex 250 Superkart driver Colin Smith in the new 250 National series of races which would seem to be attracting a promising amount of support.

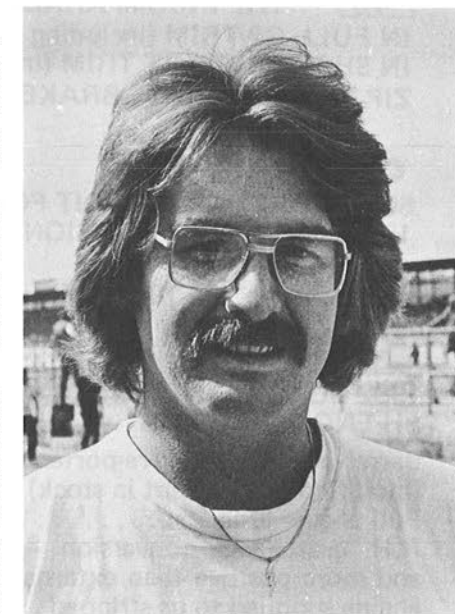
Last month's Top Ten caused a few not unexpected ripples of comment. A wife of one particular "Top Tenner" commented over my praise of John Ball's talents; "we know where we can get a quick sun tan!" Referring I think to that part of Ball's anatomy I obviously considered the sun shone out of!

As for my Top Ten list of good guys, John Pudney has definitely plummeted out of the reckoning after failing to be impressed by his Porsche – it does though, require an engineer to appreciate the creation of probably the World's greatest engineering genius! Never mind JP, keep flogging your rusty old "WOP" boxes – stick to what you understand! . . .

Incidentally dear Pud, I have owned two Porsches in days gone by – a 911S and a 911E Targa – and they were the cheapest cars to maintain I have ever owned. Now, with two sons, three dogs, one cat, numerous geese and ducks and other numerous feathered friends to feed, I have to make do with good old Dagenham Dustbins for 'wheels'! Once you have had a Porsche, no other car I have ever driven comes anywhere near the perfection they offer – and I include most of the models of Ferrari in that comparison.

Daytona, run on the last weekend of 1981, produced a repeat win for John Gibson, the Yank from Carolina who stayed at Pud's Palace when he came over for Silverstone last year. He still races a Yamaha, as his particular

Above: Terry Walker's rear engined 250 – the first of several interesting projects to be completed, and due for trials shortly. (Pic: John Baker). Below: Daytona winner for the second time – John Gibson.



Governing Body don't allow the Rotax motors. However, he intends doing a renta-drive deal with someone on a Rotax for Silverstone this year. Second and third were Joe Grubbs and a new name to me, Scott McCook, but I have had conflicting reports in which order.

Chris Merlin

A 100mph first corner incident at Brands Hatch well illustrates the need to take long-circuit safety seriously. Three machines are involved – Chris Mason (13), Glenn George (16), and Martin Poole (7).

