

# KART 70p April 1982 AND SUPERKART



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# KART <sup>AND</sup> SUPERKART

Monthly

No. 40

Environmental noise problems have proven to be probably the greatest problem faced by our sport over the past few years. A recent ripple up at Felton brings forth a couple of points which may help other clubs in interpreting the noise regulations and assist in pacifying local environmentalists.

The incident arose, as discussed in last month's *Mainly Merlin*, when a local RAC Steward refused to continue Stewarding a meeting as noise readings taken at the prescribed distance from the circuit edge were deemed excessive. The sequel to the story involves a visit to a subsequent Felton meeting by Robert Longford and Alan Foster of the Kart Committee. While confirming the readings taken by the local Steward, their report added that the positioning of the meter in the circuit's infield allowed reflection of noise from perimeter fencing etc. to influence readings to some extent. They went on to add that as noise controls are primarily aimed at keeping interference to the outside world at acceptable levels, positioning the meter at the prescribed distance from, but *outside* the circuit may be a more reasonable approach. In fact this gave, in this case, considerable reductions in decibel readings, to an acceptable level.

The decision as to the siting of noise meters at club circuits can thus, while remaining strictly within the spirit of the regulations, give widely varying results. Clubs wishing to impress or fend off enthusiastic environmentalists can thus ensure that the positioning is made in such a way as to at least not handicap the readings with unfavourable interference by physical objects, such as fences or other circuit barriers.

While the effort must go on to reduce noise levels as much as possible, there is no point in making life more difficult than it need be ...

Chris Lambden

#### FRONT COVER:

Sweden's Lars Forsman was definitely a man to beat in 1981. A competitive season was capped with second to team-mate Mike Wilson at the 135 World Championship. With the 1982 Championship at his home track, Kalmar, the works Birel/Komet pilot faces probably his best World Championship chance. Here he two-wheels his 100cc Birel/Parilla at the last Jesolo Champions Cup.

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April 1982

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#### NEXT MONTH:\*

Snetterton and Cadwell Superkarts  
Green Man Opener  
K&S Series Begins

PUBLICATION DATE: 6th MAY

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





## CIK 250 Changes

The official text of the recently decided changes to the CIK 250 rules has yet to be published, but basics of some of the changes are known. Introduction date for the new regs has been set for January 1st 1983, although two new items have been introduced with immediate effect, for safety reasons. These are:

- 1) Tyres — There is no limit on the number of tyres that may be used in a CIK 250 Championship.
- 2) Weight — The minimum weight regulation is altered. Karts with bodywork must weigh 195kg with driver, 120kg the kart alone. Karts without bodywork have a minimum weight, including driver, of 185kg, and no kart weight alone.

A brief idea of the regulations expected to be released shortly include:

**Engines** — These are expected to be subject to homologation, with series production of 100 units required. No diversion from production components will be allowed i.e. crankshafts, con-rods, barrels, heads, will have to be as supplied by the manufacturer.

**Tyres** — Wheel diameters are to be allowed to increase up to 8", with overall width increasing to 250mm, and height to a maximum of 350mm.

Other changes are reported to be a general tidying up of the current fairly unsubstantial rules on bodywork, radiators etc.

The class is also to undergo a name change, from Intercontinental 'E' to Formula 'E'. This is apparently just paperwork to satisfy an FIA quirk and allow the first 250 World Championship to take place in 1983. Like the 135cc Formula 'K' format, the 1983 European 250 Championship is likely to consist of up to 6 Grands Prix, with the World Championship as a one meeting affair. The proposal for a World Superkart Championship comes as proof that the CIK are now confident of the future of the class, and as a measure of its increasing international stature and promotability. For Superkart aficionados, the future looks rosy.

*CIK President Buser — new enthusiasm for Superkarting.*



## International Junior Team Event On.

Following last year's unofficial Junior Team trip to Holland, a "return" Junior event has just been finalised here in the U.K.

The "Junior International Weekend" event as it will be known is scheduled for Clay Pigeon on 15th/16th May and will feature a Holland v. G.B. Junior International Team Race. The team will be selected by National Selector Tony Temple.

A Junior National supporting class will be run, using Goodyear tyres, to encourage Dutch entries, plus a normal Junior Britain field. With numbers limited, entry is by invitation, and will most likely encompass the usual Green Man runners.

Saturday will be taken up with timed practice and a couple of supporting races, with the main racing on Sunday. Saturday evening will see a limited ticket Dinner at the Clay Pigeon Restaurant.

Further information can be obtained from Messrs J. Cotterill (tel: 021-353 3074) or L. Moynihan (tel: 09062 73827). The Comp. Secretary of the meeting is Miss L. Marks, 41 Bishopston, Montacute, Somerset.

## K&S Round At Rissington

The sixth round of the K&S 100 National and SAM Championships has been confirmed at Little Rissington on 3rd October. This round replaces the round originally scheduled for Tilbury.

The series kicks off at Clay Pigeon on Easter Sunday (for entry information see last month) and then moves to Wombwell for Round 2.

### ROUND TWO ENTRY INFORMATION

**Venue:** Dorothy Hyman Stadium, Wombwell, Nr. Barnsley.

**Date:** Sunday 9th May (practice Saturday)

**Entries:** Fee £11.00. Entries close 4th May and should be sent to: Mrs A. Wright, Rockbank, 19 Clarksfield Street, Oldham, Lancs OL4 3AW. Tel: 061-633 1720 (Note: Please enclose s.a.e. if you require confirmation.)

**Timetable:** Saturday 12 noon — 5 p.m., Practice (Fee £5)

Sunday: Signing On 8 a.m. — 10.30 a.m.

Scrutineering 8 a.m. — 10.30 a.m.

Practice 10.30 a.m. — 11.30 a.m.

First Race 12 noon

## RAC News

No official news release has yet come from the latest Kart Committee meeting, but Robert Langford has made the following available:

**Homologation** — International homologation takes place at the end of this year for engines, karts and tyres. Any British Company wishing to homologate must have details in the hands of the RAC before June.

As well as for 100 Intercontinental 'A', 125cc chassis must now also be homologated for use in CIK events. Manufacturers are also reminded that as only the two most recent homologations apply, some may need to re-homologate items from earlier homologations.

**Licences** — The situation re long circuit novice licences has been clarified. Novice (long circuit) licences will be acceptable at meetings up to National status, as long as the driver has obtained 4 short circuit "signatures".

**Starts** — Starting procedure for long circuits has been clarified. A pace car will be used, slowing to some 15 mph as it pulls off, and starts will thus be at a slow crawl, but not at a standstill.

## Aggro In New Zealand . . .

New Zealand's annual International series achieved some measure of controversy when the winner of the opening round was disqualified after post-race scrutineering. The series is run to the Yamaha 100cc reed formula, in "stock" form, controlled by a strict set of American originated rules.

Leading American and Australian drivers took part in the series, but it was New Zealander Raymond Hart who won the first of the two meetings only to be excluded when his engine's barrel length proved to be 1 thousandth of an inch outside the allowed tolerance. This handed the meeting to leading American Lynn Haddock.

On the basis that this was not Hart's first exclusion, the New Zealand governing body undertook to ban Hart from competition for a period of time which included the second round. However, Hart apparently found a loophole in the regs which meant he could not be banned in this way, and after a court injunction served by him delayed the start of the second round for several hours, he was allowed to race. Needless to say, the atmosphere at the meeting, in Auckland was red hot!

Haddock clinched the series, with co-American Scott Pruett taking a 1,000 dollar Pro-Race at the same event. Yamaha reed racing has taken over in N.Z. at the expense of 100 International/National type classes, with extreme closeness of competition — six tenths of a second covered the top 20 qualifiers at round one. . .

### In a Word . . .

● Ireland's major kart event, the Ulster Grand Prix, is scheduled for 28th/29th May at Nutts Corner. Further details are due shortly, but sizeable cash sponsorship is in the offering.

● Round one of the Motivation/DMA backed PR125 (non rotary valve) series is due at Sherington on 18th April. Entries to Sue Wilkins, the Sherington K.C. Competition Secretary.



## In a Word . . .

● Top Italian Stefano Modena is out of action until at least June following a nasty shunt recently in which he broke his upper leg in three places.

● Evans Racing Engines have advised us that they have a new business telephone number. They can now be reached on Merstham 2456 9 a.m. - 6 p.m.

● A class more or less equivalent to our 125 class has just been introduced in the U.S.A., with the additional allowance of water-cooling. Franklin Kart Sales, American Zip Agents, advise that they are importing quantities of 125 Zip GP/Rotax equipment for what is expected to be a very popular class. Both American governing bodies have sanctioned the inclusion of 125's in the "B Limited" class for Enduro racing, where races are of one hour duration.

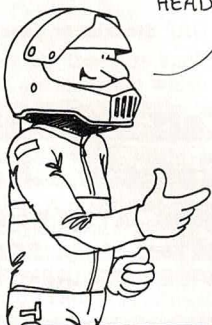
## Stansted Green Man Begins

With Easter Sunday now only a few days away, the attention of every International and Junior driver will be focussed on Three Sisters Kart Circuit near Manchester.

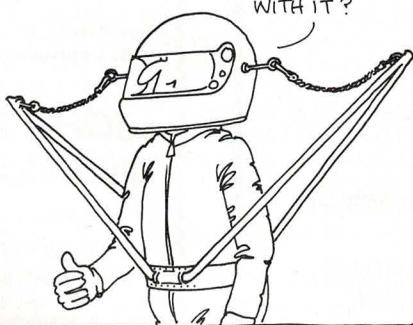
So far the warm up races that have been run for the new 135 Internationals have produced increasingly interesting results. The new TKM engine, powering 1981 Green Man Champion Alan Gates to victory at Three Sisters in February, has already proved an able challenge to the World Championship winning Komets, though Alan Lane and Ricky Grice have both shown that these too are very quick once early carburation problems had been overcome. The other two contenders, DAP and PCR, have yet to show their true mettle (though Terry Fullerton has certainly been in the results on the latter), but the latest versions of these two which will be here shortly should make 1982 a fascinating four-cornered power battle as the season progresses. Most of the top names have already registered for the Series and, with quite exceptional levels of prizemoney on offer from our Sponsors, the Stansted Motor Group, the Championships are going to prove every bit as spectacular as ever. Don't forget that the cash will be shared right down to 20th place, so

## FRIGGIT

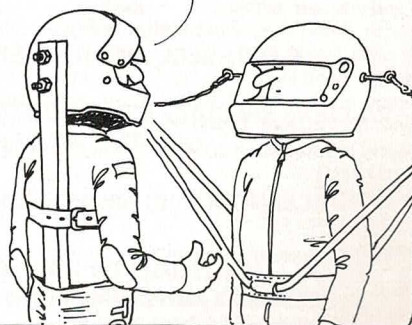
I LIKE IT, I LIKE IT. - ARE YOU HAVING TROUBLE HOLDING YOUR HEAD UP?



YES, 135cc IS ALL VERY WELL, BUT ALL THIS EXTRA POWER IS KILLING MY NECK, HOW ON THE EARTH DO YOU COPE WITH IT?



OH, I KEEP FAIRLY FIT YOU KNOW.

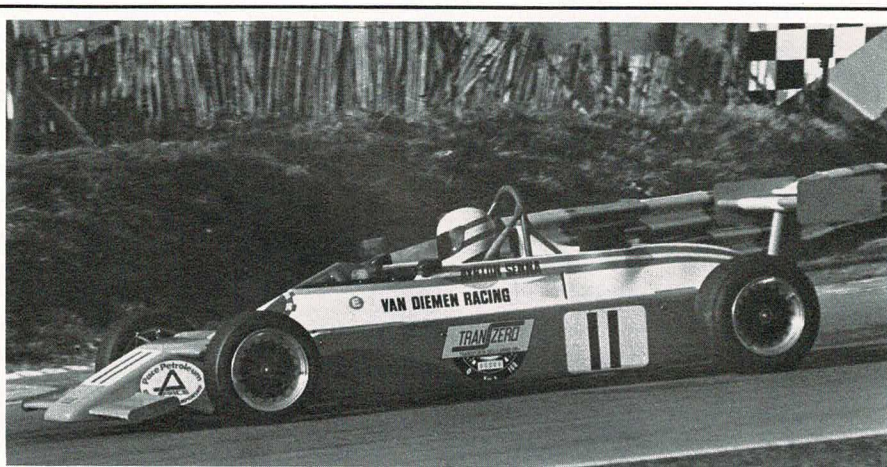


*Three Sisters sees Alan Gates begin the defence of his Green Man title.*

everyone is in with a good chance of success, and then consider that some of the engines available are actually cheaper than competitive 100cc National motors, and we might well find a few of the top drivers from other classes appearing to see whether they have the skill to be competitive with a good cross-section of the world's best kart competitors.

In the two Junior categories, there has been a bit of shuffling upwards as age catches up. This has brought a number of highly competitive 1981 Britain drivers into the Junior National ranks, amongst them last year's Green Man Champion Martin Prior, who I am sure will be trying his very hardest to convince last season's GM Champion Steve Brogan, Jeremy Cotterill, Nick Crabtree and the rest that 1982 could be

BY BARRY FOLEY

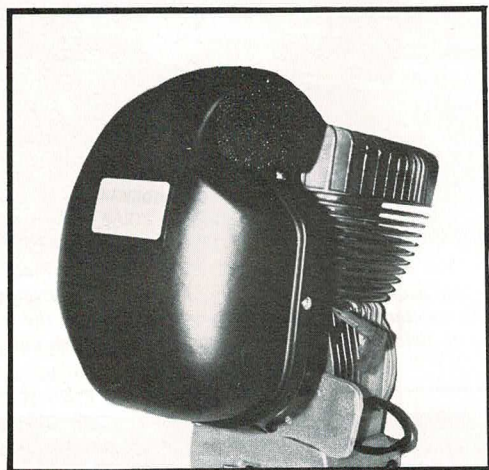


*After seemingly quitting motor racing at the end of last year, Ayrton Senna da Silva made a sudden re-appearance recently, with the backing to contest the British and European FF 2000 Championships. His return was spectacular - having only arrived back in the UK days before, he annihilated a Brands Hatch field to win by 11 seconds, from our own Calvin Fish in second. (Pic: R. Calvert).*





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continued . . .

his season too. They are going to need a lot of convincing!

Steve Murphy is out to defend his RAC title against the cream of the country's talent in Junior Britain, including Jason Plato, Jamie Kavanagh, Samy Hunt and a whole host of others, while in both classes all the regular faces are being joined by an encouraging number of newcomers out to enjoy pitting their skills against the established stars.

All in all, the 1982 Stansted Green Man Championships are shaping up really well, and with a few regulation changes since last year which will improve everyone's chances a little bit, whoever emerges as the new Champions after seven closely fought rounds will have really earned their glory. Stansted's most generous sponsorship has, apart from the injection of substantial prizemoney, produced some exciting posters which will be spread about well before each round to attract more spectators in to see and enjoy Britain's most entertaining motor racing.

The special Stansted Green Man clothing is already being prepared and will be handed out to registered competitors at the first round, and even now it's not too late to get involved – just telephone me during the day or evening on 01-946 7401 and I will let you have all the necessary details – but even if you won't be driving, make Sunday 11th April a firm date to be at Three Sisters. You'll enjoy it!

Peter Wardle



This was the last corner of the FSO TV Challenge as seen by BBC viewers! (Pic: R. Calvert)

## The Beeb Springs It On

After missing its original November time slot, the FSO Cars TV Race, filmed in October, was aired on BBC's March 13th Grandstand programme following the cancellation of some rain-out horse racing. The filming of the event was to a high standard, with a spectacularly competitive race adding up to undoubtedly the best kart race yet seen on television.

Those present will remember that the race developed into an absorbing scrap between John Ball, Rob Kerkhoven, Nigel Smith and Owen Jones, with the outcome all decided at the last corner in favour of Ball, Smith, and an unluckily baulked Jones.

Apparently due to technical problems, the second part of the event could not be shown, but this certainly didn't detract from a great race. Murray Walker and "our own" Nigel Mansell, provided an informative commentary which spelt out with great enthusiasm what Superkarting is all about. Roll on the next FSO TV challenge. . .

## Letters

Dear Sir,

It is apparent that few people have given the tyre changes the depth of thought necessary to effect a decision, and so here are some hitherto unmentioned points.

Until the advent of Dunlop and Bridgestone, there was a thriving club 100 Int. scene. In a few years this has vanished, with tyres as the major reason. Karters are not alone – Dunlop have introduced (with Monopoly!) a strictly low-life compound for Formula Ford this year, much to the anger of their drivers – they will need new tyres plus chassis etc. to capitalise on this change. Mr Fletcher's scepticism at the introduction of this company's products into club karting seems well founded.

The technical department of the RAC (not Kart Committee) took three days to test 27 (yes 27!) tyres to help effect a decision which affects you for three years, hardly the correct balance. It is little wonder that the figures produced are for a test length of one heat, enough to soak in a set of Dunlops on a cool day.

It should be communicated in numbers to the RAC that a more realistic appraisal would be gained by testing on a hot summer's day with timed laps from moulding marks to canvas. The Carlises may take some time of course ...

Even ignoring the cost and life of tyres, further costs are incurred, which should have been considered. To capitalise on the faster tyres you will need a different frame, Britain would be lucky, there might be a glut of National frames ... The new tyres make my Britain obsolete – it will not stand a half inch loss of ground clearance – a point obvious from the tyre's description, let alone measurements!

The third area to suffer is the tank, a point ignored even by club committees! The surface becomes coated in rubber on the line, which

accelerates tyre wear. Off the line grip is non-existent by comparison and overtaking becomes all but impossible – no wonder there is so much shoving in International!

I have seen all but unanimous rejection of the new tyres by the drivers, now it is time to act as a body. We are the last line of defence so I say do not buy, do not fit and do not use the new tyres. Some may need moral support to throw away their new tyres – do it or else our sport will degenerate into farce.

Take the example of clubs with 100 International tyre experience such as Chasewater, Rye and Fulbeck – drivers are what count, not manufacturers' pockets.

Alan Williamson

Loughborough Students Kart Racing Club

Dear Sir,

We write on the subject of the Superkart final at Cadwell's first meeting of the year. It was one of the best races we have seen, particularly because of the Hines/Price duel, but we do feel strongly that Derek Price was robbed of what should have been his race. Exiting "Charlies" on the second to last tour, when he had opened an advantage over Martin Hines, Derek came up on a backmarker, who was circulating much slower than the flying Price. The backmarker then proceeded to take on anything but straight line down the straight. Price was slowed and Hines, having a view of the proceedings was able to find a way by to take the lead. I do not want to lay blame totally on the backmarker, because I saw no blue flags, but I still feel he should not have hindered the faster karts.

Many people will not have seen this incident with the majority of the spectators being down towards the hairpin, so I feel it needs to be pointed out because, I think, without this incident, Martin Hines would not have been able to win.

Price of course had another chance on the last lap when he repassed Hines out on the far side of the circuit, but lost it taking a bad line

through the last corner. But he should not really have been under all that pressure on the last corner.

Credit must however go to Martin Hines for executing both situations with perfection.

As for Derek Price – he may not have won this time but victory, in Superkarts, will certainly be his soon. Long circuit championships? Grand Prix? We shall see.

Neil Holmes & David Howman  
Mablethorpe

Dear Sir,

Your excellent magazine took one step back in my estimation today when I read about the new RAC Committee meeting. You said that 'nothing is known about Mr Dubber' – who has recently been elected to the RAC Committee. I've been karting for 11 years and Den Dubber had been at it for years when I started!

Den was a regular face at Eelmore Plain, Surbiton and Camberley Club meetings as Club Steward, Scrutineer, RAC Steward or whatever and Scrutineer and got generally involved at all the Brands Hatch meetings before we lost them. He also Scrutineered at last year's G.P. I've had many a friendly bollocking off him, especially in my few years as Competition Secretary of Camberley Kart Club.

Ask Reg Gange Snr, Geoff Read, Alan Churchill and a few other of Karting's stalwarts who Den Dubber is! Remember that karting is not just about a handful of sponsored drivers who are always in the limelight. Apart from the club racers who form the backbone of the sport, there are a lot of hard working people without whom our Sunday's sport would never happen! So please do your homework in future!

Dave Currie  
Camberley

P.S. I'll collect my pint next time I see you Den!

ED: Thank you for updating us on Mr Dubber's credentials. You must understand that at the time you mention, I was a mere youth, wandering around the wastelands of the Colonies ...



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The benefits of pre-season testing showed as once again Martin Hines took the season opener, despite the stern challenge of Wigan Kart Centre backed Derek Price (Pic: R. Calvert)

# Martin's Opener

**Martin Hines takes the first Superkart win of 1982 from an impressive second placed Derek Price, after a last corner effort. Kerkhoven a lonely third. Class wins to Ziemelis (125), Longden (210) and Stoney (250 Nat)**

**Report: Mike Smith**

After the atrocious weather of December and January, the opening meeting of the season on the Cadwell 1.5 mile Club circuit was blessed with a much milder day, although the odd shower made things a little tricky out on the tarmac. The big freeze had also prevented the proposed work on the circuit, including the doubling of the hairpin width, which when finally completed will give a much larger run off area.

A change of start procedure for the short circuit brought a few grimaces from drivers when it was announced by John Shaw that all starts would move from Park Straight to the shorter straight at the timekeepers/commentary box. Grids were reduced to three wide instead of four but the apprehension was brought about by the thought of a full grid pouring into that bottleneck, the hairpin, so soon after the off. However, as things turned out, starts throughout the day were generally tidy with a minimum of fuss at the first corner. The extra width proposed

will no doubt help to alleviate any problems remaining.

The meeting encompassed all the usual Cadwell Annual Championships together with the 1st Round of the Bridgestone Champion of Champions Series. Mark One Racing of Bourne in addition are sponsoring the Cadwell 250 National Series.

## Pit Patter

The paddock contained a smaller than usual number of entrants, with the largest drop in numbers being in the Superkart and 210 ranks. A good many of the Superkart names are apparently still sorting out equipment for the season. British Champion Chris Lambden being one of those awaiting the new 1982 Rotax power unit. The 125s were, as is now the norm, well supported with over 60 drivers necessitating split grids.

The 250 National Class had a very welcome 20 drivers entered, no doubt encouraged by the efforts of Adrian Lumb and Dave Cullimore in getting the new Drivers Championship off the ground, thereby creating some new enthusiasm for what was once the Premier Class of gearbox karting before the advent of the twins. Those present certainly welcomed the chance to have

grids to themselves and some spirited racing was seen. At least four more names were added to the list for the new series and by the time you read this the final registration date will have passed with the first round at the Easter Cadwell only days away — so I hope you made it!

On the Superkart scene, the Hermetite Zip Team had former 125 driver Simon Mercer joining Martin and Carolyn with the new livery of orange, white and black on show for the first time. Certainly to the fashion conscious the team's new leathers could only be described as sartorially elegant! ... Dave Buttigieg, having decided to go it alone, had secured from Memorex Tapes what he described as an adequate budget to fund a one man assault on the major Championships this year. With additional help from Peter Berry, Dave's outfit was a sober black with a splash of white on his black leathers. Following the fashion theme, Mrs. Ball had been busy with her knitting needles producing a nice line in woolly hats with a neat GP lettering! Son John had at last obtained some valuable sponsorship, courtesy of Martin Hines and the newly set up Zip Discount Centres. John was obviously pleased with the arrangement which will see him campaigning a Zip/Rotax in the smart red and white livery with hopefully an all-new outfit for Snetterton.

Former 125 pace setter Derek Price had moved up to Superkarts with a Wigan Kart Centre backed Zip/Rotax, and his acknowledged driving ability was expected by many to quickly make him a threat to the establishment. The promise was soon fulfilled as you will see... Derek's re-entry into Superkarts was certainly less controversial than the corresponding meeting of two years ago, when under the Haydock Park banner he paraded the now almost forgotten Honda Double. Time is a great healer! ...

Last year's 210 Grand Prix winner Mike Gardiner had also moved into the big league, but Yamaha powered, and he was another to cause a few raised eyebrows before the end of the day.

On a less cheery note it was sad to hear that Barry Loake's Aero concern had lost the valuable Richard Grant sponsorship, leaving Steve Styron without a drive. Hopefully not for long — the sport can ill afford to lose characters of Steve's ability.

And so on to the racing, which after all is what the apparently larger than usual crowd was here to see ...

## Stoney's Success

The 250 Nationals were first on the track when racing started and what's more they were on their own. The first six lap heat produced a clear win for former 100 cc driver Chris Stoney, who after a brief flirtation with Superkarts last season soon set his mark on the National scene, leading all the way on his Barlotti/Yamaha, establishing a four second advantage by the end. Tony Scottern (KAT/Yamaha) and Richard Boston (Zip/Yamaha) had a close encounter throughout, finishing in that order. Novice driver Alan Mugglestone (Zip/Yamaha) acquitted himself well to take fourth place ahead of the Zip/Honda of Paul Taylor.

The second heat was run in the wet but it was the same five drivers making the running again. Richard Boston (who incidentally was also competing in the 210 class) led for three laps before Stoney got the better of him. At the flag Stoney had a twelve second advantage with Scottern this time claiming third from Taylor and Mugglestone.

The final was over ten laps and for the first four tours Scottern, Stoney and Mugglestone had settled at the front with 1.5 sec. covering the three of them. Taylor and Boston were next



**continued . . .**

albeit some way off the leaders' pace. Tony Draper, after a year away setting up a business, was also around but posing no real threat. Chris Stoney must have a thing about shadows, for from half distance he started to pull away leaving Mugglestone and Scottorn to fight over a half second gap. That was how the order stayed with no real dramas and Richard Boston holding a distant fourth with Tony Draper fifth.

1st Chris Stoney Barlotti/Yamaha  
2nd Alan Mugglestone Zip/Yamaha  
3rd Tony Scottorn KAT/Yamaha

Fastest Lap  
Tony Scottorn 1m.11.6s. (75.41 mph)

## Longden's 210

The first heat for the Villiers emphasised the stamina and enthusiasm of York driver Richard Boston. Within ten minutes of racing getting under way he had notched a third place in the opening 250 National heat and taken his place on the grid for this first 210 six lapper! ...

Having had a good look at the circuit it took Richard just two laps to hit the front on his Zip/Longtune Upton. Cadwell 210 Champion Bill Longden (Barlotti/Longtune) was in second spot with British Champion John Newton on the Magnum/APV holding third. Geoff Upton and John Waggett were disputing fourth place with Graham Hemes and Barry Train in pursuit. At the flag the only change to that order was that Waggett and Upton had swapped places with the leaders having caught and passed the tail enders.

The second heat produced a ding-dong battle between Longden and Boston with the



pair of them rarely more than two tenths of a second apart. Passing and re-passing was the game with them often side by side — even through the hairpin. John Waggett was gamely hanging on to third with John Newton finally finding a way past on the last lap. Bill Longden also squeezed past Boston to take the flag and reverse the first heat result. The Aero of Dave Hancroft was some ten seconds adrift in fifth place.

The final grid had Marathon Man Richard Boston on pole position with Longden and Newton sharing the front row. From the flag Longden quickly took the lead closely followed by Boston, Newton and Waggett. During the first lap Boston dropped well down the order leaving the other three to open up a three second advantage over next man Barry Train. Such was the early pace of the front runners that by the start of the fifth lap Newton and Longden were encountering back markers, at the same time increasing their lead over Waggett. Train was still in control of the next group which included a fast recovering Boston.

210 heat action as John Newton (1) closes in on his own 1981 equipment in the hands of John Waggett (Pic: R. Calvert)

By lap six the two leaders were negotiating the hairpin as Waggett exited Mansfield corner, a commanding lead of some thirteen seconds. The next lap, the seventh, and Waggett had disappeared, elevating Train to a still distant third with Boston and Upton chasing. Lap nine and Boston was up another place to third, but with little chance of troubling Longden and Newton. The Mansfield driver was certainly pressing on, and as they entered the last half lap, Newton's clutch cried enough and the leader was able to cross the line with the lap charts showing a fifteen second advantage. Boston was a similar distance away in third with Barry Train and Geoff Upton next. For Richard Boston this was his second trophy of the day — just reward for a very busy meeting!

1st Bill Longden Barlotti/Longtune  
2nd John Newton Magnum/APV

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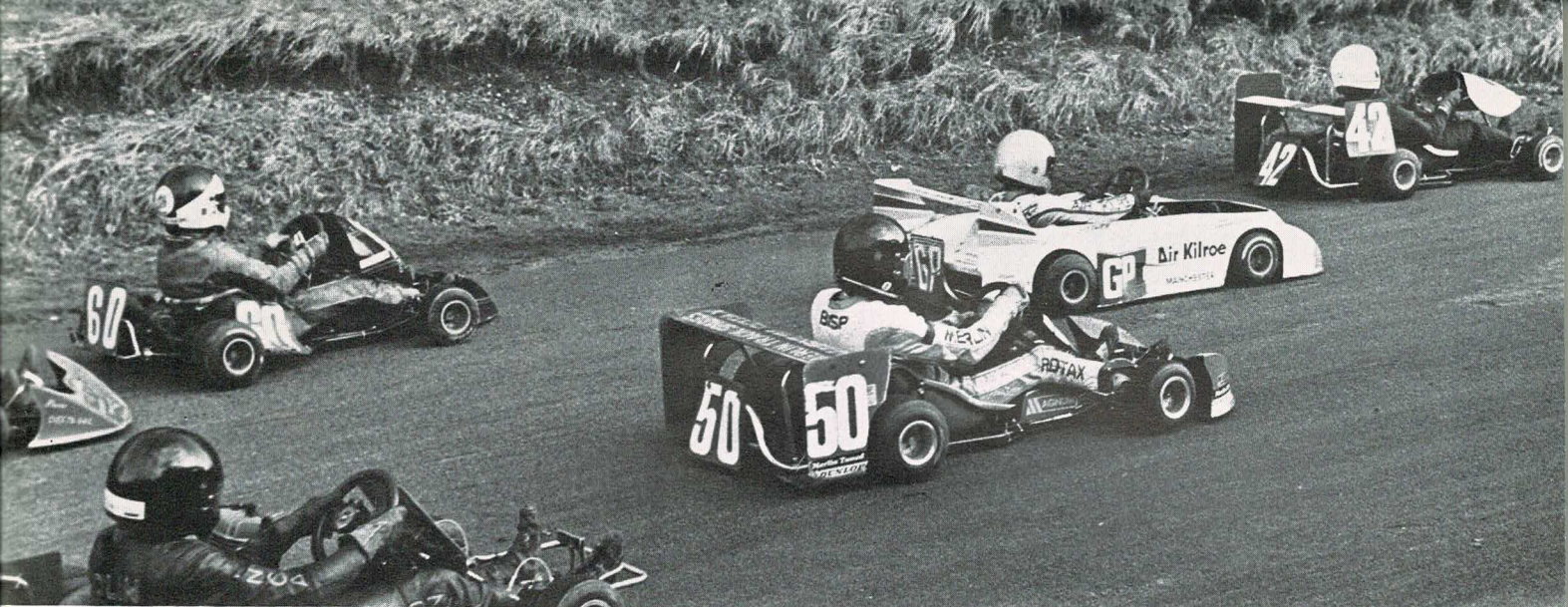
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*The 125's pour into the hairpin with Ziemelis (42), Coward (GP), and Bisp (50) chasing Luby and Stoner (out of shot). (Pic: R. Calvert)*

3rd Richard Boston Zip/Longtune Upton  
4th Barry Train Zip/APV  
5th Geoff Upton Aero/Manx  
Fastest Lap  
John Newton 1m.13.8s. (73.17 mph)

### Ziemelis Again!

The very popular and well supported 125 class required two split heats and a qualifier to sort out the final grid positions. The first heat showed that the expanding tuning interests of Stuart Ziemelis had not prevented the Aero driver preparing his own equipment to winning standards. Bolton's Kurt Luby led for the first two laps before being overhauled by Ziemelis who then proceeded to pull away to take a comfortable win. Grand Prix title holder Stephen Coward had the full bodied Air Kilroe Zip/Rotax in third place from Colin Mills (Zip/Rotax). Brian Smith, all the way from Stranraer, held fifth.

The second half of the entry did battle in wet conditions and by the end of two laps Robin Stoner (Barlotti/Merlin Rotax) was at the front with a nice lead over Keith Bisp (Magnum/Merlin Rotax), Mark Allen (Dino/Rotax) and the Brian Hill Racing entry Ian Shaw (Zip/Rotax). That was how things were at the end with Dean Jamieson of Manchester making fifth spot.

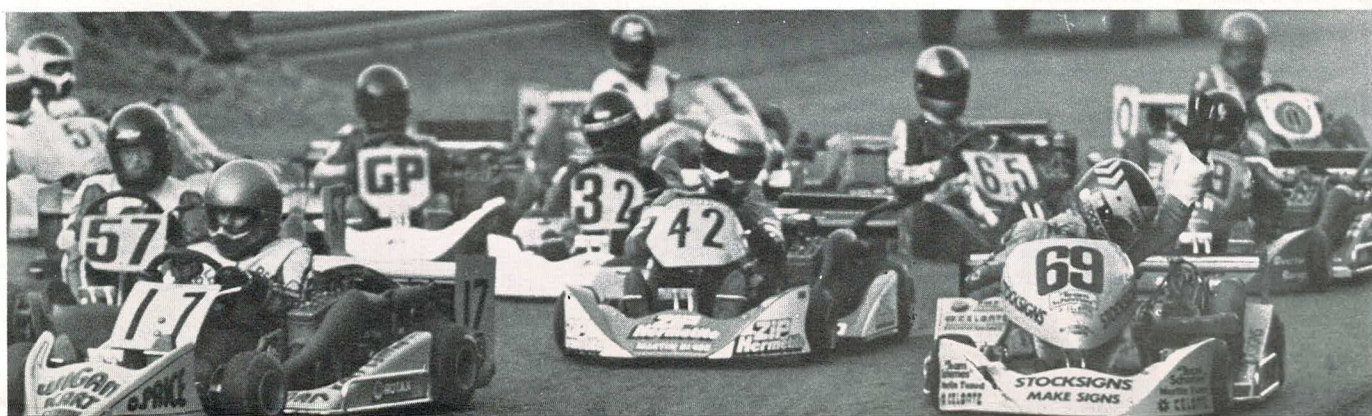
The second heat, part one, again went to that man Ziemelis. Mike Doble led this one for two laps but Stuart then took over and remained in charge for the remaining four laps despite a nose cone shattered in the opening lap. Bisp had to be content with third from Shaw and Coward. Former Superkart exponent Simon Quance notched seventh behind Stranraer's Smith.

The last leg of the heats gave Luby a run away from the Aero of Michael Henry with Stoner and Gary Hill (Zip/Chat Rotax) third and fourth. Colin Mills was next some way ahead of Les Cooper's Lancer. The ten lap qualifier to decide the last six places on the main grid produced a flag to flag first place for Keith Glendenning with young Paul Boland (Zip/SRA Rotax) in second place. Others to

snatch this last chance were Team Lancer's immaculately dressed Boyd Barrington, Frenchman Marc Haezenberghe (Aero/SRS Rotax) and local boy John Pycocks' Barlotti/Honda.

Pole position for the ten lap final was the property of Ziemelis with Luby and Stoner sharing the front row. The Air Kilroe Zip of Coward was in the middle of the second row flanked by Bisp and Shaw. At the drop of the flag forty 125s screamed off the line and quickly funnelled into the tight hairpin where Ian Shaw was the one with a clear track ahead, with Ziemelis, Luby and Coward fighting for space. Out in the country for the first time and some sort of order emerged and it was Luby appearing round Mansfield to complete lap one in first place. Coward, Ziemelis and Shaw were next with less than two seconds covering the leading four.

*Superkart first corner. Top: Childerhouse (8) leads Grant-Sale (25) and Price (17) out of the hairpin as Smith (69) grinds to a halt. Bottom: the field avoids the stationary kart, with a recovered Hines (42) following Price out of the melee. (Pic: R. Calvert)*







Surprising performance of the day saw 210 GP winner Mike Gardiner steer a Yamaha powered machine into 5th place on his Superkart debut. (Pic: R. Calvert)

## continued...

By the end of three laps Coward had dropped well back, allowing Bisp and Allen to appear on the lap charts in fourth and fifth places. The front runners were beginning to show a nice even spacing with Luby still having the edge over Ziemelis, Shaw, Bisp and Allen.

Keith Glendenning meanwhile, having started from the tenth row after winning the qualifier, was flying through the field, picking up places rapidly. Poor Stephen Coward, unbeknown to him, was losing the body securing bolts on the Air Kilroe outfit and frantic signals from his pit crew to call it a day were not noticed for at least two laps! ... However the message finally got through and Stephen pulled out of the race at half distance before the slowly lifting body caused serious problems.

Two laps later and as the leaders came through the Gooseneck and into Mansfield the growing pressure on Luby showed itself as the Bolton driver drifted very wide onto the grass ... Ziemelis didn't need a second chance and was swiftly through to lead as they flashed past the timekeeper's box to start lap eight. By the end of the lap Luby had mysteriously disappeared elevating Bisp to second place ahead of Shaw. Glendenning's fine charge had placed the Twickenham driver in an excellent fourth spot.

Lap nine and Ziemelis had a comfortable six second cushion over Bisp with Glendenning having overhauled Shaw to claim third. The last tour and Ziemelis had no difficulty holding his lead, Bisp managing to reduce the deficit to four seconds at the flag. Glendenning's fine run still left him some fourteen seconds in arrears at the end with the next three - Allen, Shaw and Doble - covered by less than a couple of seconds.

1st	Stuart Ziemelis	Aero/SRS Rotax
2nd	Keith Bisp	Magnum/Merlin Rotax
3rd	Keith Glendenning	Zip/Merlin Rotax
4th	Mark Allen	Dino/Rotax
5th	Ian Shaw	Zip/Rotax
Fastest Lap		
Ziemelis 1m.11.5s. (75.52 mph)		

## Hines' Discounts Price ...

With a number of regulars not yet ready for the new season the Superkarts were out for only two heats and a twelve lap final. The heats however produced one or two names on the leader board who could well prove a serious threat to the established front runners as the season progresses.

The first six lapper brought the first such name to prominence as Wigan Kart Centre's Derek Price slotted his yellow Zip/Rotax into first place on a rather wet track. The red and white of Zip Discount Centre's John Ball held second from the ever cheerful Stocksigns Nigel Smith. Martin Hines was steadily making progress up to fourth by the end of four laps. The Yamaha of 'Rocket' Roscoe was next with Circuit Travel's Clive Childerhouse showing well in sixth. Former British, European and World Cup holder Dave Buttigieg was having a troubled time - forced to start on slicks as his wets were not built up for his Memorex Tapes Zip Rotax, and pulled off after only three laps. Mrs Buttigieg however was upholding the family honour in seventh spot ahead of 210 graduate Mike Gardiner. That was pretty much how it stayed with Martin Hines making the only change as he sneaked past Nigel Smith on the last lap to claim third. The Hermetite Zip new boy Simon Mercer finished this, his first Superkart outing, in fifteenth place. Reg Gange's race ended along with a big end on the fourth lap but the Vingt Trois driver still managed his usual smile ...

The second heat, and after a demon start from row 7, John Ball led the pack up Coppice with Richard Dean on the DMA Zip, and Butty chasing hard.

Two laps gone and Hines had moved into fourth ahead of the RKR Zip of Dalgarno with Glen George, Kerkhoven, Childerhouse and Gange not far behind. Derek Price was having a harder run of it this time and was down in about tenth spot.

John Ball's race ended on the third lap with a failed clutch handing the lead to Richard Dean, while Butty was enjoying better fortunes holding his black outfit in a steady second place. Martin Hines had been elevated to third on the departure of Ball and began to pull away from Childerhouse, opening up a six second gap by lap five. Nigel Smith was now showing in sixth place behind Dalgarno but ahead of Kerkhoven and Gange. Carollyn was next, renewing her first heat scrap with Gardiner, whilst Price was chasing Giles Butterfield in twelfth. That was the order at the flag with Richard Dean notching a fine win with a 1.8 second advantage at the end. Another name to watch in 1982?

The last race of the day was the Superkart 12 lap Final and the front of the grid had some interesting names present with the first three rows like this ...

Smith	Childerhouse	Hines
Dalgarno	Price	Dean
Butterfield	Gardiner	Grant-Sale

Ball and Butty were on the seventh row with Gange and Kerkhoven on the eighth, making an entertaining final a distinct possibility ...

As the flag dropped, off they screamed heading for the hairpin which was to claim the first retirements ... that quickly! As Roscoe

gyrated along the Armco, the yellow Stocksigns Zip of Nigel Smith shed its chain causing a coming together with works Zip boss Hines. Nigel finally came to rest facing the grandstand and out of the race, whilst Martin gathered it all together and set off in pursuit. It didn't take him long to get to grips with the situation for by the time one lap was completed the Boss was back in charge at the front. Childerhouse was next followed by Price, Carollyn, Ball, Dean and the RKR duo - Kerkhoven and Dalgarno. The establishment was beginning to fight back as Butty and Gange made progress up the lap charts.

At the end of four laps Derek Price had the Wigan Kart Centre's machine in a fine second place, albeit 3.3 seconds down on Hines. Ball was up to third ahead of European Champion Kerkhoven and Butty, the three being covered by 1.4 seconds.

Into the hairpin for the fifth time and Carollyn survived a contact with Childerhouse to hold on to seventh. World Cup holder Gange was moving up slowly but was now not far behind Dean and Dalgarno. Five laps, and GP winner Ball was coasting past the commentary box with what was later reported to be a box full of neutrals! Mrs Ball put her lap board away and commented on how well Derek Price was showing! The same lap brought about the retirement of Memorex Tapes' Dave Buttigieg leaving Reg Gange in fourth place ahead of Carollyn and Dalgarno with Dean, Gardiner and Butterfield trying to keep in touch.

Hines meanwhile plugged on, but was now being pressed by Price all the way. After seven laps a new leader emerged ... Price had put in a lap which was to prove the fastest of the day at 1m.3.4s. to demote Hines to second, but by the slender margin of 0.4s.

Lap eight, and Gange got it all wrong at the hairpin, taking to the escape road and dropping to ninth place as he sorted himself out. Dalgarno had also ended his race with a rare Rotax seizure. All this had moved Carollyn (and that is the correct spelling on this form) to fourth, with Mike Gardiner adapting to Superkarts extremely well in fifth. Hines and Price were having a rare old battle at the front and for laps nine and ten the Lancashire Lad had the edge. Martin however is not one to play second fiddle and at the end of eleven laps he was back in front with Price right in tow. Kerkhoven was still holding a somewhat lonely third with Carollyn some 10 seconds away.

The last lap was hectic for the lead pair. Down the straight, and Price pulled out of the tow and alongside. As Park Corner loomed, neither would give and contact was made. Price emerged to lead through the gooseneck, and on to Mansfield, the last corner. Possibly due to his distant 100 cc background, he opted for the tight, inside lane approach, but hadn't allowed for the amount of room left on the outside. As the hairpin crowd scurried for a view of the finish line, Hines threw the Hermetite Zip around the outside to hit the line first for the closest of wins ...

The new Superkart names had certainly performed very well and served due warning to the recognised front runners. By the time this is read, Snetterton will be history and with more of the regulars expected, there will probably be a different story again! ...

1st	Martin Hines	Hermetite Zip/Rotax
2nd	Derek Price	WKC Zip/Rotax
3rd	Rob Kerkhoven	RKR Zip/Rotax
4th	Carollyn Grant-Sale	Hermetite Zip/Rotax
5th	Mike Gardiner	Zip/Yamaha
Fastest Lap		
Derek Price 1m.3.4s. (85.17 mph)		





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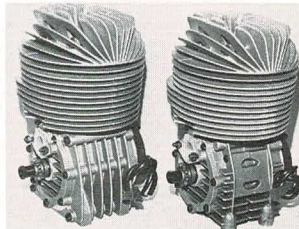


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(All factory made and assembled)



**GOOD RELIABLE AGENTS REQUIRED FOR GILLARD KARTING EQUIPMENT IN MOST PARTS OF THE COUNTRY.**



The beginning of the season proper – at least 100cc and 135cc-wise – is now only days away, with the Green Man, K&S, and SAM Championships all kicking off on Easter Sunday, at different ends of the country. It's quite difficult deciding which to head for, with 3 Sisters providing our first major 135 race, and Clay Pigeon the first big test for our leading National drivers on sticky rubber. What a shame one couldn't have been scheduled for Easter Monday – though that would have interfered with my annual Thruxton F2 outing! ...

Unfortunately, one or two faces will be missing from the 135 grid at 3 Sisters – and for widely varying reasons. As it clashes with the opening European 135 GP at Le Mans, a few readers will be trotting off to France – Fullerton, Alcorn, Brown, Wright and Leach, to the best of my knowledge. That still leaves a pretty full complement of our leading ex 100 International front runners, but it will be nice to see an even fuller grid at the second round.

Two of our 1981 World Championship squad will also be missing, and are likely to remain so for the season. Following the change of hands of the FRED empire, Paul Jackson has branched out on his own, and like many before him is finding the time involved in getting the show off the ground more than keeps him busy. His services for preparation of engines are in demand, although Paul does still hope to sort out a drive that will allow him a few 135 races through the year.

The second team member missing will be Martin Homewood, whose consistent, persistent approach reaped top British finisher at the last World Championship. That however, was about the only highlight in an otherwise frustrating year for Martin in 1981. Despite earning a positive A+ for effort in testing, it never really came together.

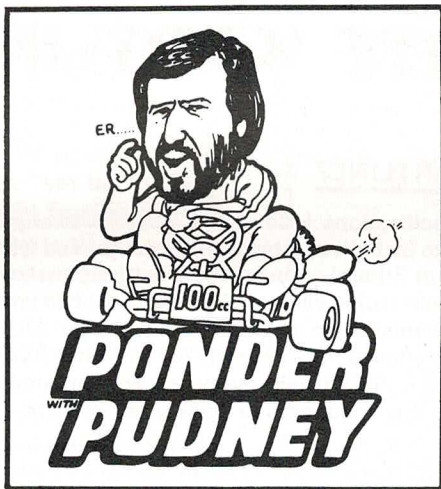
Martin's last race was the opening 135 race of 1982 at Rye in January. His frustration could almost be seen as his well turned out machine just could not match the pace of the otherwise sparse field. It really came as no surprise to hear that he subsequently decided to give 1982 a miss. He's not retiring – just "taking stock". A long unfinished extension to his house is going to get it's overdue finish. ...

The whole Homewood family are hooked into karting, and are always there to support Martin, so there is probably more than one person going to start getting itchy feet on Sunday afternoons. Anyhow, his absence will I feel sure be temporary, and one of the most popular of our International drivers is bound to be back in force to begin the 1983 season.

Another ex International whose expanding business is keeping him off the circuits is young Dave Evans. I say young, because it doesn't seem that long ago that Dave was a flyweight ex-Junior who couldn't lift his heavily leaded kart to restart it! His apprenticeship at Hewlands obviously paid off, because after Hewland's scaled down their active racing team, Dave's departure and subsequent self-operated tuning business has done well. He currently has a good

list of customers whose engines, mainly Hewland of course, are in his care, including leading Junior Steve Brogan.

Evans Racing Engines has just shifted from a share in Nigel Smith's workshop space to newer, larger premises, where he hopes to move into the sphere of full kart race preparation.



Needless to say, Dave and Father, Alan, have discovered the fact that time spent on one's own equipment is time not spent on customers' – and so we won't be seeing Dave on the circuits for a bit yet. However, ERE are hoping to run their own "ERE-backed" driver in 100 National – where the real bulk of the 100cc karting market is – and although it is not finalised at the moment, it seems that the talented Gary Foster-Jones may well be the man, using ERE Lane/Hewland equipment. Having seen one or two of his fiery efforts from the back last year, this backing could make him a decidedly likely K&S series dark horse – worth a bob or two "on the nose" ...

And what of Mickey? With TKM running just Alan Gates (International) and Ian Ross-Johnson (National) this year, one of karting's legendary names looks like dropping from sight. He certainly hasn't been seen around the circuits, and unless the departure of Martin Homewood provides a spot at Sprints, we may have seen the last of Mickey Allen in a kart. It's such a shame that he couldn't end on a "high" season – such as '79 and '80 were. ...

It's always sad when one or two regular faces drop out of the racing scene – makes you realise just how time marches on – but inevitably there are new faces coming forward to challenge the establishment, and the current price war on 135 engines is bound to stimulate a few more late additions to the Green Man grid. ...

*Martin Homewood (88) – best UK finisher at Parma. Taking a break, but he'll be back! ...*

It was only a handful of years back that the mighty Parilla literally dominated the 100 National classes, being used by virtually the whole field at Championship events. However, competitors preparing for the forthcoming K&S series are faced with an unprecedented choice of motive power – all of which have proven competitive recently.

After the early inroads made by DAP, the arrival of competitive British horsepower with Hewland and TKM, the Sirio, and the re-vamped Komet, there are now two more makes on the tracks bidding for potential custom. The Yamaha, which first appeared seriously at the 1980 World Championships, is being actively pushed by both Simon Wright, and Mark Barnard of Redhill – both with good records as engine tuners. The PCR made it's first serious appearance in Britain last year in the hands of Terry Fullerton, and then 100 National protege Graham Waldron. With Zips now importing them, and a veritable network of dealers handling them, a fair number are sure to appear on Championship grids.

My addition makes that 8 different makes of engine – all highly competitive in one way or another, which makes the motor market as competitive as the chassis one. ...

We've decided, following the suggestion of one of my K&S co-writers, to instigate a new Annual Award – right here at K&S. It's called The Slag Award, and will be won by the K&S writer who gets the most serious personal "slagging" in the pages of other elements of the karting press!

I mention this, because I am informed by the Editor that comments made in the most recent issue of another mag put me into a handy points lead at this early end of the season. You never know, I could be in the unique position of winning a karting trophy without ever lowering my posterior into a fibreglass seat!



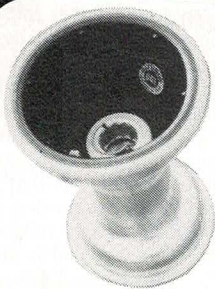
*...AND NOW A BIG HAND PLEASE FOR JOHN PUDDING-WINNER OF 'MOST MISUNDERSTOOD, ABUSED JOURNALIST OF THE YEAR AWARD'!*

It is of course a deep honour that a journalistic rival of such stature should be such an obvious fan and in-depth reader of K&S, and in particular my articles. We've "arrived". ... I fear however that I must bow to an unsurpassed talent portrayed by this same fan, and that is the stunning ability to put together a series of unrelated facts in such a way as to convey a totally misleading impression. A talent like that is wasted in karting – the "Dallas" scriptwriters would snap it up. ...

John Pudney







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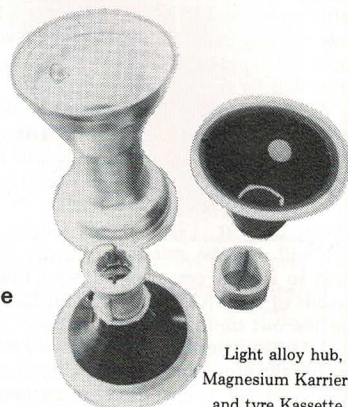
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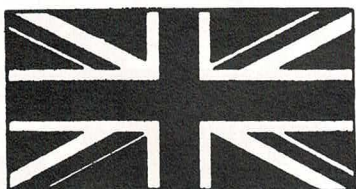
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 Jamie Beasley: **1st**, Junior Britain, Clay Pigeon 14th March  
 Peter Rochford: **1st**, 100 Britain, Clay Pigeon 14th March  
 Martin Prior: **1st**, Junior National, Tilbury 14th March  
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# The Set-Up...

So you're not sure your chassis is handling as well as it used to – it's unpredictable to drive, or pulls to one side? Maybe it's not "set up" as well as it should be. Two identical frames can give totally different results if set up well – or badly. We take a look at the basics that go into a well prepared kart chassis.

Fortunately the average kart chassis – even the slightly more complex Superkart or adjustable steering geometry models – is much easier to set up than a competition car, where suspension and even more wheel angle adjustments make for a complete job. However, the use of a few simple checks can ensure that your kart chassis gives of its best, without any peculiar handling characteristics hindering your depths of driving talent!

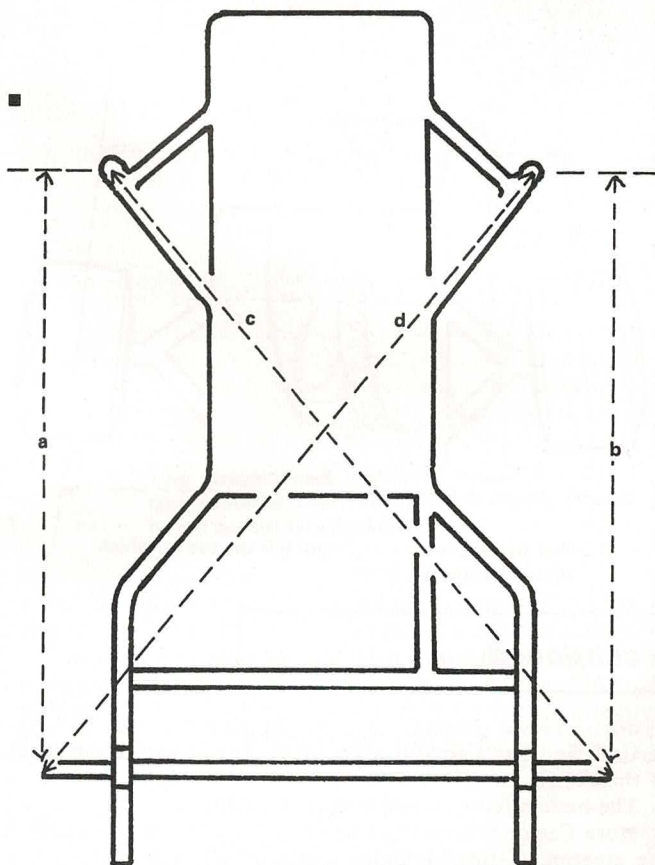
Perhaps the key phrase to work to is that "all things must be equal". This applies to lengths, angles, diameters and circumferences on one side of the chassis when compared to the other – and involves such technical sounding things as castor, camber, kingpin inclination, axle protrusion, tyre diameter, wheelbase, and so on, all of which will shortly become clear...

Obviously a brand new chassis should be straight and true, but after a few meetings' running, or a surprisingly small knock, small discrepancies can creep in, and the occasional check can reveal adjustments to be made. An accurate tape measure is the ideal tool for "on-track" emergency checks, while for the workshop, a perfectly straight rod or bar of some 3 feet in length, an adjustable set square, and a spirit level will enable you to maintain your kart in shape. A flat surface – either table top or floor – is also helpful.

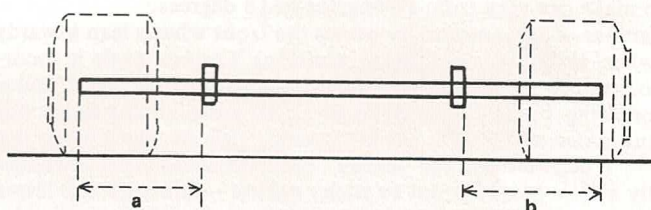
Let's now look at some of the individual important dimensions and checks. The chassis must first and foremost be *square*. This is best checked with the rear axle still fitted. Firstly check that the rear axle protrudes exactly the same distance outside the outside rail on both sides, and if not, undo the bearing set screws and move the axle until it is correctly located (see diagram). Now measure the distance back from the centre of each front wheel kingpin to the back axle – keeping the tape at right angles to the axle. This should be the same on both sides. Next, check the diagonal measurement from each front kingpin, across to the tip of the rear axle on the *other* side. Again, both should be equal (see diagram).

If these measurements are as they should be, the chassis is square. If not, the chassis will be "crabbing" to some extent and it will pay to find the cause. In some cases, a small discrepancy can be due to the axle itself being fitted slightly out of square – check this. This itself can also be a simple D.I.Y. cure for small discrepancies – slight slotting forwards or backwards of bearing hanger holes can overcome slight out of squareness. Larger differences probably involve either re-jigging by the manufacturer, or in the worst cases, replacement.

Whilst on this initial topic, it is worth mentioning that whilst perfection is desirable, it is rarely achieved, and so when we talk of the measurements above being *equal*, measurements up to within 2mm of each other are fairly acceptable for normal use, although top line competitors will always strive for the best possible result.



Chassis Squareness (above): The chassis is square if length  $a =$  length  $b$  and length  $c =$  length  $d$ .



Before checking chassis squareness, axle protrusion must be checked. Length  $a =$  length  $b$ .

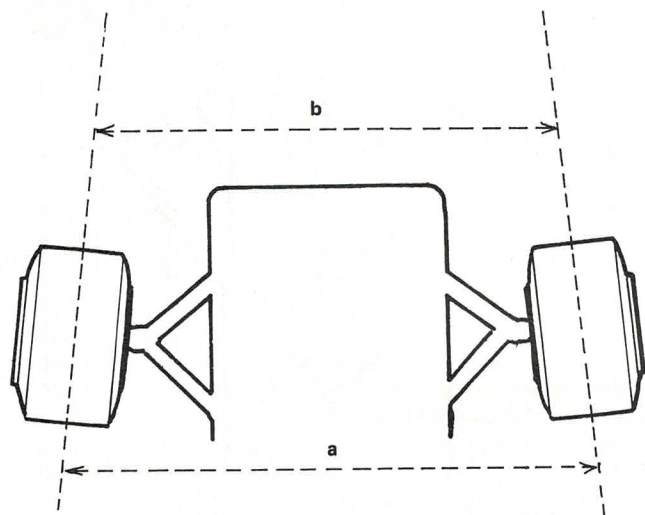
We move now to the other most critical area of chassis set up – the steering geometry. Before continuing, it is worth noting that the checks that follow should be made before any adjustment is made for "squareness" as discussed on the previous section – errors in some steering angles can give false readings in squareness measurement, and so should be looked at before any action is taken.

Checking steering geometry involves two stages: 1) Purely checking that angles on the left side and right side are equal. Any slight knock is highly unlikely to damage both sides of a chassis, and so a simple check that both sides are still the same is generally sufficient. 2) For those who wish to get more involved, or those whose chassis feature some form of adjustable steering, the next step is to actually measure the various angles, and either correct or alter them if necessary.

Firstly some simple, but important definitions:

**Toe In** – With the front wheels in the straight ahead position, the extra distance between the centrelines of the two tyres at the back, as opposed to the front, is the "toe-in" (see diagram). As a rule, most people set this as between 0 and 1mm. ▶





Toe In: length a minus length b is the toe in, which should be approx. 1mm.

**continued . . .**

**Castor** — This is the angle that the kingpins lean back from the vertical, and has a great bearing on the handling characteristics of the chassis.

The basic effects of castor are as follows:

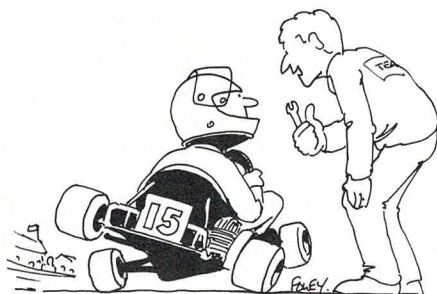
More Castor = more “lifting effect” on the inside wheel as the steering is turned, more apparent grip on the front in relation to the rear, and increased front tyre wear.

Less Castor = less “lifting” effect, less grip and likely understeer, but less tyre wear and lighter steering.

Manufacturers have over their varying years of experience settled upon their own compromise setting, which from make to make can vary from 10 degrees to 18 degrees.

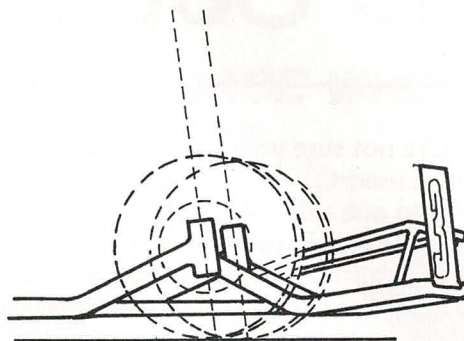
**Camber** — The amount by which the front wheels lean inwards (when in the straight ahead position). Camber angle is incorporated to give the best wear pattern across the tread under cornering loads. Obviously this is the same as the angle the stub axles make with the horizontal. This seems to be in the 0 – 1 degree range for “sticky” tired machines, and occasionally a little more for not so sticky rubber — although this latter theory is diminishing these days.

**Kingpin Inclination** — The angle of lean (inwards) of the kingpins. This can vary greatly from make to make — some consider it important, while others don't. Its main advantages are given to be a reduction in the steering “weight” due to castor, and a contribution towards the self-centering effect.



I THINK WE'VE GOT A SLIGHT CHASSIS MIS-ALIGNMENT - TRY LEANING OUT A BIT MORE ON THE CORNERS.

Checking that castor and kingpin inclination are at least equal on both sides can be done quickly and easily using two straight rods — the same diameter as the kingpins — but 12” – 18” in length. Remove the stub axles and insert the rods in place of the kingpins. Rest your other straight bar across the top of the



Castor: the “lean back” angle of the kingpins.

kingpin supports and touching the kingpin “rods”. The kingpin inclination angle can thus be quickly compared, using at worst a piece of wire bent to fit one side's angle, while viewing from the side will confirm equal castor angles if the two rods appear parallel.

When viewed from the front, your straight cross bar, resting on the kingpin supports, should be parallel to the back axle — if not, the chassis is twisted.

Unless a stub axle has been damaged, correct kingpin inclination implies correct camber angle. However it is just as well to check the angle of the stub axle (when fitted and in the straight ahead position) against your straight cross bar. Again both sides should be equal.

Actual measurement of these angles is slightly more involved and for the general competitor is not especially necessary. However, for those who like to know, or those who have an “adjustable” chassis, the simplest procedure is as follows:

A flat surface to sit the chassis on is necessary — either a smooth workshop floor or table top will do. Sit the kart, with all wheels on, on the surface and find some suitable blocks or sheets of material to sit under the front axle so that the kart will remain at the same height when the front wheels are removed. Remove the front wheels. By replacing the kingpins with your two rods, all the various angles can now be measured against the flat surface, using an adjustable set square.

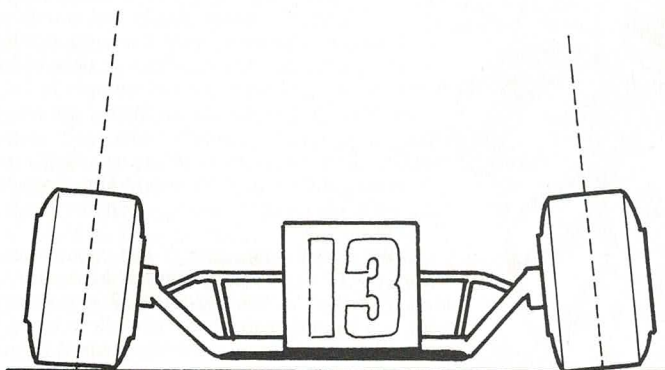
One or two often overlooked points are worth stressing:

- 1) Tyres often vary slightly in diameter when blown up on wheels. Two differing rear tyre sizes will give false angle measurements as it will tilt the kart over slightly. If you do not have two rears of equal size — measure around the circumference of the tyre with a tightly stretched tape — inflate or deflate one until you do. N.B. If at equal pressure your tyre sizes are different, race with the larger one on the outside if possible.
- 2) Different diameter pairs of rear tyres (especially for example the difference between 7.1 x 11 and 7.5 x 11.5 tyres as used on 250's) raise or lower the rear of the kart and thus lessen or increase the castor angle respectively.

Rectification of most of the above chassis alignment faults is best left in the hands of the manufacturer or someone with some experience in repairing chassis.

Fortunately, however, the most common fault — a twisted chassis — can be satisfactorily fixed, even at the circuit. Most knocks a kart chassis takes results in one of the front sides being slightly raised or lowered compared with the other. This is easily picked, as the kart will tend to veer off to one side if the driver's grip on the steering is relaxed, rather than run in a straight line.





Camber: the "lean inwards" of the front wheels.

Sit the kart on a flat surface, and with the driver seated in it (his weight has a significant effect) get someone to "lift" each front wheel in turn until it just begins to leave the ground — one will undoubtedly feel lighter than the other. This lighter side is obviously higher in relation to the kart than the other, and the chassis will need to be twisted back the other way. Raise the front of the kart some 18" or so off the ground and keep it there by some solid support *under the kingpin support on the "heavy" side*. With one or two "heavies" weighing down the rear wheel on that side, you can stand on the opposing kingpin support area, and by bouncing your weight up and down, twist the frame back to somewhere near straight. Depending upon the materials of which the frame is made this may take varying amounts of effort! Keep at it until the "weights" of each front wheel feel even. (The human error element can be removed by using a spring balance held in the hand to lift each side).

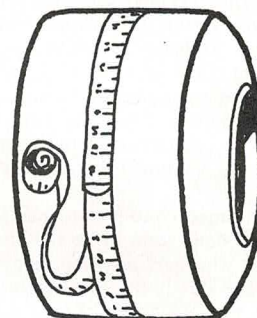
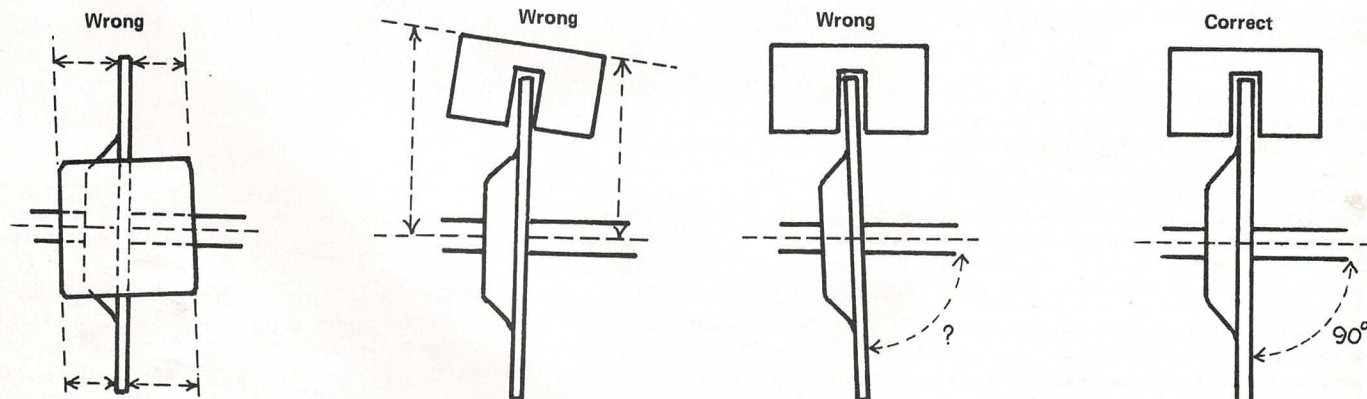
There are obviously more elegant methods which can be employed — in the factory or workshops — but this fairly basic method can often save the day at a race meeting! ...

To return to the workshop, where the now straight chassis is being assembled, what other points are worth noting in the interests of ease of driving and improved performance?

Chassis attachments — such as bumpers — which may well have been twisted, should be re-shaped so that they sit perfectly in place before any bolts are fitted. Any need to pull something into place before a bolt will fit merely transfers that load to the chassis and leaves it unbalanced.

Brake calipers should tighten up on their mounts in a position perfectly square on the disc. Any discrepancy can

## Disc and Brake Caliper Alignment:



Tyre circumference should be measured using a tape stretched tightly around the middle of the tyre at normal tyre pressure.

often be adjusted with thin shims or washers behind the caliper, or if possible by realigning the mounts themselves.

One hardly needs to add that the engine must, when mounted, present its drive sprocket perfectly parallel to the chassis and chain, with the axle sprocket aligned perfectly as well.



All these facets go to make up the well prepared kart. Often even new chassis can be improved, as careful assembly can improve tolerances due to sheer numbers of production. Assembly of a chassis correctly is a very time-consuming business, but well worth the effort. Have a close look at the equipment being used by your local winners — ten to one it scores high marks on most of the items discussed above ...

C.L.



AK Racing the Dino Kart importers are no more. They went into liquidation last month, putting tuner Alan Rodgers, I am sure only temporarily, out of work, and leaving Paul Elmore without a drive, robbing the sport of one of the most immaculately prepared karts to be seen at the circuits last year, and also losing the one Yamaha powered entry that consistently got in amongst, and sometimes in front of, the Rotaxes. I hope that Elmore will emerge again, most probably in something from the direction of TVM and Ben Godfrey, which would therefore most probably be also a Yamaha. TVM, I believe being the largest Yamaha dealers in the country, it would seem unlikely that he would venture forth in anything else.

It may be an ill-timed comment to make, but the Dino agency does seem to be the kiss of death to anyone who gets involved, and I cannot really see why! Firstly the Tony Smith/Stan Harvey tie up went to the wall with the withdrawal of Gola sponsorship, then the Stan Harvey/Bassett Racing partnership ceased when Stan Harvey did a disappearing act, and left Mr Bassett holding the baby. The initial Tony Smith tie up with Kyriakides (the proprietors of AK Racing) lasted three or four months, and ended after their abortive trip to Daytona with the very attractive looking double Honda engined machines when Kyriakides started AK Racing and seemed financially stable. They folded after presumbably totting up what a season's racing had cost them ... Curious, but I don't think that though the Dino was the common denominator it is anything more than a coincidence. We shall no doubt hear more of the Dino, as Tony Smith is still importing a few and there are rumblings of a centre mount Dino 250 with a difference – quite a significant difference as it happens...

Whilst on the subject of the "unsinkable" Tony Smith, he is, in conjunction with WPT (Wisbech Power Transmissions) who now make quite a few chassis components for the kart trade, importing the American Burris tyre. Burris are a company from Santa Ana in the sunshine state of California who have been involved in karting for some time, specialising in kart pistons and also carburettors. I remember seeing some Burris tyres out there some two years ago, though not of the type that they are now making, which should be of interest to the fast circuit brigade – rear tyres are for a 6" diameter rim with a 12" tyre height giving a relatively low profile tyre. Rob Kerkhoven tried some in testing before the Cadwell meeting, but decided against using them for racing on a damp track, as he felt that if he flew off into the weeds, both he and onlookers would be bound to put it down to the tyres! Other than that, he seemed to feel they showed promise. Premature opinion probably, but some people, without I hasten to add having tried them, reckon that a tyre that works in the Californian climate wouldn't be much good in the UK, to which the importer retorts that "they were okay at a damp Daytona in December". We will watch. Time will tell ...

A month or two ago Richard Wallis changed the name of his business from Burgess Racing to Richard Wallis Racing, partly to overcome any undesirable confusion that name might give. The original name of Burgess came from a certain Peter Burgess, with whom he first went into partnership when Burgess Racing was started. To the newcomers to karting I would like to relate to you the sort of man Peter Burgess was.

In the late sixties and early seventies he can only be described as the nearest thing to a "cult figure" that karting has ever thrown up. He lived and breathed for racing, whilst at the



same time having a healthy interest in other activities – he was amongst other things a fine horseman and loved music. When things were right on a fast circuit, Peter, his Bultaco, and Burgess Special kart were quite untouchable – he simply disappeared into the distance and the race became a battle for second place for the mere mortals. His engine performance was strongly influenced by Barry Sheene's father Frank, both of whom he was a close friend of. Those were the days when Barry Sheene was a somewhat under-age 125 cc rising star in motorcycles, but already making people sit up and take notice ...

Peter was a very intelligent and inventive engineer who was a workshop foreman for British Railways, and probably contributed more to BR's financial plight than any other single man! He had 12 men under him in the BR maintenance workshop who were virtually full time behind the Burgess karting enterprise! His kart was always a delight to the eye and was solely built for fast circuits. He was admired and indeed almost loved by his fellow drivers. "Hairy Pieri", as he was called because of his "Viva Zapata" moustache, was widely emulated and half the Paddock at any meeting was full of "Viva Zapata's" sported by the more fashion conscious drivers! Most racers who find themselves in a class of their own generate sour grapes, and even become the object of genuine dislike. "Hairy Pieri", after being involved in a very unfortunate road accident when he fell asleep at the wheel of a friend's racing motorcycle transporter, had lost his driving licence for a long period as a result of the fatality caused by the accident. This meant that he

"Hairy Pieri" at speed ...



should not have had a competition licence. Only a few close friends knew of this, and such was his friendship valued that no one ever blew the whistle on him – his sad secret was safe.

There was only one driver he never got on with and that was Derek Blunt, who was once unwise enough to try and hold onto the Burgess slipstream at an early Thruxton meeting. Peter explained after his victory that he just couldn't shake off the nasty B——, so in desperation half way along the long Thruxton back straight with Blunt half an inch from his rear bumper he hit the middle pedal with all his might, grinning from ear to ear. "I never saw him again after that!" ... This wasn't really characteristic of the otherwise gentle-mannered Peter, but showed that even he sprouted horns when the needs dictated.

Other than a long string of fast circuit wins (he rarely came second) he either blew up or won. He did win the Snetterton 9 hours one year – I cannot remember with whom he co-drove though. Anyone remember? Apart from the unusual nature of his lay down kart, he succeeded in sorting out a triple Christensen carb set up with the third carb opening after the other two. He also for a while ran a limited slip Mini Cooper differential ...

The last I heard of Peter was that he had gone to live in Denmark, the result of an amorously fruitful trip to a kart meeting there! Which reminds me of another aspect of the Burgess man. If one wanted to go karting to either Denmark or Sweden it was normal to all travel with the official team, so to speak, at an all-in charge – hotel etc. Resourceful Peter led his own little party, as he discovered it was quite possible to do exactly the same trip and stay at a decent hotel for two-thirds of the official trip rate! This didn't go down too well with official trip organisers, and Burgess and Co. were not invited to the various functions, which was pretty stupid as he was after all one of the Star visitors. Quite a unique guy – one of the best.

Unfortunately rather as a last minute fill-in for a cancelled horse race meeting, the long awaited BBC television Donington meeting in October of last year was at last screened on March 13th. Only one of the races was shown, the race which Owen Jones would probably have won but for being badly baulked by a backmarker on the last lap. The race was nevertheless brilliantly won by John Ball.

General opinion would suggest that this was probably the best 250 race yet to find its way into our living rooms. The camera-work following the battle between the first four was certainly better to watch than the earlier Donington meeting, and would seem to prove that putting the best men at the front of the starting grid rather than at the back, as at the earlier meeting, provides a far better and more



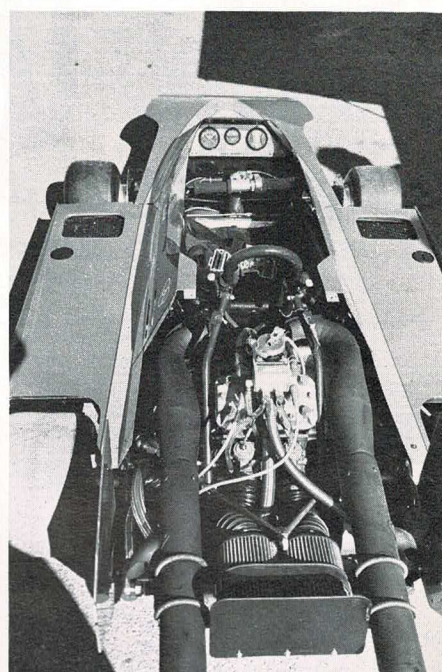
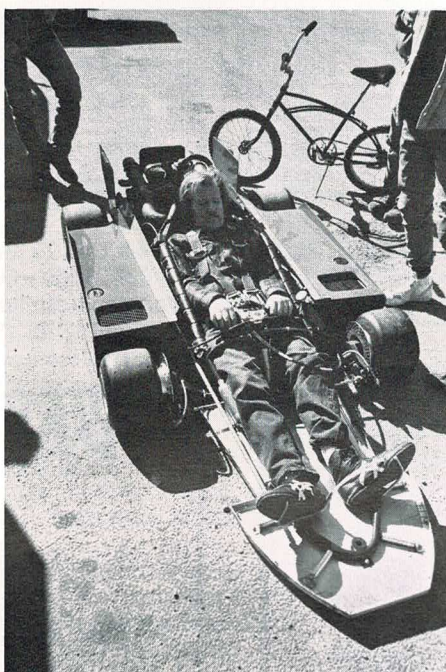
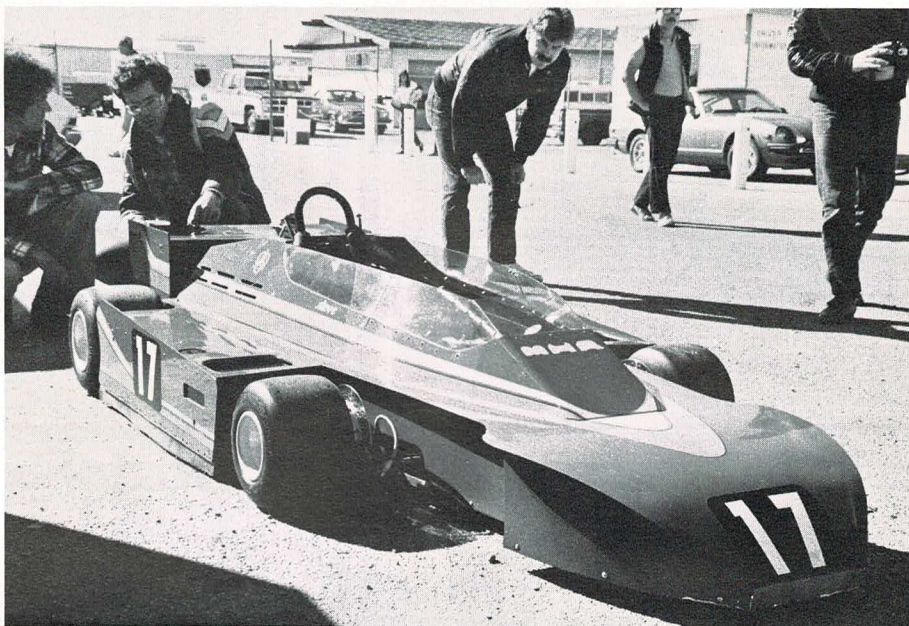
exciting spectacle for both the initiated and uninitiated viewer. One amendment I would make though is that rather than watch the somewhat uninteresting rolling lap before the start, there might be just a few brief personal interviews to introduce the faces of those taking part. If the layman identifies an individual or two, it gives them something to follow in the race. And it doesn't have to be just Martin Hines — there are plenty of other ugly mugs about as well! ...

Nigel Smith will in future be in a Waddon backed and prepared Rotax. When he was made the offer after the Cadwell meeting, he did the gentlemanly thing and informed Roy Wooldridge who last year tended his motor, and said he would like to give them a try, but at the same time keep his options open with the Isleworth concern. This idea didn't impress the 125 Champion Wooldridge too much, and the agreement he had made with Nigel has now been offered to, and accepted by, Reg Gange. The motor Reg will be using is one of the few new Rotaxes with "1982" cast on the outside of the barrels, though Roy tells me that inside they don't look much different from last year as far as the porting is concerned. One of the main attractions to Nigel Smith was the fact that Waddons have dynamometer facilities, and also have the expertise of a certain Dr Joe Ehrlich who has been involved with two strokes since the mid '50's when he built the De Havilland sponsored 125 cc EMC racers.

The centre mount engine trend would seem to have progressed more in America than it has on this side of the pond! Soon after mention of the Nigel Smith — no longer sideways — creation, and talk of one or two other developments, the editorial office received some stimulating — no, mind blowing — pictures of a kart — well sort of — from a certain Steve Miller from Santa Clara on the outskirts of San Francisco. The photographs were accompanied by only scant details of the racer. Clearly the overall length of the "beastie" exceeds our maximum dimensions — a "guesstimation" would give a front-to-back of getting on for 9 feet.

The engine is mounted backwards, and utilises a jack shaft to take the drive to the axle. Our esteemed immigrant Editor assumed the engine to be a Yamaha. So it may be, but the cylinder head certainly isn't a Yamaha type that I am familiar with. The Yanks do however make barrels, and presumably heads as well, with six transfers etc. for the 'G' type Yamaha, so it may be a bastardised Yamaha.

It is one of those creations that makes one feel "I wish I had made that", and I cannot praise it much higher than that, other than to



say it is karting as only the Yanks could do it, and going off at a tangent in such a way as to remove it from the mere mortal punter who comprises the majority of our 250 men. I am not sure what I think about being strapped into a kart of such obvious performance, with your feet being the first to arrive at the scene of the

Steve Miller's creation (Pix: "Karter News")

accident, and your body strapped to the metal so that you will stay with the accident 'till the dust settles — you are a better man than me Steve Miller! ...

Chris Merlin



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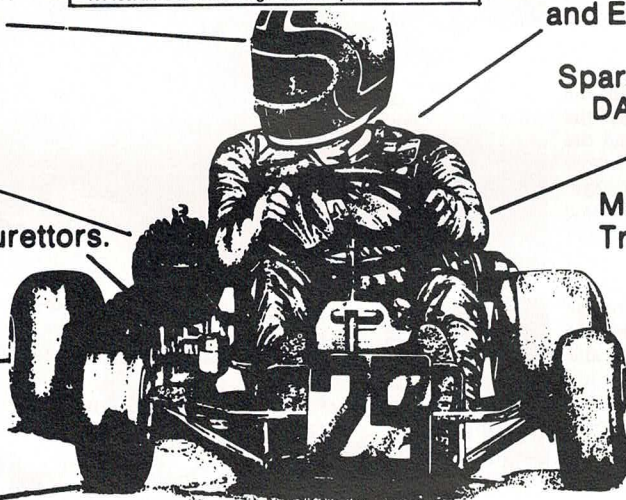
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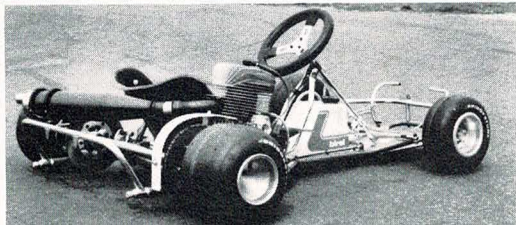


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# Slides

It was in 1979 that the slide carburettor theme, as manufactured by Swiss Engineer Aebi, burst into 100cc karting. Since then, the use of slide carburettors has become universal, on both 100cc and now 135cc International engines. British manufacturers and tuners were soon onto the trail, the first being Mark Barnard of Redhill Racing with something very much along the Ibea lines. Others followed and, most recently, 100 National stalwart Peter Elliot has begun to turn out "slides" with interesting adjustability features. We look at these two elements of the slide carburettor range.

The Redhill slide carburettor has been on the market for a couple of years and in that time a considerable number have been sold. As one expects from Redhill products, the carburettor is solidly engineered — substantiated by the fact that virtually no spare parts have been sold since production began.

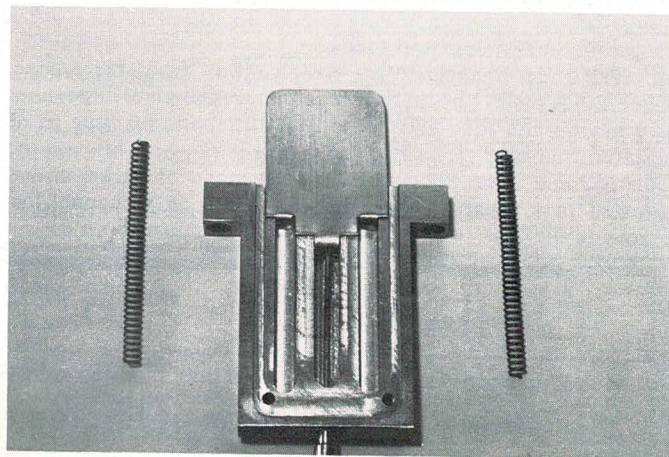
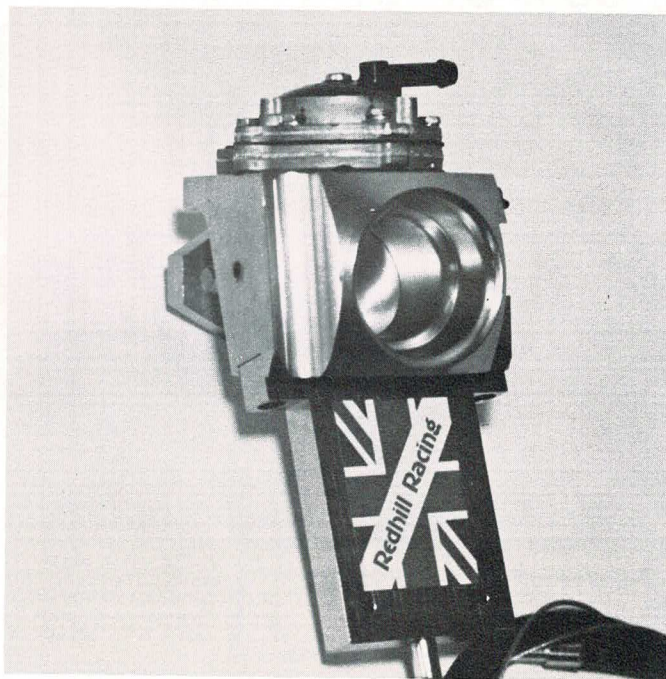
The main body of the carburettor is machined from solid, and with the addition of larger bores for the 135cc models, now offer no less than 12 different size variations — 24, 24.5, 25, 25.5, 26, 27, 30, 31, 32, 33, 34 and 35 millimetre inlet diameters.

The brass slide, with a dual return spring system, is contained within a separate slide container, which bolts to the underside of the main body. The slide assembly is angled outwards from the carburettor body, clearance of the 100cc/135cc sprocket and chain assembly being the main necessity. Mark Barnard is of the opinion that the angle of the slide makes no noticeable difference to performance.

A relatively new addition to the slide carburettor market, Peter Elliot's carburettor, under the E.E.S. trademark, incorporates several different and new features.

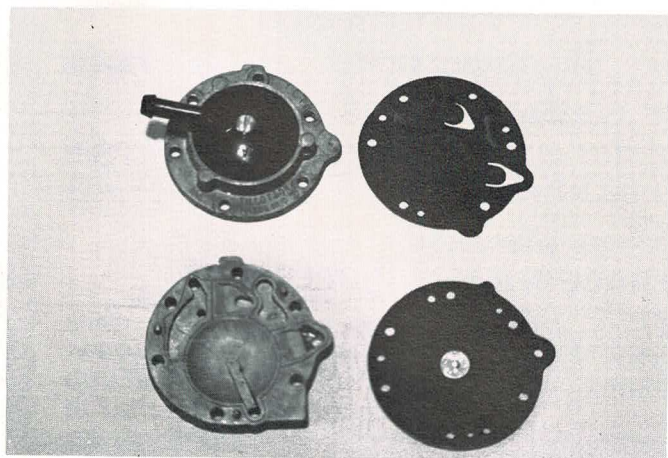
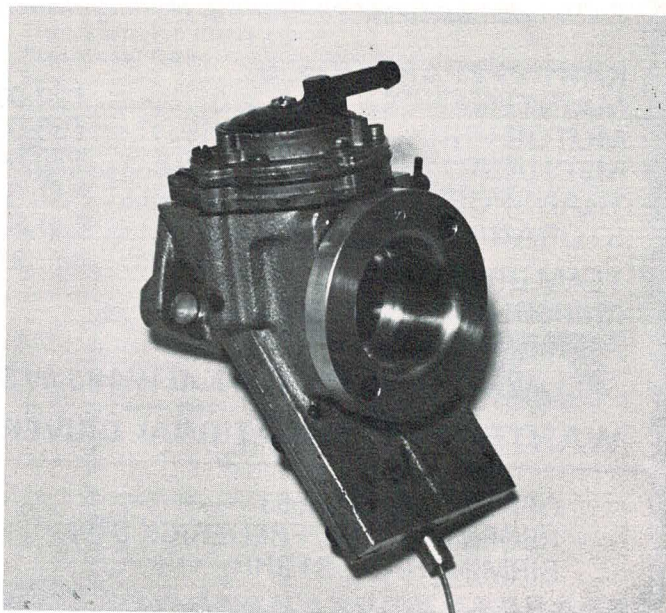
The flange and underside of the slide container are one sand casting, with the top of the slide and business part of the carb body another composite casting. Flipping off a drive chain does not therefore destroy a good carburettor — the bottom flange/slide casting is merely replaced.

The main concept of the initial design involved interchangeable bellmouth/venturi assemblies of varying diameter. These are a good press fit, each incorporates its own dump tube assembly, and each is retained by two cap screws. The first 135cc carburettor had an inlet diameter of 34mm at the flange. This was subsequently felt too large and was reduced to 30mm — now the plan is to make this a variable diameter as

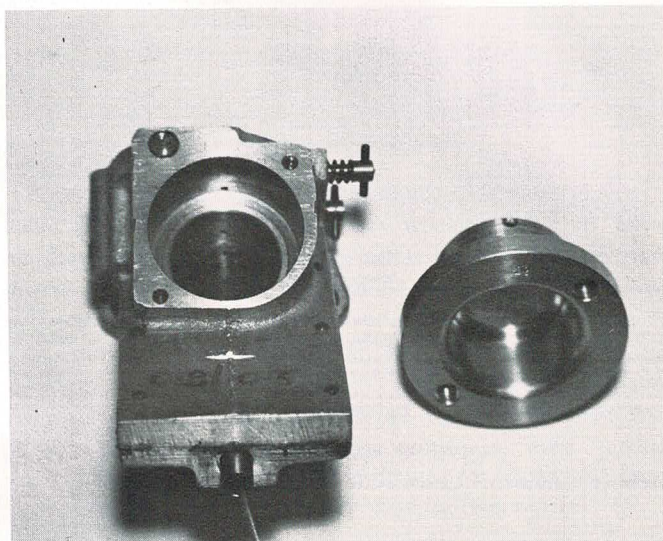
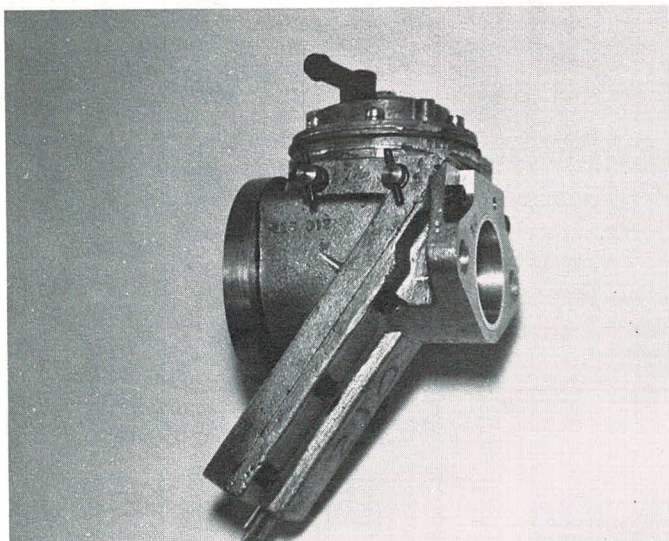


Top: The Redhill slide carburettor, and (above) the brass slide and machined casing. Dual springs are used.

Below: The EES slide carburettor. Left: The standard Tillotson pump/diaphragm is common to both carburettors.







**continued . . .**

well. The obvious cost advantage is that one carburettor and a few relatively low cost inserts avoids the necessity to stock a range of complete carburettors.

The slide is angled very steeply away from the engine. Peter Elliot maintains that short induction length is important, and angling the slide allows the fuel outlets/dump tube to be situated that much closer to the engine itself – in this case the gain is some 5mm. The slide itself is made of tufnel and is screwed to a square section guide, running in a channel machined in the case.

*Left: Underside of the EES, illustrating the two separate castings which make up the body/slide assembly. Right: interchangeable bellmouth/venturi assembly is removed in a few seconds.*

The pump section is the obligatory Tillotson unit, transferred in whole from the standard butterfly unit. Some of the 135cc Aebi carburettors have incorporated the larger Mikuni pump system, with it's correspondingly greater fuel flow, and this is being investigated as an alternative.

International driver Paul Jackson has done most of the circuit testing, and is acting as sole distributor for the EES slide carbs.

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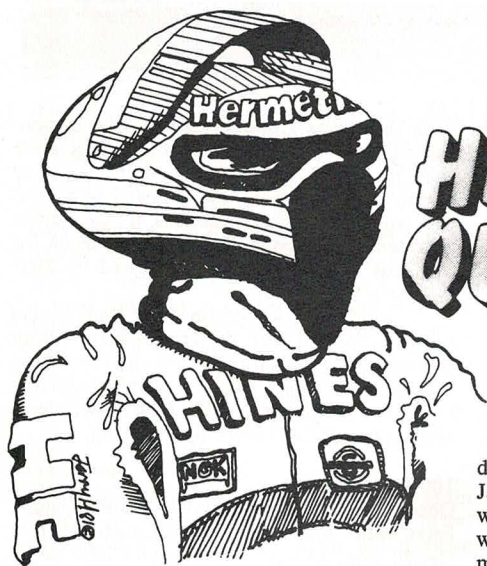
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**\* 100 NATIONAL MOTIV PIPE WINS FIRST TIME OUT!**

**\* CHRIS STONEY WINS 250 NAT. CADWELL FIRST TIME OUT!**





The '82 season certainly arrived with a bang – in my case it was in the shape of the yellow Stocksigns Zip of Nigel Smith up my rear bumper at the first corner of the Cadwell final! Ian Blair's quick shutter reflexes (see picture) seem quicker than Nigel's on the brakes! ... Having spent a fair amount of money on his brakes, it seems an awful shame not to use them.

However, it all worked out okay in the end for me, although Derek Price certainly opened a few eyes – not least of all mine! – by driving an excellent race. He looks set to be an instant threat to the established front runners.

Cadwell was, as usual, one of those meetings where there were as many drivers wandering around the pits as on the track – most deciding what way to go for '82, or with their current equipment not yet ready. Karting is a bug – racing or not, most people were there. Proof of this is Reg Gange Senior, who once again has dragged his good old (black of course) leathers out, and has decided to have a go again. Reg Senior is certainly not to be underestimated, and will be campaigning a Zip GP/Rotax in the 125 class. First time out will be the Martyn Merritt Memorial Meeting at Snetterton – over by the time you read this. He has, I hasten to add, purchased a new Bell helmet, and there are even some wild rumours that he is actually going to have some bright coloured leathers made! ...

I was recently invited to a CIK meeting in Paris at which future regulations for Intercontinental 'E' (i.e. Superkarts) were discussed. It is most reassuring to see that Mr. Buser and the CIK are forging ahead with new enthusiasm in this most promotable area of karting, having realised the benefits it can bring to the sport as a whole.

As you will read elsewhere, most changes discussed were put down for introduction on January 1st 1983, but a couple were introduced with immediate effect – noticeably the new weight minimum of 195kg (all up) with a kart minimum alone of 120kg. Karts without bodywork (applicable in the main to short circuit) have a minimum all-up of 185kg and no kart weight. This was brought in on the grounds of safety, because the previous all-up weight of 175kg was felt to encourage unnecessary and dangerous lightening of chassis (a driver much over 9 stone was over-weight).

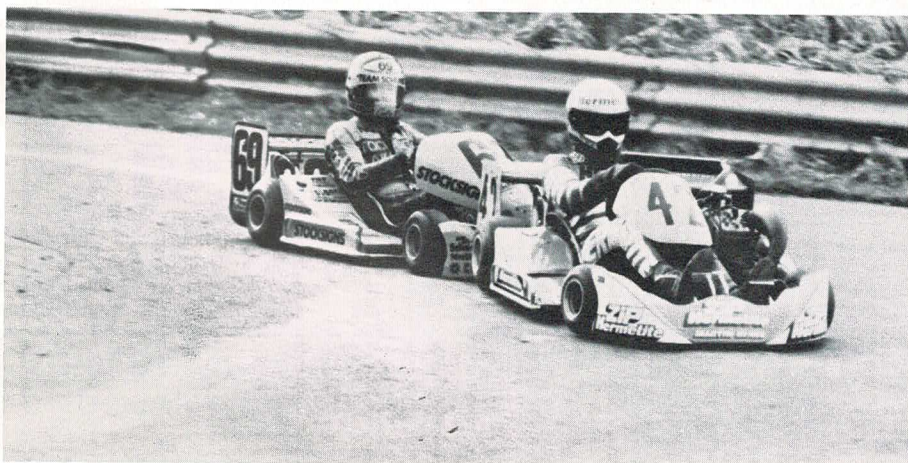
To give you some idea of the weight of current Superkarts, a normal Zip GP with Rotax 256, side tank, side pod, wing, front nose, radiator, 7.5 rear tyres, rpm gauge, temperature gauge and number plates weighs in at 119 kilos, without fuel on board. So the 120 kilo minimum is about spot on. The 195 kilo overall weight thus allows a driver of some 11 stone 4lbs, plus an allowance for weight of leathers, helmet etc. to be "on weight".

It will be interesting to see what difference this makes to the "little people" who will have to add weight. (Rumour has it that Nigel Smith's mechanic Ricardo is overcoming two problems at once – the weight, and regular replacement of nose cones – by fashioning a new nose out of steel plate! ...).

For anyone who is interested, a 125 Zip GP, as above but less wing, weighs in at 91 kilos.

The proposed CIK engine regs for next year are very tight – along 100cc lines – with virtually no deviation allowed from standard manufacturers components. Engines will be homologated and you must thus use original crankcases, cylinders, heads, con-rods etc., which will stop the fitting of different heads, cylinders etc., as some are trying to do at present. "Addition of material" i.e. stuffing of

*The subsidising of the fibreglass industry by the Stocksigns team continues as Nigel lifts the Hines machine off the ground at Cadwell's first corner! (Pic: I. Blair)*



crankcases, welding up and re-machining of heads etc., will also be out. All this is very much a form of protection for the privateer – apart from a bit of hand finishing on the motor, a "works" motor can thus be no different or better than anyone else's. The policy has worked well in 100cc CIK karting, and should help keep 250 settled as a class.

Other regulation changes bring the CIK regs very much into line with what we have been used to running in Britain – remember we now run to CIK regs at all meetings in 250 International. The other thing to remember is that some form of bead retention is obligatory in the U.K. as of 1st June – don't get caught out.

If there's one thing that I hate doing when we arrive at a circuit, it's putting up the awning on the coach, because to put this excellent awning up that I designed, you have to be 12 foot 8 inches tall and have 7 arms! ... Following the publicity last month in this magazine about the automatic roll-up awnings, we investigated them – great! All you do is throw a catch, pull, and away it goes.

Of course you have to pay that bit extra for this luxury – between £190 and £400 (for the top of the range job) – but you can always detach it from any vehicle you sell and screw it onto the next! There is a point to this sales waffle, because Zips will now be handling them and offering 10% discount to kart licence holders.

Back to the racing scene. The CIK have also confirmed that they want to run a European Grand Prix series in 1983 for Superkarts – up to 6 events – plus, yes, a World Championship. It's taken a long time, but '83 looks like being a big year.

The two French meetings scheduled for July look more definite – Creole, 4th July and Croix en Ternois, 11th July. Creole is right next to Charles de Gaulle Airport, and Croix en Ternois is just south west of Calais. Obviously, in 8 days you can do both meetings, with time for a few days holiday in between. All of which should make for an economical trip, especially as they are talking about £3,000 prizemoney per meeting. Full confirmation is expected shortly.

For those who may be interested in racing in Denmark or Sweden, there is a list of events available. However, unless any event is entered on the International calendar, we can't race at them. It is up to the organisers to do this – something of a formality which some have neglected in the past. Before planning any trip then, confirm with Robert Langford at the RAC that the event is on the calendar. To take your equipment abroad you then need an RAC or AA Carnet, for which you must allow 4 weeks to obtain. The Overseas Travel Department of either organisation will give you details. Late News: I've just had confirmation that Zolder, Zandvoort and Assen (Netherlands) events are on. Dates etc., to follow shortly.

The last minute showing on TV of the Donington race was certainly worth waiting for. It was without doubt the best karting ever seen on television, and must have done a lot towards raising Superkarts up the Sports Director's list.

By the way, in '83 we are having a name change – from Intercontinental 'E' to Formula 'E'. To hell with it – I'm still going to call it Superkarting! ...

*Martini*



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

## Rowrah

### CUMBRIA KART RACING CLUB DINNER DANCE

On Friday 5th February the Cumbria Kart Racing Club held its annual Dinner Dance and Trophy Presentation. It was held at the grand surroundings of the Crown and Mitre Hotel, Carlisle.

After a superb meal the prizes and trophies were presented by Club President Mr Harry Strachan and his charming wife Mrs Kathy Strachan, along with Club Chairman Bob Ballantyne.

And after a few speeches (drunken muttering) the winners were as follows:

#### Club Champions

250 International	Alan Tinnion
210 National	Alan Cheetham
125 National	Craig Dixon
100 National	Ian Williams
Junior National	Nicky Charnell
Junior Britain	Craig McWilliam
Senior Track Champion	Anthony Bar
Junior Track Champion	Craig McWilliam
Champion of Champions	Craig McWilliam
Tryers Trophy	George Greenwood
Drew Liddle 125 Trophy	Craig Dixon

I also thank these people (the unsung heroes) on behalf of the club, because without you our meetings would be impossible. Karen Dixon, Mr and Mrs Stoddart, Mr and Mrs Strachan, Peter Morris, Mr Edgar, Mrs Abbot, The Canteen Ladies, Mr Ballantyne, The Marshalls, Club Stewards and Committee Members.

Best of luck to everyone in 1982.

Ian Reading  
(Sports Writer of the Year)

## Tilbury

14th March

A dry day and a minimum of incidents kept things rolling along nicely for the 120 odd drivers entered for the day's events.

#### Junior National and Britain

The two groups went off together with Dave Chitty leading the Nationals and Mark Salter leading the Brits. Dave made it all the way

home but Piers Hunnisett and Colin Duncan pushed Mark back to third. In heat two, Dave once again led the Nationals but lost it to Martin Prior on the fast pit bend and later went out with mechanical problems to let Darren Needham into second place. Colin Duncan led the Brits from flag to flag, followed by Piers Hunnisett and Ivan Turner.

A good final as Martin Prior and Darren Needham fought out the first few laps, until second placed Darren overdid it and spun. Piers Hunnisett, having taken a tow from the Nationals, finished well clear of the opposition — Mark Salter and Andrew Guye-Johnson.

#### 100 Britain

Once having rounded early leader John Galpin, Peter Miller led then in to win heat one from Gerard Cox. In heat two, Darren Gibbs led all the way, a feat which he repeated in the final, although in the closing stages Gerard Cox was reeling him in fast.



Above: Piers Hunnisett walked away with the 100 Junior Britain final, while (below) Darren Gibbs took the Senior 100 Britain race.

#### National Novices

John Priestley with a second and a third in the heats was pole man for the final from which position he was soon well clear, leaving John Goldsmith and Andrew Wilson to fill second and third spots.

#### 100 National B

A mistake on the hairpin cost Dave Hardinges the lead on the last lap of heat one, so Bernard Scott took the flag. Dave's name was in the results again in heat two, this time in fifth place as Mike Colvin won the lead from John Smith. In the final Dave made sure of a first place when he leaped away from the start to lead all the way from heat one adversary Bernard Scott who in turn was well clear of third placed Peter Robinson.

#### 100 National A

Mick Mayers did it the easy way in heat one using his pole position to get well clear of Tim Harvey and Malcolm Osborn. Another flag to flag job in heat two when Roger Moth's front row grid gave him the edge. Wayne Homer



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showed well in the closing stages to finish second with Jeff Johnson third.

Once the leading group of Roger Moth, Tim Harvey and Wayne Homer had got their tyres warm it was action all the way as Wayne took the lead and Roger, after slipping back to fourth, fought back to second place. Gary Till having moved up between Roger and Tim had a brief skirmish with Steve Tillett who had come through from the middle of the grid. Steve's luck was out though and he bounced into a spin off Gary's rear bumper.

So with Wayne winning once again it was Roger second, Gary third and Tim fourth.

## Class Four

The ever consistent Trevor Gowers once again dominated the 210's, winning all three races, while 250 stalwart Keith Allen did likewise in his class.

## Results

### Junior Britain

1st	Piers Hunnisett	Kestrel/Arrow
2nd	Mark Salter	Dart/Arrow
3rd	Andrew Guye-Johnson	Kestrel/Arrow

### Junior National

1st	Martin Prior	Zip/Arrow
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*Martin Prior overcame a small field for Junior National victory.*



### 100 Britain

1st	Darren Gibbs	Zip/Arrow
2nd	Gerard Cox	Kestrel/Komet
3rd	Phil Jackson	Dart/Arrow

*Wayne Homer added to his Tilbury tally with another 100 National win.*

### National Novice

1st	John Priestley	Zip/DAP
2nd	John Goldsmith	Birel/Komet
3rd	Andrew Wilson	Dart/TKM

### 100 National B

1st	Dave Hardinges	Dart/TKM
2nd	Bernard Scott	Lane/Parilla
3rd	Peter Robinson	Dart/TKM

### 100 National A

1st	Wayne Homer	Dart/TKM
2nd	Roger Moth	Cobra/Arrow
3rd	Gary Till	Zip/Zip

### Class Four

#### 210

1st	Trevor Gowers	Star 9E
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#### 250

1st	Keith Allen	Zip BS/Honda
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## Nu thampstead

### 21st February 1982

A bright sunny day, but a cold wind for our opening day to the new season. A below average turnout did not stop the exciting and competitive racing.

Some good driving by the Junior classes started the day off well, followed by the usual competitive tussles throughout the field of the 100 Nationals. The Gearbox classes gave the pit crews some headaches at the start of the second heat, when all but one (S. Papworth, 250 International) either failed to start or broke down all around the circuit on the warm up lap. It is the first time that I have seen all the yellow flags showing at the same time all around the circuit, that particular heat was re-run later in the day.

All in all, a very good day's racing, providing a good deal of excitement for the spectators.

A little more support from other clubs would be welcome, as I know that our members do help to support them.



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*continued...*

## Results

**Junior Britain**  
1st B. Pope

**Junior National**  
1st I. Saville

**100 Britain**  
1st D. Gibbs

**100 National**  
1st D. Page  
2nd D. Crocker  
3rd M. Gun  
4th M. Curry

**210 National**  
1st R. Bettis

**125 National**  
1st R. Banthorpe

**250 International**  
1st S. Papworth

**100 National**  
Heat one saw Brian Parias power his way to the front from a mid grid position followed by Nick Kellard and Stephen Burr.

Heat two and Brian Parias on pole. From the flag Brian stayed in front for a fine win with George Price hot on his heels and Ian Williams third.

Heat three, Willie Grieve on pole as the flag went up Willie was still in front with Nigel Davison, George Price, Ian Williams hot on his tail. Brian Parias well down the field but while the battle raged at the front Parias was making his way through the field. Well it looked like a fine win for Willie Grieve but half a lap from home disaster struck leaving the way clear for Brian Parias to win.

The final saw Brian Parias on pole with Stephen Burr alongside. As the flag went up Brian took the lead with Stephen Burr and

George Price hot on his heels. These three stayed together like a train right up to the chequered flag.

S. Heslop

## Results

**100 National Novice**  
1st Ian Blackburn BM/Komet  
2nd Andreas Halkiopulous Taifun/Hewland  
3rd Derek Isles Sprint/Hewland

**Junior Britain**  
1st Jason Plato Mistrale/Hewland  
2nd David Price DAP/DAP  
3rd Heath Browning Gillard/Hewland

**Junior National**  
1st Philip Margerison Premier/Hewland  
2nd David Hillcoat  
3rd Chris Williamson Sprint/DAP

Owen Shaw appeared in 250 International with an ex-Hines machine (top). Bottom: Stephen Lynch (Gillard/Parilla) in 100 National (Pics: V. Heslop).

## Felton

**Sunday 7th March**

A nice sunny day for the karting fraternity.

### 100 National Novice

In the heats Robert Archbold had the best results which put him on pole for the final, but alas he didn't finish. Ian Blackburn led for all twelve laps followed by Andreas Halkiopulos.

### Junior Britain

The three heats were won by Jason Plato followed by David Price. So these two occupied the front row of the grid for the final. Jason took the lead from the flag followed by David Price and Heath Browning and these were the final positions.

### Junior National

Philip Margerison won all three heats, Chris Williamson had two second places which placed these two on the front of the grid. It was a flag to flag win for Philip Margerison with David Hillcoat second and Chris Williamson third.

### 210 National

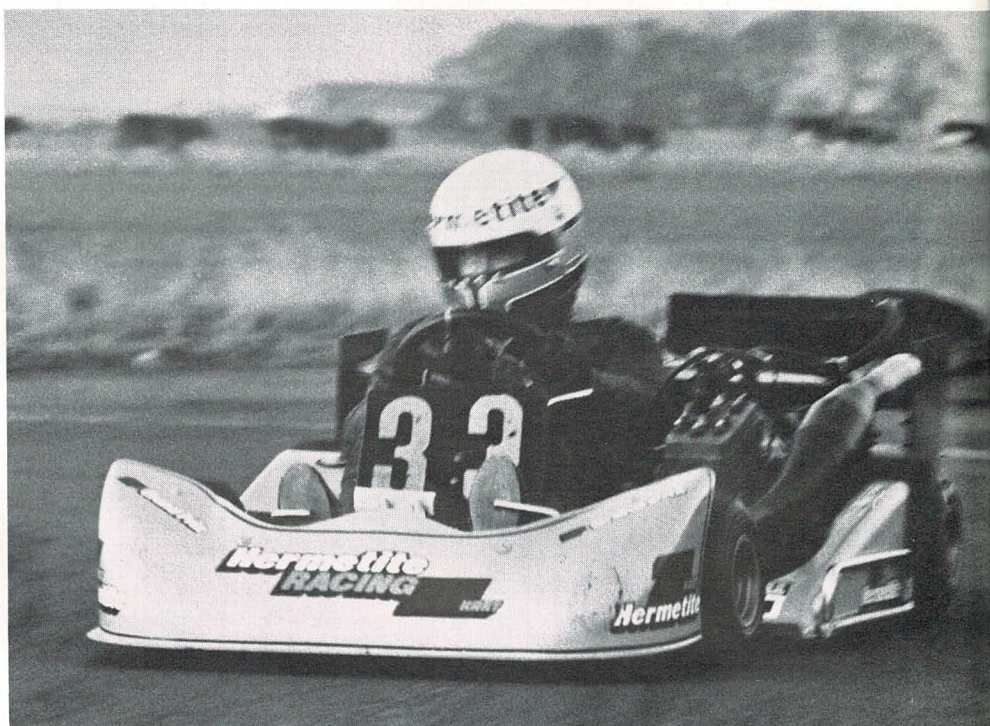
Some good close racing was seen in this class, with Bill Cole taking the chequered flag followed by Andy Martin which put him on pole for the final. From the flag Andy was away on his own to take a fine win followed by Des Davison.

### 250 International

A small grid of six saw two heats fall to Mike Davidson which was good enough to put him on pole. The final was a flag to flag win for him followed by Owen Shaw.

### 125 National

A small grid which produced a real battle between Gordon Brown and Ian Blain, they raced nose to tail and even changed places a few times from lead to second. The final was the same as the heats but Gordon managed to take the chequered flag.





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continued . . .

## 100 National

1st	Brian Parias	Zip/Dickson PCR
2nd	Stephen Burr	BM/Hewland
3rd	George Price	DAP/DAP

## 125 National

1st	Gordon Brown	Zip/Rotax
2nd	Ian Blain	Barlotti/Rotax

## 210 National

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

## 250 International

1st	Mike Davidson	Barlotti/Yamaha
2nd	Owen Shaw	Zip/Rotax

# Shenington

## 21st February 1982

The opening meeting of 1982 at Shenington on February 21st was accompanied by a great deal of speculation about the 1982 R.A.C. Tyre regulations. As previously announced the first meeting was to be held with the 1981 tyre regulations in force. After the drivers' briefing a short meeting was held. There was little doubt that the 1982 tyre regs. are very unpopular with many drivers. However, the Shenington Club officials have elected to move into line with the other kart clubs in the Wessex Association (viz. Rissington, Clay Pigeon, Dunkeswell, Llandow and Pembroke) and introduce 1982 tyre regulations from March onwards. The regulations will stand for three years unless there is a tremendous grass roots effort to get them changed. It now lies in the hands of the drivers to move the R.A.C. officialdom with facts and figures if the changes they want are to be implemented.

After the meeting of the drivers, the racing was soon started. The day's events were extremely close and exciting, 1982 looks like being a memorable season.

### Junior Britain and Junior National

The Junior National and Junior Britains ran together. The Junior National heats were won by Simon Collins. Junior Britain heats were won by Adrian Chapman and Steven Filkin.

The starter let the Junior National drivers away well ahead of the Junior Britains. Simon Collins led the Nationals and Kevin Clarkson

who had put up quite a challenge in the heats came off virtually in the first bend, the only other Junior National, Vincent Young also fell off, leaving Simon only having to finish to win. The Junior Britains were away and Steven Filkin made no mistake and forged into an immediate lead. Adrian Chapman piloting his kart very quickly slotted into second, Russell Tyre fell in behind him in third, Mark Lawson in fourth and Dominic Wishlade fifth. Simon Richardson a visitor to Shenington was sixth.

Mark Lawson relieved Russell Tyre of third on lap 3 and set about the job of demoting Adrian Chapman. Meanwhile Steve Filkin was extending his lead visibly, and was beginning to catch Simon Collins (J. Nat.), Simon had been safely cruising along without any worries. A backward glance showed him that all was not well. He was going to have to contend with a Junior Britain. Simon's sudden change of pace broke his concentration and he spun in the chicane, and although he got restarted and went on to win the Junior National race his race position dropped to fifth. Steve Filkin became the overall leader. Whilst Steve was chasing Simon Collins he unofficially equalled the Junior Britain lap record. Steven Filkin was first across the finish line, Adrian Chapman was second and Mark Lawson third. The best novice of the day trophy was awarded to Junior Britain driver, Andrew Olden.

### 100 Senior Britain

The 1981 tyre regulations in force at this meeting meant that it was one of the last races where the whole field would be on Carlisle tyres.

There were seventeen 100 Britain contenders. Andy King won both heats. When Shenington's starter, Ron Dee raised his flag, predictably it was Andy King who took advantage of his pole position and went into the lead. The field behind him soon settled into several groups. Andy King had to contend with Brian Taylor on his rear bumper. Adrian Cotterell could not catch Brian Taylor and had an untroubled race to finally finish third. Mark Powell led Ron Shone and Eric Butler. Apparently Ron Shone developed a serious fault with his seating and wore through not only his seat, but his leathers and his ..... I understand that he was extremely uncomfortable after the race but in the heat of the chase, had not noticed the problem. Neither Ron Shone nor Eric Butler could find a way to pass Mark Powell. Midfield runners, Mark Bailey,

David Hawes and Ian Thomas (novice) were evenly matched and had an interesting tussle. By the final lap the race looked resolved, however Brian Taylor had an ace up his sleeve. Brian had tailed Andy King like a lynx and he pulled off a passing manoeuvre in the bottom hairpin, robbing Andy of the lead, with only a quarter of a lap to the finish. A well judged win by Brian Taylor and a rather unhappy second for Andy King.

### 100 National

Some very close racing in the heats, provided us with four different heat winners, Rob Owen, Stephen Wright, Derek Higgins and Ashley Browning. It was Derek Higgins who led the race away from pole position, shadowed by Stephen Wright, Rob Owen, Gary Moynihan, Ashley Browning, Ray Lewis, Nigel Keats and Ian Palmer. On lap three Ian Palmer hit the driver in front and ended bouncing down the bales and was lucky to stay in control, but never recovered his position in the race. Dominic McGee was trying to undo his earlier misfortunes as he pushed forward from grid thirteen to seventh. Trevor Peck repercharged from the B Final was driving very hard and he had gained tenth by lap three. There was a fierce struggle between Dave Ellis, Robbie Adams, Tom Commander and Mark Taylor (novice) which was too tight for comfort at times. By lap six Dominic McGee was challenging Ray Lewis for sixth and several times looked certain to succeed. Derek Higgins was having it all his own way out front and was keeping a safe distance ahead of Stephen Wright. Bob Owen lying in third place was clearly playing a waiting game. On the final lap on the back straight he was bumper to bumper with Stephen. Rob neatly outbraked him into the bottom hairpin to take second. A comfortable win for Derek Higgins from Rob Owen and Stephen Wright. Fourth place went to Gary Moynihan just beating Ashley Browning.

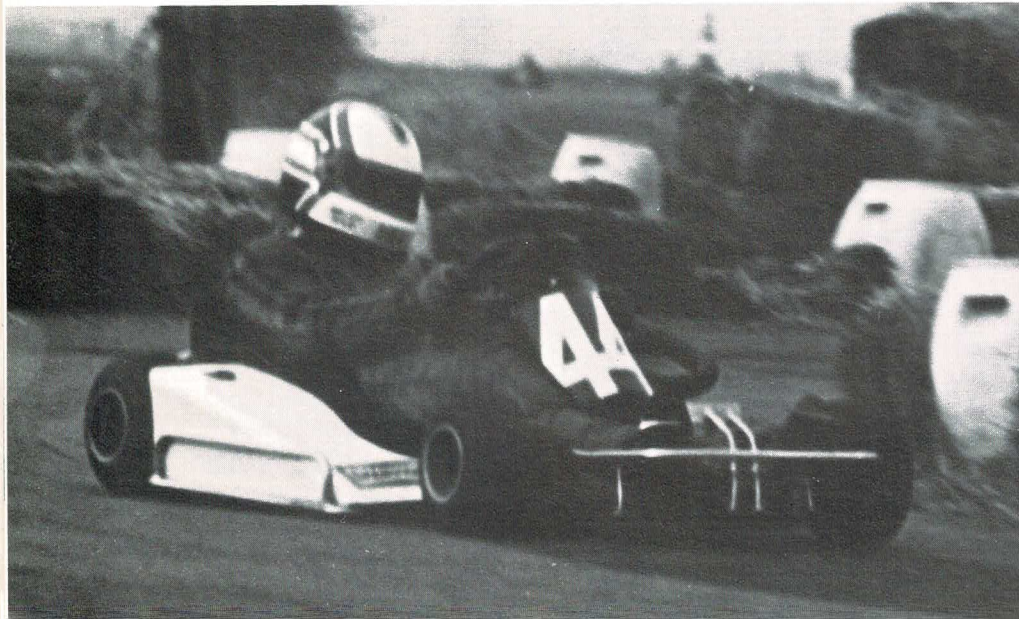
### 125 National

The 125 National class was contested between 15 drivers. Duncan Bisp won the first heat and Martin Wall the second. The front row line up for the final, read, pole: Duncan Bisp, Rodney Wintle, Martin Wall and Chris Tomkinson. The karts were led into the first bend by Martin Wall, closely followed by Chris Tomkinson. Uncharacteristically Mark Allen had a problem at the start and was left behind. Soon he got away and worked his way through to third in the next four laps. The drivers became increasingly spread out and the race order settled, with Martin Wall in an ever increasing lead, Chris Tomkinson lying second, Mark Allen in third place, Rodney Wintle fourth. Young Nigel Wilkins (novice) was unlucky to end up in a thorn bush by the top hairpin when one of his front wheels locked up. Martin Wall had a very convincing win and must have been very pleased.

### 210 National

There was a full grid of 210 National drivers. Heat wins went to Steve Thornhill and Colin Poole. Steve and Colin occupied the first two places on the front row for the final, the other two places were held by Martin Wall and Simon Quance. The early leader was Steve Thornhill, pursued by Colin Poole and Martin Wall. Half a lap completed and Martin Wall had passed Colin Poole. By the time the karts had reached cafe corner Steve Thornhill was in trouble, his engine died on him, and he was forced to retire. Martin Wall became our new race leader.

210 Winner Martin Wall (Pic: D. Armstrong).





In the top hairpin Colin Poole neatly relieved Martin Wall of the lead. Martin only held second place briefly before he put on the pressure again and passed Colin Poole. Once Martin had regained the lead he got his head down and established a comfortable lead. Colin Poole sadly lost touch and by lap five Simon Quance came through to take second. Dave Ridge, Tom Sweeney and Colin Hoare were very evenly matched in their struggle over fourth place. Ending in a virtual photo finish between Dave Ridge and Tom Sweeney. Maggie Dell was closing on Colin Hoare in the later stages of the race but she had left her efforts too late and had to be content with seventh. Another highly competent win for Martin Wall. Martin took away with him the first place trophies for both the 210 National and the 125 National.

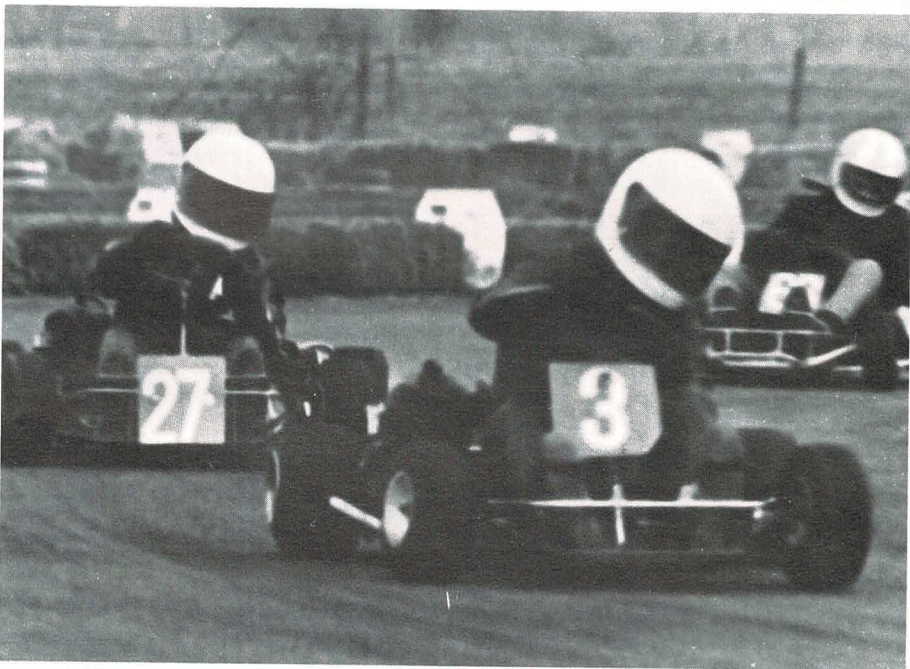
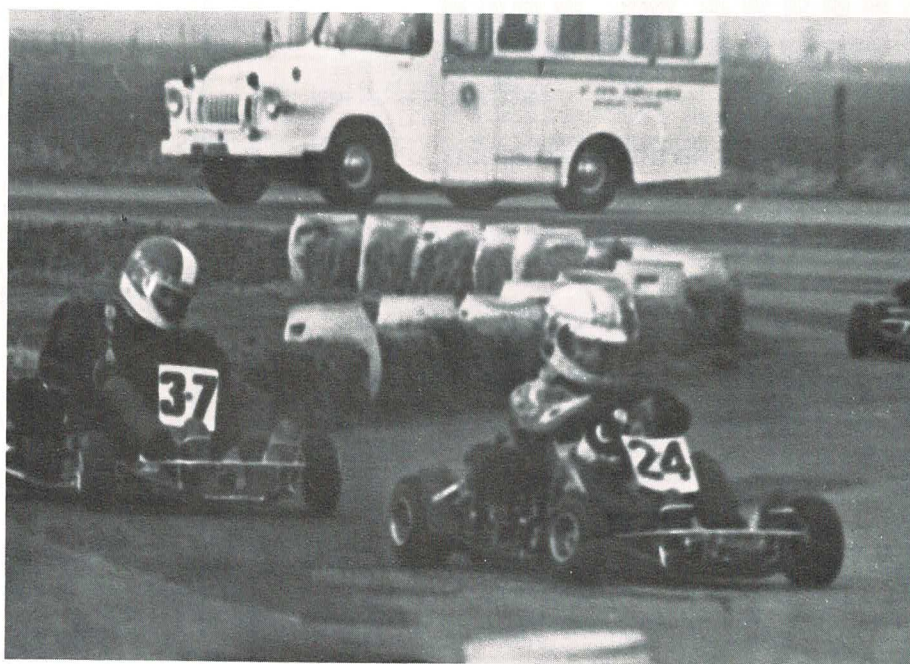
## 250 National and 250 International

The 250 classes ran together for their heats and final. Pete Hammond won both the 250 International heats. In the final, Dave Watts made an excellent start and led the pack away. His moment was short lived and Pete Hammond demoted him to second at the first hairpin. Pete Hammond once ahead pulled out a substantial lead. Dave Watts maintained his position and finished in second place.

An enthusiastic group of 250 Nationals fought for the honours. Alan Hope put in two superb heats and took first place in both. The second places in the heats were taken by Patrick Tomkinson and Phil Smale but they also both dropped a heat. The final grid was led by Alan Hope, then Gary Kilpack, Mick Brock and Pat Tomkinson. The starter dropped his flag and Alan Hope shot into the lead. Alan Hope led the race from flag to flag. He was never secure because throughout he was slipstreamed by Mick Brock. There were good performances from Chris and Pat Tomkinson dicing for third. Phil Smale and Gary Kilpack were closely engaged exchanging fifth and sixth positions. On the final lap Phil Smale hung on to his marginal lead over Gary Kilpack to take fifth. A fine win for Alan Hope from Mick Brock and Chris Tomkinson.

Anyone who saw me with a pen in one hand and a flag in the other may have wondered how it was possible to marshall and take notes on racing at the same time. They are not alone, I was wondering too. I have managed it, so I have to assume that it is possible.

On behalf of all competitors and their teams may I extend to Shenington's officials sincere



Top: 100 Britain action - Andrew King (24), Brian Taylor (37) and Ian Cottrell (74). Above: Junior National - Kevin Clarkson (3) leads Simon Collins (27) (Pics: D. Armstrong).

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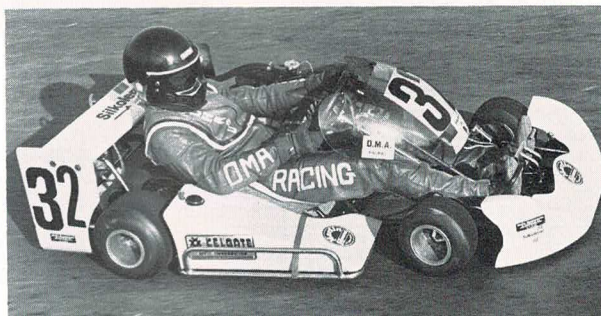
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**continued . . .**

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Maggie

## Results

### Junior Britain

1st	Steven Filkin	ART/Sirio
2nd	Adrian Chapman	Zip/Arrow
3rd	Mark Lawson	Sabre/Arrow

### Junior National

1st	Simon Collins	ART/Arrow
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### 100 Senior Britain

1st	Brian Taylor	Jeta/Arrow
2nd	Andrew King	MM2/Arrow
3rd	Adrian Cottrell	Barlotti/Arrow

### 100 National

1st	Derek Higgins	DAP/DAP
2nd	Robert Owen	Sprint/Parilla
3rd	Stephen Wright	TKM/TKM

### 100 National B Final

1st	Trevor Peck	Birel/Parilla
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### 125 National

1st	Martin Wall	Zip/Rotax
2nd	Chris Tomkinson	Dino/Yamaha
3rd	Mark Allen	Dino/Rotax

### 210 National

1st	Martin Wall	Zip/Villiers
2nd	Simon Quance	Barlotti/Villiers
3rd	Colin Poole	Zip/Villiers

### 250 National

1st	Alan Hope	Lynx/KTM
2nd	Mick Brock	Zip/Bultaco
3rd	Chris Tomkinson	Dino/Yamaha

### 250 International

1st	Pete Hammond	CTRP/Yamaha
-----	--------------	-------------

In the final, Scott Banks led the field away from pole position, hotly pursued by Brian Gill, Paul Corbett and Matt Payne. Scott immediately set about opening up a useful lead and never looked like being caught. On lap three, Matt Payne spun and dropped right down the order promoting Novice drivers Robert Wilson and Chris Gent to third and fourth respectively as Paul Corbett had also spun. At the front, Scott Banks was still extending his lead from Brian Gill and the order remained unchanged to the flag except for the next pair, where Chris Gent managed to find a way past Robert Wilson for third.

### 100 Britain

Dave Bunn took the first heat in convincing style, although he was under heavy pressure from Adrian Williamson and Dave Smith. It was Dave who came in second and just to confuse matters, another Dave, this time Dave Eggleton came third. In the second heat, it was Adrian Williamson who ran out the winner, with Dave Bunn second, Mark Wilkinson third and Mark Faulder fourth.

In the final it was Dave Smith who led the field away, followed by Adrian Williamson, Dave Bunn, Mark Wilkinson and Mark Faulder. After just two laps, Adrian Williamson disappeared from the circuit, promoting Dave Bunn to second, and on the following lap Mark Faulder also went missing letting Bernadette Stoney into fourth place.

Back at the front, if you know what I mean, the pressure was really on and Dave Smith made an uncharacteristic mistake and spun. As a result of this, Dave Bunn went into first place and Mark Wilkinson into second place. Further back, Dave Eggleton had got off to a poor start and was lying last at the end of the first lap. He then started making amends for his poor start and began a fight back, clawing his way through the field and by half distance was up to sixth place.

At the front of the field, Dave Bunn was still safe in first, with Mark Wilkinson second and this pair held their positions to the final flag. Behind them, Dave Eggleton had powered his way to third and Bernadette Stoney came in fourth. The first Novice home was Roger Wilkin who finished seventh overall.

### 100 National

The local lads were somewhat surprised to find Kevin Warner in the line up, but it was less of a surprise to see him power his way through the field from the rear of the grid to win the first heat. Stuart Innes-Smith came in second but was unfortunately found to be underweight. Andrew Cursley, who had also started well down the grid, then found himself elevated to second. In the second heat, it was Warner again who made the break and led the field away. But it was not to be this time as, at just over half distance, Kevin disappeared from the circuit. This left Andrew Cursley and Stuart Innes-Smith to battle it out, with the latter finishing first and Andy in second. Dave Hague was third and Ian Holdsworth fourth.

In the final it was Andrew Cursley who led the field away on the first lap. Andy was under immediate pressure from Kevin Warner, David Hague and Ian Holdsworth. On lap two, Warner made his bid for the lead and slid past Cursley at the first chicane. From that point on, Kevin Warner extended his lead lap by lap and, barring accidents, was sure of coming in first. Andrew Cursley was left in a comfortable second place, and further back Ian Holdsworth and Stuart Innes-Smith had an interesting battle

for third. The positions did, however, remain unchanged to the end and Kevin Warner finished first, Andrew Cursley second, Ian Holdsworth third, and Stuart Innes-Smith fourth. First Novice went to Alan Singleton who finished fifth overall.

### 125 National

In the first heat Graham Marris had a first place, but had to settle for second in the second heat. Paul Boland did not finish the first heat, but stormed back to win the second. Mark Higgins had two fine third places, and Colin Kay had a second and a fourth.

Mark Higgins led the pack away from the line in the final, only to be deposed from first place at the end of lap 2 by Graham Marris. Two laps later Graham Marris was also pushed out of the number one slot by Paul Boland who had come flying through the grid to earn himself this position. Marris held onto second place but could do very little to make up any ground on Boland. Behind Marris, Mark Higgins was really having a poor time of it as on consecutive laps he went from third to fourth when Colin Kay got past, and then from fourth to fifth as Wayne Sandford also overtook. Mark then had a tremendous battle with Colin Kay for fourth place and the pair constantly swapped positions until the end of the race, where Colin Kay eventually crossed the line ahead of Higgins for fourth place. Paul Boland came home an easy winner from Graham Marris and Wayne Sandford. The Novice Trophy went to John McCann who finished ninth overall.

### 210 National

Ken Spooner won the first heat but could only manage seventh place in the second. Brian Finn won the second heat after mechanical difficulties in the first. Also showing well were Dave Green, Kevin Routh, Dud Martin and Rod Harpham.

In the final, it was Kevin Routh that led away from the start, chased by Dud Martin, Ken Spooner and Dave Green. Kevin held his first place from the start until lap 3, when Dave Green forced his way to the front. Dave set about opening up a safety zone between himself and Ken Spooner and Kevin Routh who were fighting for second place. John Holmes was quietly working his way up to fourth place, and by the time that the half distance mark had been reached, the battle for second place had been resolved with Kevin Routh gaining the upper hand over Ken Spooner. As he started the last lap, Dave Green seemed to have it all sewn up but with only a couple of hundred yards to go Dave's motor fizzled out and he could sit and watch as Kevin Routh sped by to take first place. Ken Spooner was second, John Holmes was third and Dud Martin was fourth. The Novice Trophy went to Kev Richards who finished eighth overall.

### 250 National & International

Fran Rowthorn won the first heat and Alan Mugglestone won the second. David Miles was going well with a second and a third place. Ron Ridley finished second in the second heat after an attack of the gremlins in the first.

David Miles led the group away for the final, but was soon ousted from the number one slot by Alan Mugglestone. A couple of laps later, David was pushed down to third by Ron Ridley. Andrew Scott and Adrian Gunter both had mechanical problems in the early stages of the race and dropped out. This left Fran Rowthorn in fourth place, after he had had a poor start.

## Hemswell

### 7th March

Having 'lost' the first two meetings of the year due to the weather, it was with a great deal of apprehension that we set the circuit up on the Saturday before our March 7th meeting. Luck hadn't entirely deserted us though, as the high wind and driving rain passed during the night and, although the circuit was wet at the start of practice it soon dried out, and stayed dry throughout the rest of the day.

### 100 Juniors

Scott Banks had two good wins in the heats, showing that he'd not lost his form over the winter. Paul Corbett took second spot in the first heat but a combination of a spin and mechanical difficulties kept him well down the order in the second. Steven Hazlett unfortunately became the first casualty of the year when in the opening laps of the first heat, he tangled with the tyres in the first chicane and turned his kart over. Thankfully, neither Steven nor the kart were badly damaged, and he returned to take third place in the second heat. Matthew Payne must have spent the winter eating raw meat, as he was going really well in the heats with a fifth and a third.



**continued . . .**

Ron Ridley pressed Alan Muggleston hard in the opening laps but was never to quite get within striking distance of Alan's flying single. Dave Miles hung onto third some distance behind the leading pair and this is the way they finished, with Fran Rowthorn in fourth.

We are keeping records of which competitors are using 1982 tyres etc, at Hemswell. If any club would like a copy of the information, you can reach me on 0724 57311.

John Stocks

#### Results

##### 100 Juniors

1st	Scott Banks	Premier/Arrow
2nd	Brian Gill	Premier/Arrow
3rd	Chris Gent	Zip/DAP/Arrow

##### 100 Britain

1st	Dave Bunn	Jetta/Arrow
2nd	Mark Wilkinson	Sprint/Arrow/DAP
3rd	Dave Eggleton	Bear/Arrow
4th	Bernadette Stoney	UFO/Arrow

##### First Novice

Roger Wilkin

##### 100 National

1st	Kevin Warner	Dart/Arrow
2nd	Andrew Cursley	Premier/WRE Parilla
3rd	Ian Holdsworth	Zip/Parilla
4th	Stuart Innes-Smith	Dino/TKM

##### First Novice

Alan Singleton - Zip/DAP

##### 125 National

1st	Paul Boland	Zip/SRA Rotax
2nd	Graham Marris	Pit Stop Zip/Chat
		Yam
3rd	Wayne Sandford	Barlotti/Chat Rotax

##### First Novice

John McCann - Aero/Rotax

##### 210 National

1st	Kevin Routh	Barlotti/Patterson
2nd	Ken Spooner	Barlotti/NPU
3rd	John Holmes	Barlotti/Villiers
4th	Dud Martin	Sprint/Villiers

##### First Novice

Kevin Richards - Blow/Upton

##### 250 National

1st	Alan Muggleston	Zip/Yam
2nd	David Miles	

##### 250 International

1st	Ron Ridley	Aero/RRR Yam
2nd	Fran Rowthorn	Zip/Yam

## Dunkeswell

With seven regular club meetings, the one-off Exeter charity event, a Green Man round, and the disastrous snowed off April Championship round, the Dunkeswell club had itself a busy 1981 season.

Over the eight club events there were an average of 79 competitors, who put behind them a season's total of 91,008 competitor/miles. Quite a few new faces joined the club, with the novice licence holders at each meeting varying between a low of six and a high of eighteen!

Perhaps the most disappointing aspect of the season was the decline of the 210 and 250 gearbox classes. Despite appeals in the magazines, very few new entries were received, and

only by combining classes could a worthwhile grid be assembled at some meetings.

125 showed signs mid-season of growing to a respectable number but then levelled out. We can only hope that the coming season sees an upsurge in the gearbox classes, otherwise Dunkeswell may well be on the road to becoming a 100 cc track only. This would be a sorry situation for a track that was the training ground for the likes of Malcolm Turner and the Elmore brothers.

Six class lap records were broken, with the outright lap record now being shared by Alan Lane (100 International - remember those!) and Pete Deadman (Zip/Yamaha TD). The only records to remain unbroken were the 250 International of Malcolm Turner and Trevor Horwell and the long, long standing 100 Britain of Pete Rochford.

The cost of all these high speed miles and new records was one broken wrist (210), and one broken collar-bone (Junior Britain)!

A variety of equipment scored "A" Final wins:

##### 100 Britain Junior

MM3	6 Finals
Kestrel	1 Final
ART	1 Final

##### 100 Britain Senior

MM3	4 Finals
Kestrel	2 Finals
Barlotti	2 Finals

##### 100 National

Zip	3 Finals
Dart	3 Finals
Reema	1 Final
Lane	1 Final

##### 210 National

Barlotti	3 Finals
Zip	3 Finals
Dale	2 Finals

##### 125

Barlotti	4 Finals
Zip	4 Finals

##### 250

Zip	5 Finals
Dino	1 Final

##### Club Championship Class Winners

Junior Britain	Richard Marsh
Senior Britain	Andrew Palister
100 National	Russle Maple
210 National	Fred Tarr
125	Alan Pearse
250 National	Pete Deadman
250 International	Trevor Horwell

Publicity-wise the club did well, as on the Friday before race day the BBC's "Morning Sou-West" sports spot would broadcast a plug twice in the morning. While the late Westward TV (now Television SW) would run a plug on their evening "Sportsdesk" show.

After the Exeter charity event the local "Express & Echo" evening paper did the club proud with the enclosed double page spread. The article contains mistakes that our experienced eye quickly picks up, but what is really disappointing is that despite the national press and TV coverage of Kart racing the average non-motor sport person (and there's a lot more of "them" than there is of "us") still thinks of lawn mowers and go-karts where our sport is concerned.

Still, should be thankful for small mercies, I guess!

J.A. Kitson

# Kalendar

## APRIL

**4** FELTON (8 miles north of Morpeth on A1)

HEMSWELL (6 miles east of Gainsborough)

RISSINGTON (Nr. Stow-on-the-Wold)

**9** ELLOUGH (2 miles south of Beccles) Special Trophy event - Juniors

**11** CADWELL PARK (between Horncastle and Louth) Round 3, Bridgestone Champion of Champions - all long circuit classes.

CLAY PIGEON (midway Yeovil/Dorchester on A37) Round 1, Kart & Superkart 100 National and SAM '82 Britain Championships.

3 SISTERS (off Junction 25, M6) Round 1, Stansted Green Man - 135 and Juniors.

KIMBOLTON (10 miles south west of Huntingdon)

ROWRAH (nr. Frizington, Cumbria)

CHASEWATER (Pleasure Park, Brownhills, off A5)

TILBURY (Dunlop Road)

**12** 3 SISTERS (off Junction 25, M6)

**17** DONINGTON PARK (off Junction 24, M1) FSO TV Superkart races.

**18** WOMBWELL (Dorothy Hyman Stadium, near Barnsley) Postponed from April 11th

SHENINGTON (8 miles from Banbury)

NUTHAMPSTEAD (on B1368 Cambridge-Ware Road)

**25** FULBECK (8 miles from Newark) LLANDOW (4 miles south west of Cowbridge)

DUNKESWELL (6 miles from Honiton, Devon)

BLACKBUSHE (Airport, near Camberley)

## MAY

**1** OLUTON PARK (near Tarporley, Cheshire) Round 2, FSO Superkart Challenge

**2** RISSINGTON (near Stow-on-the-Wold)

FELTON (8 miles north of Morpeth, on A1)

HEMSWELL (6 miles east of Gainsborough)

3 SISTERS (off Junction 25, M6)

**3** SNETTERTON (19 miles south of Norwich, on A11)

**8** MALLORY PARK (Kirkby, Mallory off A47, Leicestershire) Round 2, RAC Long Circuit Championship - All Classes



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WANTED! YOUNG KEEN MECHANIC to assist 135 International driver, no experience necessary. All expenses paid including hotels. Transport provided. Must live in Berkshire area. Tel: Reading 83821 after 6pm.

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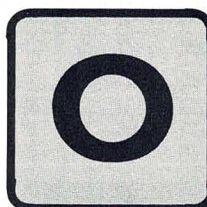


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