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100 NATIONAL KOMET K88TT/ZIP MIRAGE
Not raced - Redhill tuned and complete check-
over. Excellent condition £275 ono. Can deliver
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The first rounds of the various commercial 100cc Champion-
ships recently, once again focussed the spotlight firmly on
National class tyres, Britain class tyres, and what competitors
at this level feel about their new Restricted Tyre List. In the
event, not one of the four classes concerned - Junior Britain,
Junior National, 100 Britain and 100 National - survived
intact. That is, following the opening round of their
Championship, each series promoter has found it necessary to
"bodge" the rules to achieve a satisfactory situation.

Biggest change is in the 100 National K & S series, where
following an almost unanimous plea by first round competi-
tors, K1/K2 Dunlops have been removed from the series.
Junior National Green Man competitors are now faced with a
restriction to one set of tyres per meeting - a headache for a
promoting club to police - with both Britain classes adapting
a similar "one set only" policy, just for a quiet life! ...

All this must surely come as the clearest possible message
to the RAC Kart Committee that the 1982 Restricted Tyre
List is a failure, and that serious and urgent consideration
be given to re-assessing the National class tyre situation for
1983. To be fair, despite the "one set" restriction, the Britain
class situation is generally accepted as okay, but the National
classes are very definitely not. A re-think is needed, and to be
fair to competitors and tyre importers/retailers, a decision is
needed within weeks to enable sensible introduction on
January 1st 1983.

The good news is that with series promoters prepared to
make the necessary changes, the various Championships look
like settling back to good, fair, hard competition. The
prospects for the rest of 1982 look good ...

CHRIS LAMBDEN

FRONT COVER:

Dave Buttigieg is back with a vengeance, with backing
from Memorex Tapes. A Snetterton victory was
almost followed by another at Cadwell. Here the black
and white Memorex Zip brakes for Cadwell's hairpin,
with Butty's wife Carolyn Grant-Sale shadowing
hubby with the Hermetite Zip ...

(Photo: R. Calvert)

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KART AND SUPERKART

Monthly

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NEXT MONTH:

THE GLOBAL CUP
MALLORY PARK
GREEN MAN 2
K & S ROUND 2

PUBLICATION DATE: 3rd JUNE



1983 Superkart Regulations

The CIK have published the changes to their 250 class regulations, due for implementation in 1983. The full text of the press release is:

Intercontinental E — 250cc: As from 1983, the following modifications to the present regulations shall be applicable (unless otherwise stipulated):

1) TECHNICAL REGULATIONS

Group: (Art. 16): the Intercontinental E (Group 2) is transformed into Formula E (Group 1) with all the existing restrictions.
Engine: (Art. 16): series production. At least 100 produced and available in all countries through the normal outlets. For any new engine introduced subsequent to 1.1.85, the CIK must be provided with proof of the production number.
Weight: (Art. 16): minimum weight with bodywork: 195kg, but the minimum weight of the kart itself is 120kg. Minimum weight without bodywork: 185kg (as from 1.1.82).
Maximum Dimensions: (Art. 17): The maximum height of any part of the kart may not exceed 60cm from the ground. The maximum overall width is 127cm.
Flooring: (Art. 19): delete the last two sentences.

Wheels: (Art. 21): The maximum width of the wheels is 250mm. The maximum overall diameter is 350mm. The maximum diameter of the rims shall be 8 inches. It is recommended that all the wheels be made with some sort of bead retention. This shall be obligatory from 1984.

Exhaust: (Art. 29): The exit hole must not be more than 45cm from the ground and must be within the limits defined by Art. 17 and 18. The exit of this system must be behind the driver, must not include sharp edges and must be directed towards the ground.

Bodywork: (Art. 34) No part of the bodywork including wings and end plates shall be more than 60cm from the ground or extend beyond the rear bumper nor the nearer the ground than the floor tray, and the front wheels in the straight ahead position may extend beyond the vertical planes, tangent to the right wheels and the left wheels, respectively.

The maximum width of the bodywork shall be 127cm.
Bodywork (excluding Bubble shields), shall cover no part of the driver's body seated in the normal position.

Bubble shields must be made of non-metallic material and must not cross the plane of the steering wheel. Their maximum width shall be 50cm. They shall not totally cover the driver's legs, nor shall they impede the entry or the exit of the driver.

Front fairings must be such that it is possible for the front bumper to comply with the regulations and must not be wider than the front wheels in a straight ahead position. Floor Trays shall be of basically flat construction and must have a curved beading edge.

Floor Trays, nor any other bodywork, shall in no way resemble a skirt. They shall not extend beyond either front or rear bumper and in width shall conform to and not exceed the dimensions of the bodywork including wings and end plates. It is illegal for lightening holes to be cut in the floor.

Engine: (Art. 38): delete any reference to Class E.

Engine: (Art. 43): Engines must be based on series production engines defined by Art. 16. Crankshaft, crankcase, gear-boxes, cylinder barrels heads and exhaust/inlet control system must be on the manufacturer list for that engine.

Bore, stroke and connecting rod centre line must remain unchanged.

All the other equipment is free but there must be no fuel injection.

Material may be removed, but not added.

Radiators: (Art. 43). They must not be placed in front of the pedals. All the hoses must be of a material designed to withstand the heat and pressure and must be secured by clips of suitable strength to withstand rough usage.

If one/several radiator(s) is/are located in front of the driver, it/they must be fitted at least 20cm from the longitudinal axis of the kart.

2) SPORTING REGULATIONS:

Start: (Art. 14): The minimum distance between the lines of karts is 4m. The following grid occurs depending on the track width:

Width between 8 and 9m: 3 x 2 (at most)
Width between 9 and 12m: 4 x 3 (at most)
Width over 12m: 5 x 4 (at most)

3) INTERCONTINENTAL CHAMPIONSHIP REGULATIONS:

Tires: Free (as from 1982).
Engine — Chassis: Free
Lapping: For long circuits, the exclusion for lapping rule shall not apply.

Positions in the Bridgestone Champion of Champions series, after three rounds, are:
250 International: M. Hines 16, D. Price 15, D. Buttigieg 9, R. Kerckhoven 8, R. Gange 6, J. Ball 6.

250 National: C. Stoney 22, A. Muggleston 12, D. Rodgers 9, D. Cullimore 7, A. Collard 6.

125 National: S. Ziemelis 18, B. Barrington 9, K. Luby 9, K. Bisp 6, M. Hazenburge 6, K. Glendenning 6.

210 National: J. Newton 19, B. Longden 18, A. Boston 10, G. Upton 9, R. Kellett 4.

De Bruyn Wins First 135 GP

Easter weekend saw the first of the European 135 GP events take place at Le Mans. Some 38 drivers arrived to take part, with only notable absentees being Toni Zoserl (still under a Yamaha contract) and the DAP team (Harm Schuurman)...

Mike Wilson (Birel/Komet) took timed practice by a tenth of a second from Terry Fullerton (Zip/PCR), and this pair dominated the heats. Wilson won all his three, and Fullerton took two plus a close second when he met Wilson.

A classic final confrontation was marred when Wilson oiled up on the rolling lap. Fullerton led, but struck his first problem of the meeting with an engine main bearing failure. This in effect handed the meeting to the ever present Peter de Bruyn (Tecno/Komet) with Frenchmen Boulineau and Raphanel taking the places.

The annual Jesolo race, on 23rd May, provides the venue for the second Grand Prix.

● Most discussions at the recent CIK meeting centred around a proposal to change the Junior World formula — to Reed engines. The proposal, apparently originating from a well known Italian engine manufacturer, was not received with open arms...

However, it seems that the CIK will be investigating some form of restriction for Juniors — perhaps a restricted tyre or engine restriction formula, seemingly to keep costs and/or speeds down at this level.

Basil Tye

The motor racing world was stunned recently by the sudden death of Basil Tye, Managing Director of the RAC Motor Sports Association Ltd. Apart from his position at the RAC, Basil Tye was a great campaigner for safety on F1 Circuits, and thus served for ten years on the FISA Circuits and Safety Commission, becoming its President.

Internationally, his first job representing Britain was on the International Karting Commission, the CIK, where he held the position of Vice President.

Apart from his life in motorsport, his other interests included music and boating. It was while enjoying a rare outing on board his new boat "Mosport" that Basil Tye died suddenly, aged 59.

He has survived by his wife Beryl, and son Hayden.

Bernie Turney

Not such a surprise was the recent passing on of Bernie — no one called him Bernard — Turney, for he had been afflicted with cancer for some time.

Bernie founded Tal-Ko, which in its early years imported Komets into the UK, along with a continuing agency for Tillotsons and Carlises. A dispute with IAME over the supply of Komets to others initiated the big step in Tal-Ko's history — the embarkation upon engine production. With the move to the new Sandy factory, the TKM was born. The latest complete range of TKM engines bears witness to the thorough way in which the Turney business operates, and the success of that big decision to build their own engine.

Bernie is survived by his wife Elsie, and son Alan.

Mini Ads

Sell (or buy) equipment, spares, or whatever with a Mini-Ad. All Mini-Ads must be prepaid and will be inserted in the first possible issue after receipt.
Rates: 10p per word (£1 minimum charge).
Please send your Mini-Ad, clearly typed or printed to: Kart & Superkart (Mini-Ads), Pindar Road, Hoddesdon, Herts.
Mini Display Ads (boxed) are also available at £8 per column inch. Copy to same address.

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100 NATIONAL BARLOTTI/HEWLAND 5 Port TT D Ported, on first rebore with new piston and rings. Also spare Parilla, 2 sets of tyres on rims and many new spare parts £380. Farnborough (Hants) 511698.

BARLOTTI ROLLING CHASSIS, few spares £80. Also 100 Britain Redhill Rapide/Komet. New Lockheed brake system. 01-647 6099 after 6 p.m.

CTRP/YAMAHA G SPEC. TZ. Two meetings from new. Less pipes £600 o.n.o. Tel: 29505.

ZIP KART 1979, TKM (Simon Wright) 48.0, Manx S/S both complete. Extras include: tools, wets, chains, sprockets, exhausts, etc. £650. Ring Derby 40979 6 p.m. to 8.30 p.m. Ask for Paul.

**By Order of
Edmonton County Court
Sale by Auction on
Thursday 13th May at 11 a.m.**

A quantity of Go-Kart gear, wheels, sprockets, at Forrest & Co., 79-85 Cobbold Road, Leytonstone, London E11. On view: day prior, 10 a.m. to 5 p.m.
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Kalendar

MAY

- 7** DOWNPATRICK — Ulster Kart Club
- 8** MALLORY PARK (Kirkby Mallory, off A47, Leicestershire). Round 2, RAC Long Circuit Championships. All classes.
- 9** MALLORY PARK — BRSCC Superkart Race.
- WOMBSWELL (Dorothy Hyman Stadium, near Barnsley). Round 2, K & S and SAM Championships.
- ROWRAH (nr. Frizington, Cumbria). Round 2, Stansted Green Man Championships.
- KIMBOLTON (10 miles s.w. of Huntingdon).
- TILBURY (Dunlop Road).
- CLAY PIGEON (Midway Yeovil/Dorchester on A37)
- CHASEWATER (Pleasure Park, Brownhills, off A5).
- 16** CLAY PIGEON — International Junior Weekend.
- SHENINGTON (8 miles from Banbury).
- DUNKESWELL (6 miles from Honiton, Devon).
- ELLOUGH (2 miles south of Beccles) — Special Trophy Event, 210 National.
- NUTHAMPSTEAD (on B1368, Cambridge/Ware Road).
- 23** FULBECK (8 miles from Newark).
- LLANDOW (4 miles s.w. of Cowbridge, off A48).
- SNETTERTON (19 miles south of Norwich, on A11).
- BLACKBUSHE (Airport, near Camberley).
- 29** NUTTS CORNER (Ulster Grand Prix).
- 31** MORECAMBE — World Cup Finals (Heats previous day).

JUNE

- 5/6** DONINGTON PARK (off Junction 24, M1). EUROPEAN SUPER-KART CHAMPIONSHIPS.
- 6** 3 SISTERS (off Junction 25, M6). Round 3, K & S and SAM Championships.
- FELTON (8 miles north of Morpeth, on A1).
- LITTLE RISSINGTON (Air Base, near Stow-on-the-Wold).
- LLANDOW (4 miles s.w. of Cowbridge, off A48).
- HEMSWELL (6 miles east of Gainsborough).
- 13** TILBURY (Dunlop Road).
- KIMBOLTON (10 miles s.w. of Huntingdon).
- ROWRAH (nr. Frizington, Cumbria)
- CLAY PIGEON (Midway Yeovil/Dorchester on A37).
- CHASEWATER (Pleasure Park, Brownhills, off A5).

continued . . .

drivers opted still for dry tyres. The grid was led by Andrew Colson, the reigning Camberley Kart Club Senior Britain Champion, with Craig Booth in second, Ray Wake third, Darrel Beasley fourth and a total grid of 23 karts. By the end of the first lap Andrew Colson was leading, closely followed by Craig Booth and Darrel Beasley and as they entered the chicane for the second time these three began to break away from the rest of the field. By the fifth lap the first three karts had established a well defined lead, but as they all snaked through the chicane Roger Abbey-Taylor, lying fairly well down the field, developed serious problems which resulted in his kart leaving a shower of sparks on the track and ended in his being black flagged at the beginning of the sixth lap — fortunately nobody else was involved and the other drivers got through safely. As Andrew, Craig and Darrel came into Bennetts for the sixth time, Darrel misjudged the line and lost his third place to Ray Wake, who was quick to take advantage of the situation. Towards the end of the race, Andrew and Craig had a bitter struggle in the chicane, with Andrew gaining the advantage and at the flag it was still very close although the positions remained unchanged as Andrew clocked up yet another victory.

100 National

With the threat of rain still hanging over the track, the 22 karts in the final formed the grid, led by Kevin Warner on pole, Peter Giddings in second, Russell Powell third and Wayne Homer fourth. As the race started, the field was led into Bennetts by Peter Giddings, followed by Kevin Warner, but as they came into pit bend at the end of the first lap, Kevin nipped through on the inside to take first place and immediately drew away to affirm his lead. By the fifth lap, Kevin was beginning to look untouchable, and it was left to the remaining drivers to decide the minor placings which they did with much jostling. As the eighth lap drew to a close it was still Kevin leading from Peter Giddings, Brian Hooley (who had moved up from fifth), Alan Dry and Wayne Homer, and as the chequered flag approached, despite much slipping and sliding in the chicane where many of the karts were ill fated, Kevin crossed the line, the undisputed winner.

Class Iv 210 National

There were seven karts on the grid, led by Margaret Dell on pole and Alan Dell second, and the final was very much a carbon copy of the heats, with the Dell's showing their superiority at Blackbushe at an early stage. As they went off the line, Alan was first into Bennetts as Margaret fell in behind him and the race became a simple matter of keeping the karts in one piece as there was no one who could touch them. By the end of the race both first and second place karts had lapped the third and fourth men and the remaining starters had dropped out earlier due to engine problems, leaving the result a foregone conclusion.

125/250

A relatively high number of 125 entries resulted in a final between seven karts with the one and only 250 of the day, Roger Fisher, bringing up the rear of the grid. Doug Hart achieved pole, with John Winters in second and Nigel Watts (an unfamiliar face at Blackbushe) third.

As they went into Bennetts for the first time, Doug Hart led the field, followed by Nigel Watts and John Winters, but after only a couple of laps Nigel overtook Doug. In the sixth lap, John took a spectacular spin as he came out of pit bend and Peter Jones moved up into third place, although he was a good half lap down on the first two men. As the race progressed, the leaders started to lap the several novices at the back of the field and by the tenth lap Kevin Pope (a novice) had moved up into third. By the last lap, Doug had managed to squeeze past Nigel to regain the lead, although in all fairness to Nigel he did have a slight tangle with a novice, and at the line Doug made it first.

Liz Jones

P.R.O., Camberley Kart Club

Results

Senior Britain

1st Andrew Colson	Barlotti/Arrow
2nd Craig Booth	Reema/Arrow
3rd Ray Wake	Dart/Arrow

Junior Britain

1st Jamie Beasley	Barlotti/Arrow
2nd Mark Salter	Dart/Arrow
3rd Adam Scott	Dart/Arrow

100 National

1st Kevin Warner	Dart/Arrow (Spons: Dartford Karting)
2nd Peter Giddings	Dart/TKM
3rd Brian Hooley	MJM/5520
4th Alan Dry	DAP/DAP

210 National

1st Alan Dell	Zip/DHU
2nd Margaret Dell	Dino/DHU (Both Spons: Bridge Motors)

125/250

1st Doug Hart	Barlotti/Rotax
2nd Nigel Watts	Barlotti/Yamaha
1st Roger Fisher	Barlotti/Yamaha

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ALAN CHEETHAM'S ZIP GP L.C./P.R.P. Villiers, full length floor tray, 30mm Kelgate axle, side tank, Bridgestone tyres etc., etc. Complete and impeccable. Ready to race £850. Changing class. Contact Peak Revs Kart Centre (0706) 849084 daytime or 061 633 5455 evenings.

National Tyres — Will It Ever Settle Down?

The opening round of the K & S series was always going to be the big test as far as the 1982 Restricted Tyre List was concerned, but few could have predicted what actually took place! ...

Drivers were plainly unhappy about the way the K1/K2 Dunlops were performing and wearing — Clay Pigeon being notoriously tough on rubber — and in the end 55 of the 63 entered (well down on usual opening rounds) signed a joint document stating that they did not want to continue the series on those tyres. The position was aggravated by an apparent shortage of the tyres and at least one dealer charging well over the tyre price limit for sets of rubber — effectively making those sets illegal.

Faced with this and the overwhelming opinion of K & S drivers at Clay, the decision was reached the next day to exclude the Dunlop K1/K2 slick tyres from the K & S series. Wet tyres remain unchanged. A sheet detailing this as a change to K & S series regulations has been distributed to competitors entering the second round of the series at Wombwell.

There was even murmurs of discontent among SAM Britain class competitors that their SL Dunlops were "going off". Hard to believe, but in the event the SAM series promoters have subsequently amended their series regulations to restrict competitors to one set of slick tyres per meeting.

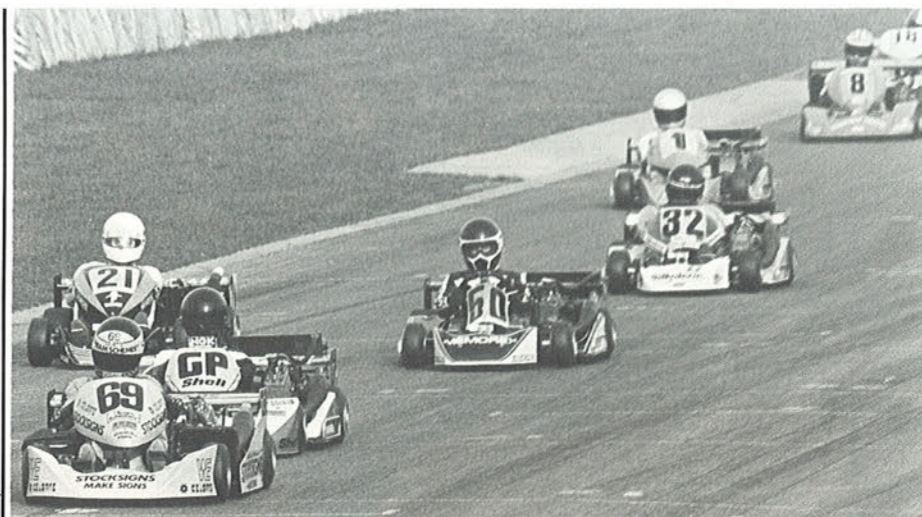
If you thought that would be it — you're mistaken. There's more ...

Similar tyre rumblings punctuated the opening Junior Green Man events on the same day. The outcome is similar to the SAM series — both Junior classes will in future be restricted to one set of slick tyres. This is okay for Junior Britains, on SL tyres, but may throw up some interesting results in Junior National. Rowrah hosts the next Green Man event, on 9th May.

The Merseyside Kart Club are running their first ever meeting, at Three Sisters on 16th May. Entries to Mrs A. Ashe, 123 Lawrence Road, Liverpool 15. This, and two subsequent meetings, is sponsored by Saab main agent Mayfield Garage.

Chasewater Club have advised that they will be implementing full 1982 tyre regulations at their meetings.

FRIGAT



Smith Scores FSO Maximum

The first of the 1982 FSO TV Challenge events was run at Donington on April 17th, and screened one week later on ITV's World of Sport. Two races made up the event, with both being won by Nigel Smith's Stocksigns Zip/Waddon Rotax, to give him a handy points lead as the series moves to Oulton Park.

Race one was led initially by the young Rugby Club of London backed Giles Butterfield, with Martin Hines taking over briefly before the arrival of Smith, Buttigieg and John Ball (Zip Discount Zip/Rotax) at the front. As Butterfield fell back slightly, this foursome scrapped it out, with Smith using a small last lap margin to stay ahead of Ball, Buttigieg and Hines, with Price (WKC Zip/Rotax) moving up for fifth.

Second time out, and the grid was reversed. Smith, Buttigieg, and Ball all made flying starts

Race two and the "Smith Stocksigns Advertising Hoarding" leads Ball (GP), King (21), Buttigieg (50), Dean (32), Lambden (1) and Childerhouse (8) as lap one is completed. (Pic: R. Calvert)

to take up the running at the end of the opening lap. Chris Lambden (LBF Zip/Rotax) slipped by Richard Dean (DMA Zip/Rotax) and early leader Alan King (Wharfedale Zip/Yamaha) to slot into fourth behind the leading trio. As Ball pulled out with a broken gear-lever, and Lambden slipped back slightly, that left Smith and Butty to sort out the finish. Despite a kerb-hopping drama it was Smith who got there first, with Butty distracted by a broken radiator cap and spraying steam. Lambden wasn't too far away in third, from Dean and Sandy Dalgarno (RKR Zip/Rotax).

Points after two races are: Nigel Smith 20, Dave Buttigieg 17, Chris Lambden 12, Giles Butterfield 10, John Ball 9, Richard Dean 8.

Incidentally, the fastest lap — shared by Buttigieg and Derek Price — of 1:13.6 (95.74 mph), exceeded Randy Mamola's fastest motorbike lap of the day — 1:14.2 ...

The richest ever International event run in Australia took place a few weeks back. The DAP-Bridgestone International was for 100 International, and overseas arrivals included DAP works pilot Schuurman, Sugaya of Japan, Linda and Ron Emmick from the USA, and Scotland's own Andy Buchan — out there on a working holiday.

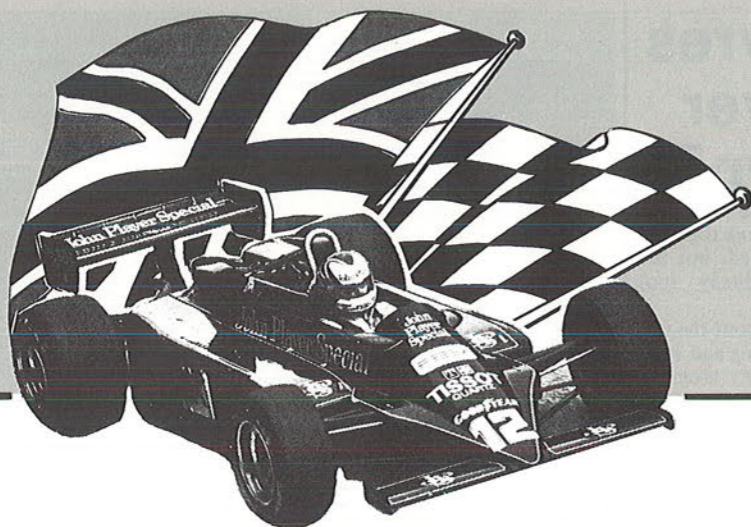
Ron Emmick set the pace with fastest practice lap, but after the heats, Schuurman raced away with the 30 laps final around the immaculate Cockburn Raceway, Perth.

1st Harm Schuurman	DAP/DAP
2nd Robert Hunter	DAP/Parilla
3rd Drew Price	Demon/DAP

Bromsgrove K.C. Race Secretary, Mrs S. Witts has a new telephone number — Pershore 552512.

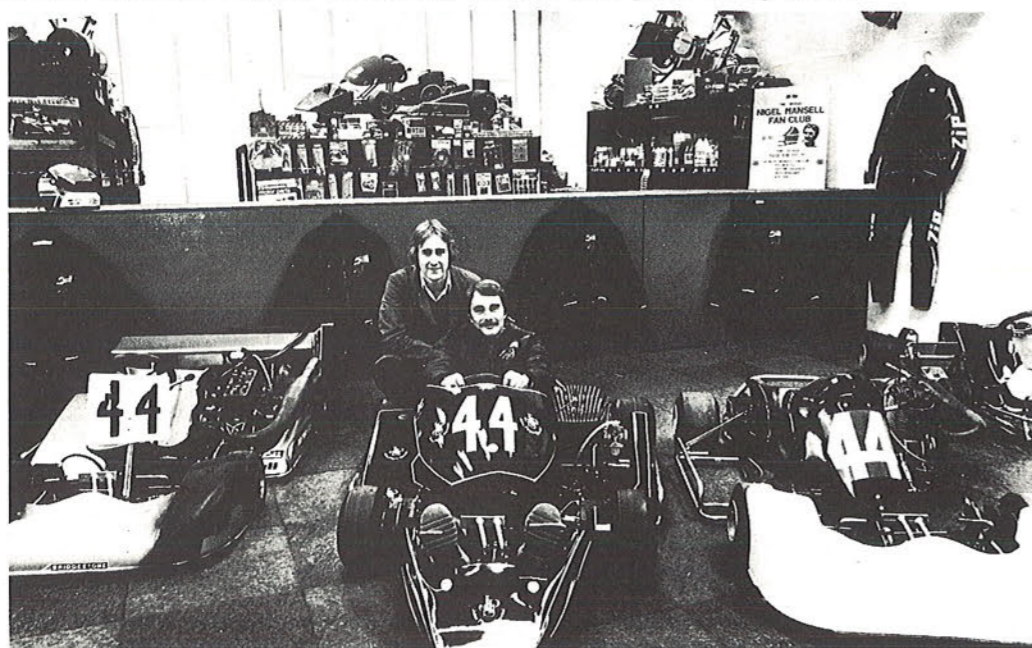
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but on lap 6 he was passed by Nigel Wigg (Dino/Rotax) who went on to win with Boyd second and Mick Beaumont (Dino/Rotax) third.

Heat two was Boyd's from flag to flag with Nigel and Peter Tippell (Lancer/Rotax) dicing for second.

Heat three and Boyd Barrington also won with Nigel Wigg second and Boyd's dad, Roger Barrington (Zip/Rotax), third.

The final was a win all the way for Nigel Wigg with Roger and Boyd Barrington doing battle for second which Boyd held with Roger third. Mick Beaumont (Dino/Rotax) came in fourth having won a late braking duel at the end of straight hairpin with John Davies (Lancer/Rotax) who finished fifth.

210 National/250 International

As there were only two 250 Internationals which was a bit disappointing, they were put on the rear of the 210 grid and started half a lap behind, which gave them something to go for. All three 210 heats were dominated by Ian Jackson (Aero/Upton) with Chris Prue (Barlotti/Villiers) always there but not able to get into first slot. The next places was a race to watch on its own with Mick Cooper (Bullit/Villiers), Tim Ayres (Lancer/Upton) and Jon Sapey (Bullit/Villiers) all having a good go.

The final was again a flag to flag victory for Ian Jackson with Chris Prue second and Jon Sapey third. The 250 International was won by S Papworth (Zip/Yamaha).

John Davies

Results

Juniors

1st Colin Duncan	(Dart/Arrow)
2nd Steven Webb	(Lancer/Hewland)
3rd Shaun Nicholson	(Wright/Hewland)

100 National

1st Robbie Adams	(Dart/Arrow)
2nd Gordon Chenery	(Corniche/TKM)
3rd Nicky Pearson	(Cobra/Minter K88)

125 National

1st Nigel Wigg	(Dino/Rotax)
2nd Boyd Barrington	(Lancer/SRS Rotax)
3rd Roger Barrington	(Zip/Rotax)

210 National

1st Ian Jackson	(Aero/Upton)
2nd Chris Prue	(Barlotti/Villiers)
3rd Jon Sapey	(Bullit/Villiers)

250 International

1st S. Papworth	(Zip/Yamaha)
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The Golspie parade of winners...

Golspie

4th April

Results

100 Junior National

1st Nigel Williamson	Zip/PCR
2nd Colin Bird	Lynx/TKM
3rd Alasdair Polson	Sprint/K88

100 Junior Britain

1st Claire MacArthur	Zip/Hewland
2nd Alan Innes	Zip 988/Arrow
3rd Richard Scott	Sprint/DAP JM

100 National

1st Pete Cartwright	Zip/TKM
2nd Howard Roberts	Zip 981/DAP
3rd Ian Rae	Zip/Redhill Arrow
4th Jim Saillie	Cobra/TKM

125 National

1st Paul Williamson	Zip/Rotax
2nd Ian Pratt	SM Sprint/Yamaha
3rd Sandy Taylor	Zip/TR Rotax

210 National

1st Sandy Pratt	SM Sprint/PH Upton
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250 International

1st Gavin Nicholson	ZIP GP/Yamaha
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C.L. Baird

Blackbushe

28th February

Despite a cold, overcast and very windy day, the turn out at Blackbushe was good, with some 70 - 75 karts braving the elements and a wet, slippery track - although there was some let up towards the end of the afternoon as the circuit dried out a little.

Junior Britain

Young Jamie Beasley won both the heats in fine style and by the end of the first lap in the

final was already showing a commanding lead over the remainder of the field. He did not have it all his own way though as Mark Salter and Adam Scott battled for second place through the esses, with Mark eventually getting the advantage. By the sixth lap Jamie's lead had increased to the extent that he was catching the backmarkers whilst keeping the second and third place men firmly in their positions and at the flag he sailed through to a very comfortable victory.

Senior Britain

By the time the Senior Britains lined up for their final, the rain had arrived, although most

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continued...

asked ourselves? Barrington was in no mood to play bridesmaid this time and having found a gap on lap 2, forged ahead to win easily from Croxford, Pope and Banthorpe. Alan Dough led off the last heat followed by Croxford, Barrington, Pope, Banthorpe and Totman. As the leading trio entered the top corner on lap 2, Barrington moved inside Croxford and amazingly found a way past Dough exiting the corner to claim the lead. Croxford and Pope passed Dough on the next circuit and it was left to these two to chase home the flying Barrington.

For the first time in the meeting, Barrington made the gate in the final and proceeded to show just how fast a 125 can go around Snetterton as he stormed away to win by the proverbial mile. Banthorpe held second place from Croxford for four laps but once Croxford had found a way past he pulled away to settle for a comfortable second with Banthorpe, Dough and Totman next in line.

Senior Britain

A mixed bag here of drivers on '81 and '82 tyres with Novices in each group just to complicate things a bit for the hard working lap scorers.

Ian McDonald ('81) led all the way in heat one to win easily from Martin Goodyear ('82) and Keith Robson ('81). McDonald stormed away to win every lap of heat two, again being followed all the way by Goodyear with John Rapier ('81) a race long third and Dave Manning ('82) just getting up to snatch fourth from Paul Elkington ('82) and Steve Sheldon ('81). Heat three and yet another win for McDonald who again led throughout from Goodyear, Manning, Rapier and Sheldon.

The final saw McDonald scorch to his fourth victory of the day with Goodyear completing four second places. Manning held third for a long way only to have Sheldon snatch it from him three laps from the end while Elkington and Robson made up the first six.

210/250

Colin Paul and Ian Jackson fought out the lead in the 210's in heat one to finish in that order from a distant Tom Sweeney while P. Hammond and Russell Townshend swapped places in the 250's with Hammond taking first. Paul, Margaret Dell and Jackson dived for the lead in heat two. Paul again led from the start with Dell and Jackson swapping places until Townshend found himself sidelined on lap 9. In the 250's Hammond led throughout from Townshend and Papworth. Sweeney held the lead for two laps of heat three before Paul surged past to take his third win. Dell battled hard with Sweeney and she was rewarded when she took second on lap 4. Townshend gained his first win in the 250's, leading all the way from Simmonds, Hammond, Drewry and Papworth.

From the start of the final Paul and Dell set off in a race long first - second while Sweeney held off Freestone to take third. Papworth gained the advantage at the start of the 250 final to lead from Townshend and this is the way it stayed to the end of the ten laps.

100 National '81

Heat one was led for two laps by Richard Anderson, closely followed by Pat Reynolds, Shaun Reid, Miles Townshend, Trevor Woodhouse and Craig Percy. Reynolds gained the lead from Anderson to win the remaining laps

from Townshend and Woodhouse with Gordon Chenery and Bob Kett next after a good climb up the leader board. Robert Smith, Steven Sims, Derek Calver and Reynolds pulled out a big lead in heat two. Reynolds was in unstoppable form taking the first three on successive laps to claim his second win. Smith held off Sims but Calver spun, letting Woodhouse into fourth with Percy and Townshend completing the first six. Heat three saw Percy and Chenery in a great scrap for the lead. Chenery took control on lap 8 and despite Percy's efforts, crossed the line a deserved winner. Kett and Townshend both fell by the wayside when in good positions, leaving Dave Hardinges to take a good third from Mark Ross and Calver.

Reynolds looked in a strong position as he sat on pole for the final but with Chenery alongside and Townshend, Percy, Woodhouse, Sims, Calver and Smith close behind, the race could really go to anyone.

In fact it was Chenery who got the better start but on lap 2 Reynolds powered his way into the lead, which he increased with every lap as Chenery settled himself into second place. Townshend led the chase of the leading pair followed by Percy, Smith, Hardinges, Kett and Calver. Smith passed Percy only to go out two laps later and Townshend lost third when his motor expired on lap 9. Percy now found himself third behind Reynolds and Chenery with Kett fourth - a good drive from a grid 15 start. Hardinges finished fifth and Calver held off Ross to take sixth place by half a kart.

So ended the first meeting of the exciting 1982 season at Snetterton. One or two hitches which traditionally accompany the opening meeting but once our new officials get into the swing of things and the weather keeps fine, the rest of the season will run smoothly. As always a big thank you to all the hard working officials and Red Cross members. See you all next month when we have two meetings, on Monday 3rd and Sunday 23rd May.

Derek Calver

Results

Junior Britain '81

1st	John Slatter	Sprint/TKM
2nd	Glenn Taylor	Stratos/TKM
3rd	Shaun Nicholson	Wright/Arrow

Junior National '81

1st	Ian Saville	Cobra/Parilla
2nd	George Cubitt	Mustang/F.E. Sirio
Nov	Darren Maryon	Sprint/K77

Junior Britain '82

1st	Andrew Wilson	C.O.R.D. Wright/Arrow
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Junior National '82

1st	Ian White	Lane/TKM
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Senior Britain '81

1st	Ian McDonald	Dart/Arrow
Nov	Steve Sheldon	UFO/Arrow

Senior Britain '82

1st	Martin Goodyear	C.O.R.D. Dart/Arrow
Nov	Paul Elkington	Premier/TKM

210 National

1st	Colin Paul	Zip/TPV Villiers
2nd	Margaret Dell	Zip/DHU

250 International

1st	S. Papworth	Zip/Yamaha
2nd	Russell Townshend	Lancer/Yamaha

125 National

1st	Roger Barrington	Zip/Rotax
2nd	Colin Croxford	Sprint/Rotax
Nov	Kevin Pope	Zip/Rotax

100 National Novice

1st	Nigel Cuttall	Dino/TKM
2nd	Haydn Smith	
3rd	Andy Ross	BM/TKM

100 National '81

1st	Pat Reynolds	Dart/TKM
2nd	Gordon Chenery	Goff/Parilla
3rd	Craig Percy	Lane/TKM

Ellough

21st March

On Sunday 21st March the Beccles Kart Club held their first race meeting of 1982 at their Ellough circuit. At signing on all the drivers were given a questionnaire asking which tyres would they like to see run at Ellough this season. As only 12 of these were handed back out of about 60 drivers present, it was a bit of a disappointment, and so the race committee will have to decide what to do based on that.

Juniors

The first heat saw Colin Duncan (Dart/Arrow) take the lead but he was passed on lap 6 by Steven Webb (Lancer/Hewland) who led until the end. Marian Rump (Zip/Arrow) was third in her first ever race. The second heat was a flag to flag win by Steven Webb with Colin Duncan a close second. The third heat was a repeat of the second with Steven leading all the way and Colin trying to find a way past. The final looked like being another repeat, but on the pit corner on the last lap there was a backmarker and the experience of the older Colin Duncan told as he went round the outside to take the chequered flag, leaving a very sad Steven Webb second. Darren Wenn (Lancer/Arrow), Shaun Nicholson (Wright/Arrow) and Marian Rump were having a good dice for third spot, which went to Shaun Nicholson.

100 National

The first heat was led from the start by Robbie Adams (Dart/Arrow) until lap 7 when he was passed by a hard pressing Bob Kett (Mustang/Parilla). Ian Beaumont (Bullit/Parilla) finishing third.

The second heat saw the lead change several times but it was Trevor Woodhouse (Mustang/Parilla) first over the line with Mick Ashton (Dino/TKM) second and Bob Kett in third spot. The third heat was a flag to flag win by Gordon Chenery (Corniche/TKM) with Bob Kett second and Miles Townsend third. So with a variety of "names in the frame" the final could go to anyone. As the starter's flag went up and they emerged from the first corner it was Robbie Adams in a lead that he was to fight hard to keep for the full 15 laps. Miles Townsend and Gordon Chenery were both pushing him hard for three laps until Miles' engine developed a misfire and he gradually dropped down the race order, leaving Gordon to try everything in the book to get past, but to no avail. Robbie left no gaps. Nicky Pearson (Cobra/Minter K88) held off the duo of Trevor Woodhouse and Derek Calver (Cobra/TMK) to take third with Trevor fourth and Derek fifth.

125 National

Heat one saw Boyd Barrington (Lancer/SRS Rotax) smoking off the line to take the lead

continued...

Letters

Dear Sir,

As the newly elected PR Officer for Camberley Kart Club (who race at Blackbushe Aerodrome on the A30 Hants), I thought I would write in order to put our Club back on the map. As many of you may know, we at Blackbushe have been under a very real threat of closure for the past eighteen months, due to new 'development' plans, but we have won all our battles to date and funds permitting we will continue to do so. So - all those of you who had given up on us - DON'T! We are still very much in existence and until the end of the year at least will be holding our monthly meetings as always. In fact anyone who is interested in racing at Blackbushe should contact our competition and membership secretary: Lex Jackson on Ashford (Middlesex) 57422.

With regard to the recent controversy over the new tyre regulations, it was decided at CKC that it would be fairest if we put a vote to the drivers to ascertain their feelings, with the following results:

It was proposed that we run to the 1981 rules until the June meeting - unless the RAC supercedes the Club - when a further vote should be taken.

Class IV - decided to run the new tyres immediately.

100 Britains (Junior and Senior) - voted to stay with '81 tyres until next vote.

100 Nationals - voted on wets and dries separately and decided that the 1982 wets should be used immediately, but that agreement re dries be postponed to the next vote.

In conclusion then, I hope that we will see many more entries at Blackbushe over the following year, particularly at the Roy Mortara Meeting in June, which is our big event with special trophies etc. (for further details ring Lex Jackson).

Liz Jones
P.R. Officer
(Camberley 32648)

Dear Sir,

First of all I'd like to voice the opinion of everybody who joined the 250 National Drivers Championship and say a big thank you to Adrian Lumb, whose original idea has resurrected a class that had reached the position where it only needed the earth thrown over the coffin to have completed a lingering death.

I've just come back from Cadwell Park, had a seizure, blown a head gasket, developed a persistent misfire, only finished 18th and still feel relatively happy! No, I haven't had a bang on the head as well, I brought back a cheque for £15, won a comprehensive set of high speed drills (donated by John Onslow) and was told by several spectators that our final was a cracker, with Derek Rogers and Alan Mugglestone really getting everybody up and straining the fence to see the race of the day.

It might be unusual for one rider to sing the praises of another, but if anybody out there wants to get involved with a potential champion, try Alan Mugglestone. He only started karting last year on an old Bultaco, was competitive from the outset, and is now beating drivers with far more modern machinery than his own. He has got the full support of his family and in particular his Dad, who keeps the whole lot running on a shoestring, and is a typical Northern character, honest and straight to the point!

Anyway, back to the serious bits; all our members (34) who entered the meeting went away with a minimum of £15, and those who finished in the first ten won considerably more than people in similar finishing positions of other classes, including Superkarts.

What is probably not fully understood is that the benefits of such a resurgence are not just limited to each individual member but have many more far reaching effects as well, a few of which I will try to communicate to the readers of this letter.

First, the increased revenue received by the organising clubs through entry fees, and after all, whether a club has 200 or 250 drivers, its fixed overheads remain basically the same and it must follow that any surplus cash will have grown in proportion.

Second, and a totally incalculable spin off, is the enhancement of sales for the trade vehicles, which regularly frequent long circuit meetings. I personally spent approximately £20 at Cadwell, and I haven't even bothered to equate the cost of converting from short to long circuit spec.

There are so many more people who indirectly reap benefits from our efforts that the list could go on forever, but it's sufficient to say that it's not only the winners who get the pot of gold.

Even with all these aspects taken into consideration, the response from the karting trade for some form of sponsorship has been, to say the least, pathetic. Surely if 34 drivers can each invest £150 of their own money to finance a championship, then why can't a few more enterprising traders each give a little back of what will obviously be an increase in sales.

We are not asking for a fortune (although it wouldn't be refused!) - chain, tube, plugs, blow up dolls, a bag of frogs ... in fact anything is better than nothing. The 250 National class is on its way back to becoming a force to be reckoned with, and those traders with enough foresight to invest in the future will reap benefits far in excess of any donation made now.

So please, let's start thinking of 1983 right now, and anybody with ideas for the future, either this year or next, please contact Adrian on York 781458 or failing that, telephone me at Hinckley 610053 and let's have the support that we deserve.

Stuart Eason
Hinckley

Dear "Ed."

This letter is what you might call "Fan Mail". Unlike most of the letters that you receive, judging by those printed, which are from people participating in karting, I do not hold a competition licence, so I am not a driver. I am not an entrant, or a sponsor, an official or even a member of any Kart Club. I am not a member of the RAC - or even the AA for that matter! I am a "fan". I like everything about karting - watching the racing, reading anything about the sport, learning of the technical developments and innovations, following the fortunes of the drivers, watching from the "by lines" the political and administrative wrangles - tyre grading, engine homologation, chassis development, Juniors' ages, graded licences, gearbox versus non-gearbox, watercooled or aircooled, CIK or Britain, Superkart or fun kart. All this makes karting as a sport "THE RIGHT STUFF" as far as I am concerned! ...

I enclose a cheque for a cloth "Kart and Superkart" badge, which will look great on my pyjamas! ...

Thanks for a great magazine, and to all your contributors and critics, who help to make it interesting reading.

See you at Silverstone in August.

Barry Prosser
Fareham, Hants



Dear Sir,

Kart and Superkart 1982: Congratulations Clay Pigeon on a beautiful circuit, and thanks to the ladies who worked hard in the refreshment bar and for their efforts in the food line. Well done.

However, the organising committee did not seem to realise that what went in did need to come out! Perhaps an issue of strings and corks plus the loan of a mallet at the gate could have got round that problem. Anyone who attended and made use of the toilet, or tried, will appreciate that remark. The fact that base was laid down for replacement toilets was inexcusable for such a prestigious event. Has Portaloo not penetrated so far south down the country yet?

Now the meeting itself. As one who pays and reads the Blue Book on safety, the RAC steward who toured the track must have worn dark glasses and carried a white stick. After one incident, odd tyres were seen rolling gently down the track, and in another a competitor went through the fence which hurt both the driver and a spectator. Did he not check that the tyres were securely fastened? The tie-wires that I looked at would not have held a twelve month baby.

The heats went quite well then a pause ... and a pause ... and a further pause. Had the meeting finished? Over an hour later the committee, after monumental thought (or having nipped to the toilet ... at Dorchester) restarted. What a success! I have yet to witness a more impressive debacle. Drivers were on the grid as per programme ... scrubbed. Replaced by another grid, the National D final ... scrubbed. Replaced by another grid, the National C final. The tannoy did not mention this, and so we continued. In one case a driver watching what he thought was the B final realised, half-eaten pie in hand, that this was the A final and he was in it.

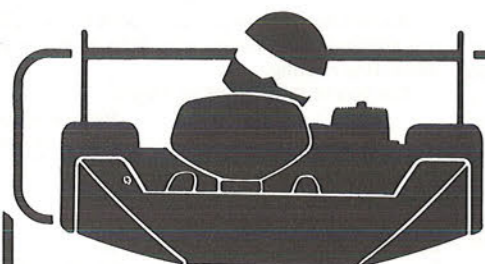
Finally, most competitors travelled a long way, possibly an average of 200 miles, and to chop and change the number of laps in the finals, with the exception of the A final, is not, I feel, value for money for the competitors. If you also think of the late time that the meeting finished, quite a number of competitors may reconsider going again.

Come, come, RAC, we pay you enough. K and S officials - same again. Finger out! Check and make sure that the organisation and amenities live up to expectations, the competitors certainly do. Remember this is one of karting's shop windows, not the back door. Surely a club of Clay Pigeon's experience is capable of producing the necessary slick, cohesive organisation that we must expect for this type of event.

K and S officials should realise that people are looking forward to this special event, and they should make sure that the organising club can cope and deliver the necessary standard of meeting.

A Weary Traveller
(Name and address supplied)

Ed: Dear Mr. Wishes to Remain Anonymous: The Clay Pigeon club have hosted three previous rounds of the K and S Championship quite reasonably. I can only venture to suggest that you struck a bad patch. Your comments, however, have been noted and we will endeavour to ascertain "bog" standards for next year's Championship ...



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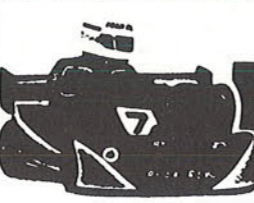
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210 National Alan Cheetham Bill Cole, John Haig	250 National Derek Rodgers
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	WIGAN	1st A. Cheetham 2nd J. Haig
MARCH	ROWRAH	1st B. Cole 2nd J. Haig
APRIL	MORECAMBE	1st A. Cheetham and wins all heats 3rd J. Haig
	FELTON	1st B. Cole and wins all heats 1st D. Rodgers and wins all heats
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125 National

Both heats were won by Adrian Wilcox. From pole position he led the final away. The action in this race centred around Adrian Wilcox and Keith Bisp.

Keith Bisp, close on the bumper of Adrian, was ready to take advantage of any error. In the bottom hairpin Keith seized the lead and despite very close driving by Adrian Wilcox he was never able to pass Keith again. Adrian was running his motor very rich and this may have accounted for the fact that Keith looked a little quicker down the straights.

Martin Wall, who went well in this event at the last meeting, had a disastrous final and came off in the early laps. The other drivers in this event were soon spread out and there were no changes in the running order. John Cooke cruised home in a very comfortable third position followed by Rob Ashley, Alan Sorrenson, Chris Tomkinson, Malcolm French and Kevin Pope.

210 National

A full grid of 250's braved the weather. Martin Wall had both heats in his pocket and was all ready for a repeat performance in the final. However it was Colin Poole who briefly upset the situation. Colin made a very good start but his glory was short lived. Martin took the lead and once ahead simply romped away. By half way through the final Martin was getting on for half a lap in the lead. The kart in third place was being piloted by Simon Quance. Fourth place was being held by Maggie Dell, she was not having it all her own way. Glen Clark was giving her quite a hard time. The 210 final became very spread out. The early competition between George Wright, Brent Gilkes and Dave Ridge got split up. Rod Ellis took a long time to pass Dave Ridge and once ahead speeded after Glen Clark but by this time the last lap board was out and there was little he could do. Martin Wall must have been very pleased with

his result. Martin seems to have stepped into Mark Allen's shoes.

250 National

It was pleasant to see such a large grid of 250 Nationals. We produced two heat winners: Mick Brock and Alan Hope. The final was led by Mick Brock. Poor Alan Hope's final was non event. Paul Klaassen's early challenge for second place ended in disaster and Paul ended up at the back of the field, doubtless to the relief of Jack Ayriss. Andrew Joss in third position was never in any difficulty. The drama in this final was the struggle for fourth, held initially by John Ottrey. Following him was Stuart Eason, Patrick Tomkinson, Terry Clewes and Peter Cottrell. By lap six we had lost John Ottrey and the race order had undergone several changes. Andrew Joss was still lying third, Pat Tomkinson, Stuart Eason and Terry Clewes were fourth, fifth and sixth. The first lap problem experienced by Paul Klaassen gave him the task of fighting his way to the top from the rear of the field. On the penultimate lap he passed Terry Clewes for sixth. Mick Brock stayed out at the front and crossed the finish line well ahead of Jack Ayriss.

250 International

Only Pete Hammond and Paul Andrews turned out to race in the International class. They held their heats and finals with the 250 Nationals. Pete Hammond's experience showed in this event. However having said that, Paul made a very promising account of himself. This was Paul's first competitive outing in a gearbox kart and he led the final for two laps. Pete Hammond commented to me after the final that there was no substitute for racing karts in the Junior classes. It bestowed enormous advantages. The superior skill of Pete Hammond gave him the honours on this occasion.

When the weather conditions were as bad as they were on this particular Sunday, a few words of thanks seem inadequate, nevertheless,

many thanks to all the officials who stood out all day in the cold and wet to make our racing possible. Let us hope that the next meeting on May 16th will be lovely and warm and sunny. We look forward to seeing you there.

Maggie

Results

Junior Britain

1st Gary Chapman	Reema/Arrow
2nd Adrian Chapman	Zip/DAP
3rd Dene Roberts	Eagle/Komet

Junior National

1st Jeremy Cotterill	Sirio/Yamaha
2nd Nicholas Crabtree	ART/Arrow
3rd Charlie Brown	Sirio/TKM

100 Senior Britain

1st Andrew King	MM3/Arrow
2nd Darrel Beasley	Barlotti/Arrow
3rd Andrew Clark	MM3/Arrow

100 National

1st Derek Higgins	DAP/DAP
2nd Gary Mathews	Sirio/TKM
3rd Robert Owen	Sprint/Parilla

125 National

1st Keith Bisp	Magnum/Rotax
2nd Adrian Wilson	Dino/Rotax
3rd John Cooke	Dino/Rotax

210 National

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

250 National

1st Mick Brock	Zip/Bultaco
2nd Jack Ayriss	Dino/KTM
3rd Andrew Joss	Barlotti/Bultaco

250 International

1st Pete Hammond	CTRP/Yamaha
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Snetterton

28th March

Ask anyone who has ever been to Snetterton about the weather, and sooner or later they will mention the wind!

Well on March 28th, a little wind would have been welcome as a November style fog hung around the Norfolk venue until quite late.

Fortunately this had no effect on the racing and the Norfolk & Suffolk Kart Club were able to get the new season underway with the minimum of delay.

Juniors

A very encouraging entry of seventeen, comprising Nationals, Britains and Novices.

Ian Saville led the way in heat one, streaking across the line ahead of Nationals George Cubitt and Ian White. Glenn Taylor made his presence felt in the Britains as he won from Andrew Wilson, Steven Webb and Shaun Nicholson. Heat two saw Saville and Cubitt repeat the result of heat one with Simon Ricketts this time filling third spot. Taylor again led the Britains but had to settle for third after Wilson and Webb forced their way past. Heat three was a repeat of the previous heat in the Nationals while Nicholson finished behind Webb and Wilson in the Britains.

100 National Novice

Another encouraging entry of fourteen bodes well for the future.

Heat one was led all the way by Andy Ross in his last meeting on black plates. John Green briefly held second until Nigel Cuttall passed him on lap 4 and Green lost another place on the next circuit when Colin Cage nipped past. This was the order at the flag with Mike Davis and A. Collier making up the first six. Cuttall showed good form in heat two to take a flag to flag win. Les Gomeche and Ross battled over second and this became a three man tussle when Haydn Smith joined in on lap 4. Both Ross and Smith passed Gomeche on lap 5, pulling away as they tussled for supremacy. Smith managed to find a way past on lap 9 and held on grimly to his hard earned position to the finish. Cuttall took his second win of the day in heat three as he again lead all the way,

while behind came Davis, Cage and Gomeche whose positions remained unchanged throughout.

It was no surprise to see Cuttall sitting on pole for the final but with the remarkably high standard of driving from the novices the result was certainly not a foregone conclusion.

However, Cuttall duly took the lead at the drop of the flag but with Gomeche, Cage, Green, Smith, Hartop and Ross tucked in right behind. Cage passed Gomeche on lap 4 to take up the challenge on Cuttall who had now opened a buffer over the second placed man. Ross moved up to fifth which he improved to fourth when followed Smith in passing Gomeche. Cuttall maintained his advantage at the front to take a thoroughly deserved win with Cage, Smith, Ross, Gomeche, Green and Samuel following him across the line.

At the scales Cage was found to be underweight, duly promoting those behind him one place.

125 National

Colin Croxford did a great job of holding off the challenge of Roger Barrington for eleven laps to win heat one. Roger probed every avenue to find a way past but each time he tried Colin was there blocking the way. Great stuff! Heat two, and the order on lap 1 was Croxford, Barrington, Pope, Totman and Banthorpe. Were we in for another cracker we all

Shenington

21st March

A grey, wet and cold day greeted us on the 21st March. The officials at Shenington Club did their best to make the conditions as tolerable as possible for the competitors. The rain did ease in the afternoon briefly but it was never dry enough to use slicks. Every kart appeared to have new tyres. The new tyres particularly those used by the National drivers made a tremendous difference to handling. An inspection of the noise levels recorded at this meeting revealed that some drivers, particularly the gearbox drivers, are going to have to look at the silencing systems they use at present. Many drivers will find themselves penalised if the club becomes stricter.

I have to apologise for the length of my report for this meeting, unfortunately my notes became very wet and I have had great difficulty sorting them out.

Junior Britain

A good and enthusiastic bunch of Juniors took part in this class. Jamie Beasley looked good and was going to be difficult to beat. He was very unlucky in the final to suffer with carburettor trouble which forced him to retire when he was in the lead. Gary Chapman had a steady drive consistently moving through the

field. Gary had just passed Steve Filkin when Jamie retired and Gary found himself unexpectedly in the lead. Moments later Steven Filkin flipped a chain and Adrian Chapman took over second. Dene Roberts was promoted to third. Andrew Guye-Johnson had a very good day and finished fourth.

Junior National

The grid of Junior Nationals is the largest we have seen at Shenington for a while, with seventeen contenders. Jeremy Cotterill and Mark Jennings (his first outing in Junior National) won a heat apiece. Jeremy was driving in the confident style we have come to expect and led the final from flag to flag in a very convincing manner. Nick Crabtree and Charlie Brown worked hard to catch Jeremy but neither could make any real impression. The closest racing was between Mark Jennings, Samy Hunt and Simon Collins. Samy is a comparative newcomer to Shenington and the chicane in the wet finally defeated him, he spun and finished in eighth place.

100 Senior Britain

Andy King and Andy Clark had a heat win each and were on the front row together for the final. Andy King made a decisive start to take the lead. He was harassed throughout the final by Darrel Beasley. Andy Clark had a very busy final defending his third place from Stephen Bennett. It was Stephen's first race in Seniors and looked very confident. Paul Rixon finished fifth after a close struggle with Mark Bailey in the closing minutes of the race.

100 National

The 100 National class was the best supported of the day with a total of thirty six entries. A 'B' final was held and the four recharged drivers were Nick Lateron, Warren Powell, Richard Knox and Tony Dvornik. By the time the 100 National final was held the conditions for racing were very poor, the track was wet and the light was deteriorating. The heats had produced some close driving, leaving us in no doubt that there was going to be a ding-dong battle for the lead between Derek Higgins and Gary Mathews. Neil Robinson had a good heat result coming in behind Derek. However Neil's luck did not hold out in the final and he failed to complete the first lap. When the starter let the drivers go it was Derek who made the running. Gary kept Derek firmly in his sights and benefitted on a couple of occasions in passing manoeuvres involving backmarkers. Trevor Peck, Dominic McGee and Stephen Wright were evenly matched. All three experienced problems, Dominic McGee spun, dropping right back but he pulled out all the stops and managed to come through to seventh. Stephen Wright's motor gave out, and Trevor Peck, who had been driving extremely well in third place came off on the last lap, which promoted Rob Owen. Gary Mathews had kept the pressure on through the final and within sight of the chequered flag looked as though he might take advantage of a backmarker once again. He sped on the inside of Bob Moss (a lap down) and Derek had taken the outside line, but it was Derek who had reached the tape first, and was the winner.

Saturday March 27th, and the long circuit contingent moved into Norfolk, bringing with them a fine mild day for the only full kart meeting on the fast Snetterton circuit this season. It was a rather special day for many of those present as this was the Martyn Merritt Memorial meeting, with Jacquie Merritt on hand to present the awards which included a rather splendid Memorial Trophy in the shape of a silver Star Wars type helmet — a magnificent addition to anyone's display cabinet.

The meeting, under the efficient leadership of Peter Carter, Ian Rushforth and the Central Kart Club team also made up the first round of the RAC Long Circuit Champs, and the second round of the Bridgestone Champion of Champions series. The RAC Champs points system has, for this season, been amended to a 9-6-4-3-2-1 format, with five out of six rounds to count.

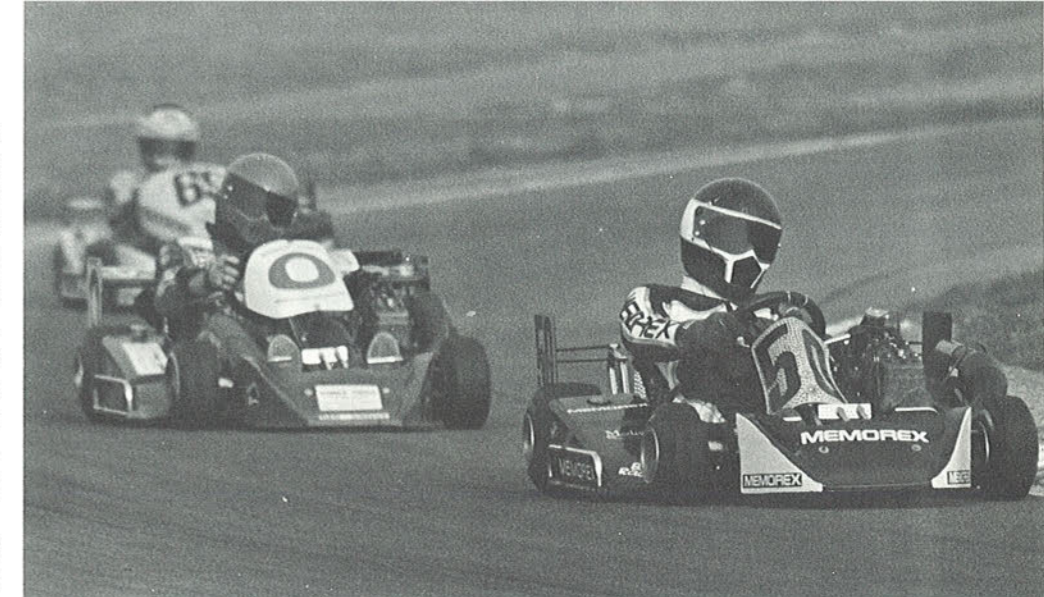
With just about 200 entries over the four classes, Secretary Ian Rushforth expressed satisfaction for a Snetterton meeting in view of the circuit's location, and the Saturday date.

Pit Patter

Much of the talk around the paddock was of full bodies and splitting heads, but it had nothing to do with what might have gone on in the Clubhouse the previous evening! The full body was the latest creation from the always innovative Zip boss, Martin Hines. This was Martin's answer to the rear engine concept and as Martin sees it, is much simpler, does not require possibly complicated drive arrangements nor longer chassis.

The all orange outfit certainly looked the part with its all-enveloping bodywork and mid-week testing had left Hines in no doubt that its performance matched its looks. There was a small price to pay though, as Martin had suffered some very bruised ribs, apparently as a result of the greater cornering forces, and was to be afflicted by it through the day.

Chris Stoney's 250 National win was his second of the season...



Buttigieg leads a fired up Gange and Smith into the closing stages of an exciting final.

Butty Tapes It

Buttigieg takes British Championship lead with stylish win. Gange an inspired second from Kerkhoven, Hines and impressive Butterfield. Ziemelis dominates 125, with Newton (210) and Stoney (250 Nat) taking the remaining classes.

Report: Mike Smith Pics: Roger Calvert

The split head saga revolved around Stocksigns Nigel Smith and here John Shaw, Chief Scrutineer was adamant — it was not legal! The engine in question was the Waddon-Ehrlich tuned Rotax. With this unit using those aforementioned split heads, the question to be answered was one of homologation. However, as Nigel so nicely put it, if his engine was thrown out then he would protest every other Rotax present for, as he understood the situation, homologation specs. could not be produced for those either! John Shaw, never noted for aggro, agreed that Nigel be allowed to race and the matter be placed firmly in the hands of the RAC for their ruling. Nigel was happy at that, and his parting words to me were "Who am I to turn down a free engine?"

Another interesting and previously dealt with (Chris Merlin, Feb.) piece of machinery was the rear engine project of Terry Walker. Having now seen it in the flesh as it were, I must say the Welshman has shown some ingenuity...

The 125s almost matched the Superkarts in numbers but here again British Champion Roy Wooldridge was suffering from a serious shortage of testing mileage plus a rather unaccustomed hangover! ... Reg Gange Senior had dusted down his trusty black leathers and intends joining the 125 fray more often. Marc Haezenberghe, would you believe, commutes between France and this country to take part and I thought I covered a few miles. Nuff said... on to the racing.

Newton ... by a Mile

The Villiers opened the day's racing and after their allotted two six lap heats, Dunsonian Garages John Newton and York based Richard Boston had each bagged a win and a third place to put them on the front row with Newton's Magnum/APV on pole. Joining these two on the first row for the final was Mansfield stalwart Bill Longden with two second places and Hunting Industrial Plastics' Geoff Upton with two fourth spots. Second row occupants were George Bett, a sixth and an eighth heat placing; Robbie Kellett, fifth and ninth; and Barry Train, a sixth and tenth. Novice driver Tim Doble acquitted himself well to take a seventh in his second heat and secure a mid grid position.

As the green light flicked on, British Champion Newton seemed to be going backwards as he was swallowed up by half the field as they poured into Riches with Boston at the head. At the end of one lap, Boston still led from Longden, Upton, Kellett, Gibson and that impressive novice Doble. Newton was, however, recovering rapidly and after three tours he was up to fifth behind Doble. Longden briefly had the advantage over Boston, but the York driver was back in front after four laps with Newton having taken care of Doble.

Lap five, half distance, and things really began to happen! Not surprisingly the rapid Newton hit the front, demoting both Boston and Longden with Doble still hanging on to



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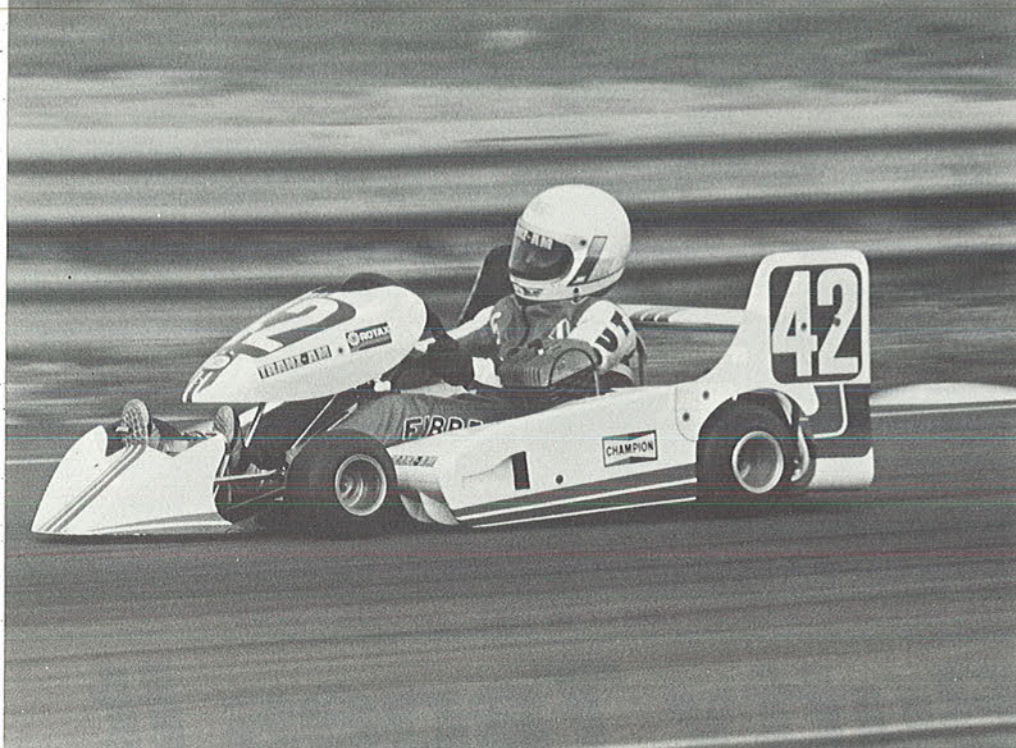
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Stuart Ziemelis absolutely floored the 125 field with his pretty Aero.

continued . . .

fourth ahead of Upton. Kellett was next and then the rest now becoming fairly well spread out. By the next lap Bill Longden mysteriously dropped further and further back leaving Boston struggling to keep on terms with the flying Newton. One lap from home and misfortune attacked Boston as well with him pulling off along the main straight, leaving Newton home and dry barring catastrophe. Indeed that was the outcome with Newton some twenty seconds ahead of Upton and Kellett at the flag. Bill Gibson, George Bett and Vincent Munday were the next to claim their first Championship points of the season.

1st John Newton Magnum/APV
2nd Geoff Upton Aero/Upton Manx
3rd Robbie Kellett Zip/Longtune
Fastest Lap:
John Newton 1m. 17.8s. (88.70 mph)

Stoney Again

Alan Collard was making his first appearance of the new season and soon showed the 250 National followers the sort of form that earned

him the No. 1 plates, securing pole position for the final after two good heat wins. Cadwell winner Chris Stoney dropped one heat but gave Collard due warning in the second to finish only one tenth of a second behind the Weymouth driver.

Co-organiser of the class drivers series, Dave Cullimore, took a second and a fourth on his Barlotti/KTM to sit alongside Collard on the final front row. Brian Kennedy and Alan Mugglestone made up that row with Frank Rowntree and John Onslow sharing the second row with Stoney.

At the lights it didn't take Stoney long to make a dash for the front and Kennedy, Cullimore, Mugglestone and Collard were in there disputing it. Derek Rodgers, having moved from the Superkart ranks, was making amends for troubled heats and was working his way forward to settle in fifth spot at the end of four laps. Two more laps however was all the luckless Derek could manage before retirement once more. Stoney had the lead from Cullimore and Collard with the remainder well spread out at six laps.

By lap eight, backmarkers were being encountered by the leaders and Stoney was well clear of Collard with Cullimore having a huge advantage over Taylor, Cortijo, Onslow and

210 winner Newton heads long time adversary Bill Longden.



Phair. These seven were in fact the only runners to complete the full distance before the flag came out for another Stoney victory. Collard was a couple of seconds adrift at the end with Cullimore only four tenths of a second away in third. Collard was another to suffer damaged ribs and at the pit gate he had to be assisted from his kart, such was the discomfort. As Dave Cullimore said afterwards, it didn't slow Alan down much! ...

1st Chris Stoney Barlotti/Yamaha
2nd Alan Collard Barlotti/Yamaha
3rd Dave Cullimore Barlotti/KTM
Fastest Lap:
Chris Stoney 1m. 15.8s. (91.04 mph)

Super Stu.

With Champion Roy Wooldridge dropping both heats, victories went to Kurt Luby (Zip/Rotax) and Stuart Ziemelis (Aero/SRS Rotax), the latter also taking a fine second place to occupy pole for the final. Luby failed to finish his second heat so started from the sixth row. Marc Haezenberghe, running a "Stu-tuned" Rotax, earned a front row start after a second and third heat placings. The Dino of John Cooke and Colin Birds' Zip made up the leading quartet. A further assortment of chassis occupied the second row with the Lancer of Boyd Barrington, again Stu-tuned, joined by the Barlotti of Roy Patterson and the CTRP of Ian Brown. Other possible front rubbers could be found well back on the final grid after various heat problems.

125 GP winner, Stephen Coward, came to grief in a monumental way after only one lap of the second heat, resulting in the race being swiftly brought to a stop. Down the straight approaching Riches, some rather questionable contact was taking place and in a flash the Air Kilroe machine was out of control, somersaulting two or three times and tossing young Stephen backwards into the Armco. The kart, so recently featured on the K & S cover, was comprehensively written off against the Armco and after being attended to at the circuit, Stephen was transferred to Norwich hospital. Subsequent examination revealed cracked vertebrae in his neck, a twisted ankle and arm together with severe bruising front and back. Commentator Don Briggs, from his lofty vantage point overlooking the straight, had some strong words to say about the incident even whilst Stephen was being attended to at the trackside. A side of karting, thankfully rare, which the sport can well do without ...

So, to more pleasant things and with Woolly not contending the final, many pundits already had the name of Ziemelis pencilled in as a likely winner. The Huntingdon driver didn't disappoint them either, quickly taking up the running as the lights signalled the off. Kurt Luby tried hard to keep in touch but left the conflict before a lap was completed, leaving Ziemelis' immaculate Aero to pull away from the rest. That was where the real racing was taking place, with ten to fifteen karts bobbing and weaving all over the track and not one of them able to make the break. John Cooke, Johnson, Glendenning, Haezenberghe, Barrington, Tippell, Uncle Tom Copley and all were in there fighting hard. A lap scorer's nightmare! Ziemelis, meanwhile was so far ahead that barring mechanical failure he was probably home and dry.

For the full ten laps, we were treated to a marvellous scrap for second with a new leader of the pack every time around. It was Stoner at the end of six laps, Cooke after seven, Barrington next and at the start of the last lap Jeff Johnson ... or was it?

Dunkeswell

28th March

The fine weather that had blessed the whole country for a week, stayed to make the first meeting of the season the best start in years. By the time racing started at 1.30 p.m., the track had warmed and was providing a little extra grip.

The circuit had been prepared during the closed season by our stalwart track parties and everyone agreed that the improvements made, showed what could be done when the club worked together.

Junior Britain

With most of last year's Juniors moving up in to Senior Britain, it remained to be seen who would succeed Richard Marsh (Club Champion) as the front runner. To everybody's surprise it was Kim Taylor (Kestrel/Arrow). This young lady may look small but she can throw a kart around Dunkeswell as good as any of the guys. So with a first, third and fourth to her credit she found herself on pole position for the first final of the year. Challenging right behind her was Adam Bamford (MM/Arrow) with two second places, Andrew Reeves (MM/Arrow) with a first and a third and Stewart Baker the other heat winner. As the flag dropped on the final it was Kim first in to pit bend with these guys right behind and Clive Elmore (AKR/DAP) and James Bedford trying hard to stay in touch. So it stayed until lap five with Kim still leading from the bunch, but as they exited the chicane and lined up for the dogleg there was the backmarker sat right on the racing line. Kim, with nowhere to go, dropped the anchor and went sideways to avoid him. Andrew Reeves following fast caught her kart side-on and punted her and the kart over the tyres. As the dust settled it was Clive Elmore and James Bedford that crossed the line in first and second places. So it stayed to the chequered flag with James trying hard to pass Clive, third was Andrew Guye-Johnson with Adrian Coles and Tracey Cowee fifth. Luckily no one was hurt in the shunt and I'm sure we can expect to see Kim on the front row again before too long.

100 National

Only a small entry but some surprising racing. Tony March (Dart/Arrow) dominated this class, showing a turn of speed which was often lacking on his part last season. He only made one mistake in taking two heat wins and the final and that was getting too close to Arthur Wood who, although fast on the day, just wasn't quick enough to catch Tony. With only three laps gone of heat two, Tony and Arthur racing hard together suddenly found themselves sat in the bales at pit bend, which allowed Neil Symes to take the other heat win.

210 National

Another small entry - once again dominated by one man. Steve Thornell likes Dunkeswell as his two heat wins and the final proved. His only real threat was from George Wright and Malcolm Williams, the other heat winner. Apart from some spectacular late braking from these three, the rest just became a high speed train.

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A high failure rate amongst these classes ensured that they would be combined in to one grid. A bronzed looking Malcolm Turner made one of his rare visits to Dunkeswell and soon showed the others how, by breaking both the class and outright track records. To those of us in this part of the country who don't get the chance to see International very often, to have four at one meeting was a welcome sight.

Eventual winner was Malcolm Burnett with his Rotax Zip GP, followed by Dave Sloman (Aero/Yamaha a/c) and novice Paul Rockall trying to master ex Steve Styrrins' Fibre Flare Aero/Yamaha w/c and improving at it lap by lap.

Fastest of the 125s was Keith Bisp (Magnum/Merlin Rotax). This little motor pushed its bigger brother in most of the heats and stayed glued to Malcolm Burnett's tail in the final. Andy Bundy, driving the Dave Hockey 125 Yamaha as though it was his Britain kart, had a fine race in to third place in the final against Alan Pearce's Barlotti/Rotax.

100 Britain

Forgetting the problems with tyres for the moment and on with the racing. Ex champ Pete Rochford showed his rivals just what good preparation and practice can do. With three heat wins and the final this was just Pete's day. Other front runners who tried to catch Rochford were Alan Dodds, Andrew King and Phil Sheldrake, all using Arrows and Andy Bundy with probably the fastest Komet in Britain. Although all the racing in this class was superb, it will be heat three that will go down as a classic.

As they rolled up the flag Pete Rochford was on row ten. As they roared into pit bend Rochford clawed his way through the pack. By lap 4 he was laying tenth and the stopwatch was running on him. Two laps later he was fifth and had clipped tenths of a second off his lap times. As he crossed the line at the start of lap seven he was fourth and ahead he could now see Alan Dodd and Brian Taylor with Andy Bundy just ahead of them. With two laps to go he jumped both of them in one go and set off after Bundy. As they passed the last lap board there was less than two seconds between them and as they shot through the chicane it was Rochford ahead, just. That's how it finished, with Taylor third and Alan Dodds fourth.

Hemswell

Results 4th April

100 Juniors

1st Scott Banks Premier/WRE Arrow
2nd Dominic Connolly Premier/Arrow
3rd Darren Scott BM/PatRon Parilla
Chris Gent First Novice Zip/Arrow

100 Britain

1st Dave Smith UFO/CSK Arrow
2nd Chris Burns Premier/WRE Arrow
3rd Dave Bunn Jeta/Arrow
Chris Baker First Novice UFO/CSK Arrow

100 National

1st Adrian Wood Dino/Arrow
2nd Neil Douthwaite Cobra/PatRon Parilla
3rd Ian Holdsworth Zip/Parilla
Tony Collier First Novice Sprint/Parilla

The final was quiet compared with that. Rochford disappeared in to the lead followed by Andrew King and Andy Bundy who had just finished third in the 125 final. Peter had, during his charge from the front, equalled his own two year old lap record that had been set on Carlisles.

Which brings us to the subject of tyres. Asking around the pits most people thought that the Dunlops are a good idea, while a few were still unsure and preferred to stay with Carlisles. The club of course wants to do what most people want and will wait to see the result of the questionnaire issued to Britain drivers, so up till then Dunkeswell will race by the book. One thing was noticeable, those drivers using Dunlops had to adopt a different driving style, the extra grip was quite noticeable. One set of tyres that I looked at in the pits had done over 150 miles of testing and two meetings and still looked good. Wear was minimal with over half the depth left, and the owner even had the time sheets to prove it. No doubt the bad feelings over this matter will shadow most clubs this season.

M.P. Vicary

Results

Junior Britain

1st C. Elmore AKR/DAP
2nd J. Bedford MM/MM Arrow
3rd A. Guye-Johnson Kestrel/Arrow

100 Britain

1st P. Rochford MM/Arrow
2nd A. King MM/Arrow
3rd A. Bundy Barlotti/Komet

100 National

1st T. March Dart/Arrow
2nd N. Symes Zip/PCR
3rd S. Simpson Zip/MM Arrow

210 National

1st S. Thornell Barlotti
2nd G. Wright Dale/Upton
3rd K. Turner Barlotti/TKM

125 & 250 National/250 International

1st M. Burnett Zip/Rotax
2nd K. Bisp Magnum 125 Rotax
3rd A. Bundy Zip/Hockey Yamaha

125 National

1st Wayne Sandford Barlotti/Rotax
2nd Graham Marris Pit Stop/Zip/Chat Yamaha
3rd Ian Eastwood Barlotti/Chat Rotax
John McCann First Novice CTRP/Chat Rotax

210 National

1st Brian Finn Barlotti/Upton
2nd Dave Green Zip/GPV
3rd Ken Spooner Barlotti/NPU

250 National

1st Chris Stoney Barlotti/Yamaha
2nd Alan Mugglestone Zip/Yamaha

250 International

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

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Ziemelis showed the more gentlemanly face of karting as he closed in on a backmarker coming into Russell for the last time. Instead of frightening the poor chap into the weeds Stu hung back, waited for the finishing straight then promptly flashed by to take the flag for his second win of the season.

All eyes were now on that same spot, the swoop down to Russell and as the pack appeared it was Johnson still leading them but with Haezenberghe tucked in tight, waiting. On to the straight and in the last frantic dash to the line the Frenchman darted out of the slipstream to snatch second from Johnson. Barrington, Brown and Cooke were next after a great 125 race. Ziemelis had a thirteen second advantage at the end with the next five covered by a mere half second!

1st Stuart Ziemelis Aero/SRS Rotax
2nd Marc Haezenberghe Aero/SRS Rotax
3rd Jeff Johnson Zip/Merlin Rotax
Fastest Lap:
Ziemelis 1m. 17.9s. (88.59 mph)

Butty has it Taped

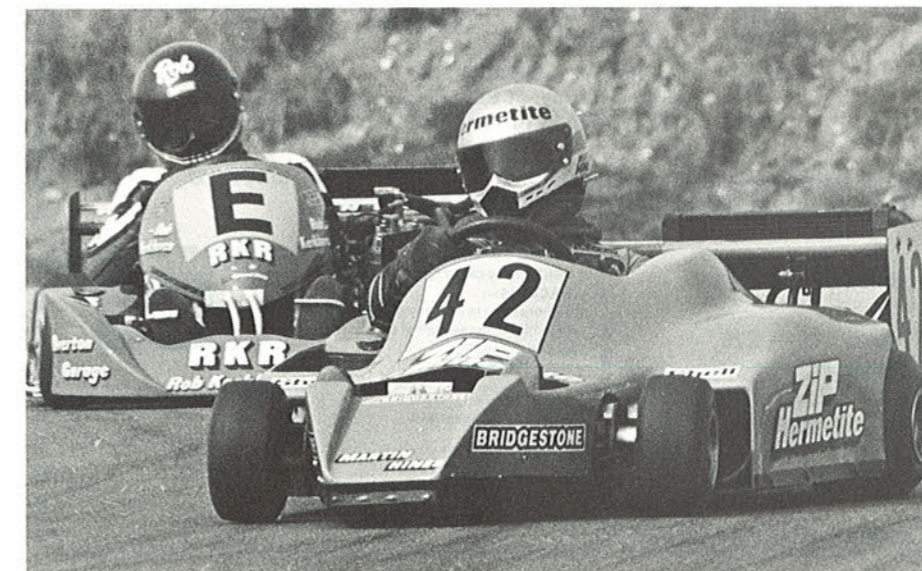
Two split heats were on the programme for the Superkarts and almost predictably Hermetite No. 1 Martin Hines, despite those sore ribs, safely wrapped up pole position with a couple of wins. Dave Buttigieg, running without a rear wing in a search for more straight-line speed from his Memorex Zip sat alongside Hines on the front row after a win and a third.

Stocksigns' Nigel Smith put together a win and a sixth place which put the Waddon-Ehrlich Rotax next on the first row. The last spot on the row went to European Champion Rob Kerkhoven, the Worcester driver taking a second and fourth from his heats.

A very impressive Giles Butterfield was on the inside of the second row with the neatly turned out Rugby Club of London Zip/Rotax. A third and a fourth showed Giles is quickly coming to grips with the twin scene, having previously campaigned 210s. He shared the row with impressive ex 210 pilot Hemes and Circuit Travel's Childerhouse.

The seventh row of the grid contained some illustrious names; Zip Discount Centre's Ball and Wigan Kart Centre's Price, both there having each dropped a heat through punctures. John had a fine second in his other heat, whilst the Vingt-Trois Zip of Gange had shed its chain

Late in the race and Hines tweaks the Hermetite Zip as Kerkhoven closes in.



in one outing, although Reg did have a third place to his credit. The other occupant of this seventh row was Gardiner, who had suffered a broken gear lever in one outing.

An interesting fact about the four heats was that each one was won at a slightly slower time ... perhaps conserving themselves for the final?

So the first three rows of the grid took this form:

Kerkhoven	Smith	Buttigieg	Hines
Childerhouse	Hemes		Butterfield
Grant-Sale	Jenkins	King	Dean

As the course pulled off and left the field waiting for the green light to show, all eyes were focussed on the front rows and as the signal changed to go it was Hines powering away at the head with the rest of the front row and most of the second in close attendance.

By the end of one lap Nigel Smith had pushed the Stocksigns Zip to the front with Hines, Butty, Kerkhoven, Butterfield and Dean next. Price, Ball and Gange had all produced a scorching first lap to put themselves just on the fringe. Two laps gone and Butty had grabbed second from Hines, Price was up to fifth behind Kerkhoven, and the obviously determined Gange was seventh behind Butterfield. Ball was to be seen walking back to the pits having suffered his second puncture of the day.

Kerkhoven drove from mid grid to pass the rapid Butterfield in mid race.

As they powered out of Russell to complete three laps it was all change again as Butty's Memorex Zip was the first to appear just ahead of Smith and Hines. Price was to leave the battle after one more lap whilst Gange was still charging hard and occupied fifth spot at the end of four laps. The Vingt-Trois World Cup Winner really had his head down and by half distance had got by Hines to pressurise Smith in third place. A little further back Butterfield, Hemes, Carolyn and Dalgarno were having a race of their own, with Dean on hand to increase the pressure.

One more lap and after a superb outbraking move at the esses, Gange had poured through to second in this race he so much wanted to win. For two laps the order remained Butty, Gange, Smith, Hines and Kerkhoven. Butterfield was next, again performing admirably with a gap before Dean, Carolyn and Hemes.

On the ninth tour, despite an over rich motor, Smith had regained second from Gange, the duel allowing Buttigieg that vital break, with the rest as before for the start of the last lap. Then more drama ... at the esses for this last time Gange dived again for the inside, and a surprised Smith had to give those vital inches gyrating into the rough. Gange, Kerkhoven, Hines and Butterfield were all through before Smith regained the tarmac and set off in pursuit in sixth place. The remaining distance was not enough for Gange to overhaul the flying Butty and he had to settle for second after a tremendous drive from his middle of the grid start. The gap at the end was just one second, with Kerkhoven six seconds away in third.

This was a timely reminder from Butty that having got his new Memorex set up working well, he means business. This was in fact his first major win since June of last year at Cadwell. It won't be the last! ...

1st Dave Buttigieg	Memorex Zip/Rotax
2nd Reg Gange	Vingt-Trois Zip/Rotax
3rd Rob Kerkhoven	RKR Zip/RKR Rotax
4th Martin Hines	Hermetite Zip/Zip Rotax
5th Giles Butterfield	Rugby Club Zip/Zip Rotax
6th Nigel Smith	Stocksigns Zip/Waddon-Ehrlich Rotax

Fastest Lap:
Nigel Smith 1m. 7.5s. (102.24 mph)



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Kirkiston

April 10th

Firstly, this correspondent must apologise for having questioned placings in a race at Kirkiston! Officials are hard to find and like football referees are subject to more abuse than thanks. To ensure their authority, retention, and overall good of karting, their decisions must be respected within the regulations. I now unreservedly accept that and hope the officials concerned will forgive parental emotion! ...

The Ulster kart scene seems to have had little attention from the karting world in general. In May the Ulster Kart Club are hoping to significantly change that by staging the Irish Kart Grand Prix at Knuts Corner, to be run over two days, on the 28th and 29th of May. The Sisley team has been lured across the Irish Sea to show their skills, and may be surprised by the expertise of the opposition. The events fortunately are being sponsored by Isaac Agnew (Mallusk) and Spanjaard Super Lubricants, to whom we are indebted for the substantial prizes, an added lure to the teams across the water.

Saturday's meeting at Kirkiston was bathed in sunshine, the dry conditions ensured fast times and skilled racing - it also meant not damaging shunts as Ally Kirkpatrick and Alan Vance can testify, the former shearing off a front wheel and the latter losing a side frame, but they both returned to the track.

Further misfortunes occurred during the day - Gary Jordan, apparently going well and set to take both Junior sections, firstly had carb trouble, pushing him back to fourth in Britains, and then what appeared to be a seizure in the Nats final.

The successes of the day were Francis Stewart in the Junior Brits with a good win after tangling with Martin Rogers on the penultimate lap, then must come Mike Woodside with a powerful performance in the Junior Nats, leaving in his wake Adrian Watson, sadly seized. Probably the best story of the day was Jim Johnston in the 100 Nats - after blowing a plug in the heats (was it tight Jim?), starting last on the grid, a spin in the weir, then a fight through the field of 14 to finish 5th and go home the happiest karter of the day ...

In the 125's Terry Wilkinson looked set for a win from pole position but ended in a tangle of tyres on the top bend. Harry Crossan cruised to victory with the remaining six of a field of twelve strung out behind. The big 250 machines set the fastest times, Joey Morton making a 40.75 sec. lap, but this was snatched from him by Superkart man Tim Allen in 40.10, and on an air cooled twin Rotax, leaving the remaining two Yamaha water cooled karts 100 metres behind. Would the result have been the same on the full circuit?

Maybe next meeting ...

T. Fin

Junior Britain
1st Francis Stewart
2nd Alan Smith
3rd Nigel Allen

124 National
1st Harry Crossan
2nd Alan McAlonan
3rd Alastair Galloway

Junior National
1st Mike Woodside
2nd Joe Wright
3rd Graeme Wright

250 National
1st Joey Morton
2nd David Fleming
3rd Ian Lindsay

100 National
1st Stephen Quinn
2nd David Allen
3rd Jim Flannigan

250 International
1st Tim Allan
2nd Evan Freeman
3rd Normal Pearl



Felton

4th April

Results

Junior Britain

1st Jason Plato
2nd David Price
3rd Duncan Charnell

Mistral/Hewland
Jeta/G.E.P. DAP
Mamba/Hewland

Junior National

1st Mandy Roue
2nd Chris Williamson
3rd Alistair Stewart

Premier/G.E.P. TKM
Sprint/G.E.P. DAP
Spectre/Hewland

100 National Novice

1st Bob McAdam
2nd Bob Archbold
3rd Gary Wolff

Lane/Komet
TKM/TKM
Birel/TKM

210 National

1st Bill Cole
2nd Kevin Thompson
3rd Terry Ramshaw

Barlotti/PRP
Sprint/Villiers
Blow/Villiers

125 National

1st Gordon Brown
2nd Gordon Wilson

Zip/Rotax
Barlotti/Rotax

250 International

1st Owen Shaw

Zip/Rotax

Top: Mick Kellard (Premier/Parilla) leads Malcolm Clarke (55) and a group of 100 National contenders. Above: Stephen Burr (BM/Hewland) heads Willy Grieve (Premier/Parilla) in 100 National. Below: Could this be the REAL Buck Rodgers - here driving a Solar/Villiers in the 210 final ... (Pics: V. Heslop)



Boyndie

March 1982

The first meeting of the season attracted a good entry in all classes to Boyndie. It was cold, wet and windy but the rain had stopped by the time the racing had started.

Junior National

A "flying" Nigel Williamson cleaned up in the heats with his new PCR. Michael Barron had second not too far behind Williamson. Colin Bird, Ross McMorrine and Evelyn McRitchie won other top places in this class.

Williamson landed pole position for the final and took an immediate lead as they started up off the straight. Barron was close behind with Bird, McRitchie and McMorrine following. By lap 5 positions were unchanged with Williamson beginning to pull out a lead and McRitchie had closed up on Bird, challenging for third, but a few laps on and McRitchie had McMorrine hassling to get past her. On lap 9 McMorrine took McRitchie at the end of the straight, and that is how they finished, Williamson, Bird, Barron and McMorrine.

Junior Britain

This class got off to a great start with 6 novices joining the ranks, some of whom showed exceptionally talented driving in ones so young and inexperienced.

Alan Innes and Ian McLeish each won a heat with Brian Tewnion, Johnny McDonald and Claire McArthur sharing other top places.

McLeish took command in the final as he led the pack round. Completing lap 1 in second spot was McDonald then Innes, Tewnion, McArthur and Stewart Massie, a novice driver who kept up with the experienced drivers and who showed great promise in his first race meeting! McLeish pulled out a comfortable lead as the laps rolled past, but a terrific battle was going on behind him as McDonald held off repeated challenges from Innes and Tewnion to oust him from second spot. The excitement continued to the very last lap when Innes and Tewnion squeezed past McDonald on the pits corner to finish second and third respectively, while McLeish sailed home to take the chequered flag.

125 National

With numbers steadily increasing in this class, the coming Scottish season looks set to give us some very competitive and exciting racing if this first meeting is anything to go by!

Most of the drivers had their share of top places over the two heats. Paul Williamson and Sandy Taylor each won a heat. Ian Pratt, Paul Cook, Jim Murray finished in the top places.

The final developed into a three way battle between Taylor, Williamson and Cook, while in fourth and fifth Gray and Pratt were also battling fiercely. Taylor took the lead off pole and Williamson was in a difficult position, hard up Taylor's back bumper and Cook at his own back bumper. These three battled their way round nose to tail. Meanwhile Pratt had taken Lockyer with a nice piece of driving on grid corner, and had set his sights on Gray lying fourth. Pratt took Gray on lap 10 but was relegated again by Gray who finished fourth two laps later. Up front however, it was anybody's final! Williamson repeatedly tried to get round the outside of Taylor at the hairpin but Taylor hung on lap after lap and withstood the challenges from Williamson and Cook to take the chequered flag.

250 International

There was a very small entry in this class for the first meeting but numbers should pick up next month. Gilbert Keenan and Ian Grant won the heats with Roy Gallant challenging persistently behind. In the final, it was the above three who put up the challenge for the lead. Keenan took the lead with Grant second and Gallant third. On lap Keenan left the track with mechanical problems leaving the way clear for Grant. Gallant, suddenly realising what had happened, and that only Grant stood between him and victory, started his right foot on overtime, and was alongside Grant as they negotiated the hairpin, Grant held him off. A terrific struggle ensued between these two, both equally determined to win. Gallant's persistence paid off however as Grant missed a gear and Gallant shot through to win the final.

210 National

Sandy Pratt took the two heats, Les Campbell had a second and Jim Leslie returned after several years' absence to take a second and third. Ian Barclay and Doug Taylor had thirds and fourths respectively.

Pratt, who proved he was the man to beat last season, ran true to form and lead the 210's off the final grid. Leslie, Campbell and Taylor followed. Campbell took Leslie for second but Leslie held on to third behind Campbell and slipped past a few laps later to regain second spot. Things changed dramatically however, as Pratt dropped out with a mechanical fault. Leslie drove faultlessly showing his old skills.

100 National

This class, as always, was well supported and provided some close exciting duels over the afternoon.

Pete McCallum, a top driver in this class for several years, won a heat while Niall Smith won the other. Gordon Murray, the Scottish Champion, was also a close contender for top places as was Jim Forsyth, George Bertram and Sam Brown.

McCallum shot into the lead in the final with Murray, Forsyth, Bertram and Smith snapping at his heels. By lap 7 the first three were unchanged. Smith had moved to fourth and Brown had taken Bertram for fifth. McCallum lead all the way to the flag with Murray in second, hassled by Forsyth (who unluckily had to retire), leaving third spot clear for Smith. then Brown and Bertram.

Jenny Taylor

Results

100 Junior National

1st	Nigel Williamson	Zip/PCR
2nd	Colin Bird	Lynx/TKM
3rd	Mike Barron	TKM/Turney TKM

100 Junior Britain

1st	Ian McLeish	Zip/Dickson TKM
2nd	Alan Innes	Zip/Hewland
3rd	Brian Tewnion	Zip/Dickson TKM

125 National

1st	Sandy Taylor	Zip GP/TR Rotax
2nd	Nigel Williamson	Zip GP/TR Rotax
3rd	Paul Cook	Zip GP/BS Rotax

250 International

1st	Roy Gallant	Zip GP/Yamaha RKR
2nd	Ian Grant	Zip/TR Yamaha

210 National

1st	Jim Leslie	Zip/Villiers
2nd	Les Campbell	Blow/Upton

100 National

1st	Pete McCallum	Zip/TKM
2nd	Gordon Murray	Cobra/Parilla
3rd	Niall Smith	TKM/TKM

Rissington

4th April

The opening meeting of 1982 at Little Rissington provided us with an exciting day's racing. The warm dry track conditions allowed the drivers to test out the new tyres. The 1982 tyre regulations are still causing unrest in some quarters, particularly the question of the cost and the wear. Thanks were in order for a hardy band of club members who had given up their own time to improve the new pit's layout at Little Rissington. The new pit's arrangements worked extremely well.

Maggie

Results

Junior Britain

1st	Steve Filkin	ART/Sirio
2nd	Gary Chapman	Reema/Arrow
3rd	Philip Andrews	Zip/Arrow

Junior National

1st	Jeremy Cotterill	Sirio/Yamaha
2nd	Mark Jennings	BM/PCR
3rd	Simon Collins	ART/Arrow

100 Senior Britain

1st	Mark Beddall	Reema/Arrow
2nd	Brian Taylor	Jeta/Arrow
3rd	David Germain	Kestrel/Arrow

100 National

1st	Kevin Warner	Dart/Arrow
2nd	Norman Box	Birel/Parilla
3rd	Paul Wilkes	Fullerton/DAP

125 International

1st	Keith Bisp	Magnum/Rotax
2nd	Martin Wall	Zip/Rotax
3rd	Chris Tomkinson	Dino/Yamaha

210 National

1st	Ian Hunter	Zip/Villiers
2nd	Martin Wall	Zip/Villiers
3rd	Colin Poole	Zip/Villiers

250 National

1st	Paul Klaassen	Crusader/Bultaco
2nd	Keith Lanceley	Barlotti/KTM
3rd	Phil Smale	Lynx/KTM

250 International

1st	Mark Allen	Magnum/Rotax
2nd	Bob Kennings	Sprint/Yamaha
3rd	Pete Hammond	CRTP/Yamaha

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It was a solo performance from Lane – the win was hardly ever in doubt...

Lane All The Way

Opening 135 Green Man win to dominant Lane. Ward and Gates take the places. Junior wins to Harvey (National) and Murphy (Britain).
Report: Peter Wardle

There is always a sense of occasion with the opening round of a major Championship and Easter Sunday at Three Sisters was no exception. This was the moment of truth when winter form meets those competitors who had (wisely?) hibernated through the bitter winter weekends to now emerge and get down to the summer's business.

For the first time the Green Man is enjoying generous cash sponsorship from Harry Alcorn's Stansted Motors Group, plus quantities of colourful clothing for the drivers, a new glossy race programme and several other innovations. In spite of this the effects of the continuing recession kept the entry a bit down in the two Junior classes, though if anything the actual quality of the racing proved to be better than ever, particularly for the Junior Nationals which featured the best piece of spectacular motor racing that I have ever seen – bar none. Even last season's GM Britain finale was exceeded with a titanic race-long duel for the lead, fought ruthlessly but cleanly by no less than eight of our most talented drivers.

With Jim and Olwen Fabby achieving their usual mastery of the weather and the impeccable organisation of the meeting, everyone shook off the cobwebs of winter and seemed to thoroughly enjoy themselves. Saturday practice showed up a tendency for the Junior National's left front tyres to grain on the abrasive surface but, by Sunday, most of the teams had sorted out their equipment to cure or substantially reduce this (though there did still seem to be a few teams who still thought

that chucking on new tyres would give them some extra advantage).

An alteration to the start procedure which allowed sensible tyre warming on an additional rolling lap proved highly successful with no false starts, and, more important, no cold-tyre first lap shunts. A refreshing change...

After a sensational run in the heats RAC Champ Steve Murphy sat in pole position for the Britain Final with a clean sheet of three straight wins. He didn't appear to be faster through the corners but without doubt he had found something special down the straights and it was paying off handsomely. Alongside him a newly attired Piers Hunniset, enjoying his FSO Cars' Sponsorship, looked very confident, while Scott Banks made a very welcome return to Green Man front running on row two flanked by Jason Plato. Jamie Kavanagh and Sammy Hunt were next up, ahead of a splendidly competitive pair, Andrew O'Hara and David Cuff.

FSO's Hunniset (15) and Plato (6) head the fruitless chase of Junior Britain winner Murphy.





Start of a frantic Junior National final (above). Right: The field streams past, headed by Brogan (5), Prior (16), winner Harvey, and the rest of the lead bunch, which remained this close all the way...

continued...

himself energetically engaged in a dice of his own. Andrew had failed to see Steve as they rushed through the very quick right hander before the pits hairpin in spite of the blue flags. He turned into the apex of the corner just as Steve had committed himself to going past and in a flash Andrew's kart had flipped violently over, Steve frantically steering off the track to avoid the hapless driver and in the process ending a very fine drive from near the back of this big grid.

After a further couple of laps the Organisers wisely stopped the race to allow the ambulance to get to Andrew who looked thoroughly shaken by his experience as well as possibly being hurt. This meant that only 17 of the 20 laps were completed which made little difference to Murphy but could well have altered some of the other places.

Results

1st Steve Murphy	Premier/Arrow
2nd Piers Hunniset	Kestrel/Arrow
3rd Jason Plato	MM3/Arrow

With the Britains cleared away it became the turn of the Junior Nationals, and what a surprise that turned out to be! Pole position went to Phil Foster with a confident Nick Harvey waiting beside him. Steve Brogan and Dave Chitty filled row two, Steve looking for his hat trick here, then Jeremy Cotterill, Martin Prior, Steve Dart, Ian Smith, Mark Jennings and a dozen others representing the cream of our Junior drivers followed them out for the rolling laps.

To try to describe this race in a blow by blow account would take pages. Initially nine drivers broke away at the front, Foster leading a weaving, bobbing bunch of Harvey, Cotterill, Smith, Brogan, Chitty, Dart, Prior and Jennings — but don't take this as in any way a predictable race order! You only had to blink a couple of times and it was a bit like shuffling a pack of cards as each driver strove, absolutely on the limit even this early in the race, to gain some advantage.

Cotterill squeezed into second place and then made his bid for the lead at the end of the straight only to tangle with Foster, both karts slewing sideways onto the grass but somehow keeping going though losing a lot of ground to



fall well behind the rest of the leaders and Nick Crabtree, who had his head well down in a tremendous effort to close on the leaders from a middle of the grid start. From this bit of commotion Mark Jennings emerged in the lead, followed tightly by Prior, Harvey, Brogan, Dart, Chitty, Smith and Crabtree, Nick sweeping past Ian Smith into 7th place up the straight to join in the excitement for real. Phil Foster called in at the pits for repairs but Jeremy was now charging along for all he was worth in an effort to get back in touch. Just one lap later and Jennings found himself relegated to fourth as Harvey grabbed the lead from Prior and Brogan, then Dart and Chitty still held a tiny gap to Crabtree and Smith.

Another lap and another change of order, this time with Prior ahead of Brogan and Harvey, all eight drivers now closed right up together again just as Brogan took his turn at the front by scant inches just to keep the game alive! Quoting race orders in this group hardly does justice to their race. All round the track places were being challenged and defended in heart stopping action which had every spectator craning over the fences to try to catch every move. It was fabulous racing of the very best sort.

Brogan did most of the leading at this point though Prior too had his moments, while the rest stayed well in touch. Steve actually broke away slightly for about a lap but he couldn't make a clean break, Nick Harvey dragging the whole bunch back up to him again to renew the fight. Dave Chitty found himself at the back and dropped away slightly but the other seven didn't slacken their pace at all. So enthralling was this race that it came as a real surprise when the last lap board was put out and the moment of truth had arrived. Harvey led across the line and into the top corner hotly pursued

by Prior, Brogan, Crabtree, Smith, Dart and Jennings. Down to the far end of the track and the 'line ahead' group suddenly spread into 'line abreast' as they all tried to outbrake each other! Out of this Ian Smith found himself in a bit of confusion, bounding down the grass as he went for a bit of track that actually wasn't there! Back round the top of the pits and Brogan slid a few inches too wide, momentarily dropping a rear wheel off the edge as they accelerated down the hill. Crabtree needed no further encouragement to take instant advantage of this to snatch third as Brogan twitched back onto the tarmac in time to stop Dart getting through as well. Out into the straight with the flag in sight and Harvey still led Prior with Brogan trying everything to get back at Crabtree before the line, the two karts side by side and touching at over 70 mph as the chequered flag came out on a stupendous finish. WOW!

If this is what Junior National racing is going to be like on the new Dunlops I can't wait for Round Two!!

Results

1st Nick Harvey	Wright/Parilla
2nd Martin Prior	Zip/Arrow
3rd Nick Crabtree	ART/Arrow

With five of the leading contenders deciding to try the European 135 Championship opener at Le Mans, including our own Championship Sponsor, the first serious event in Britain for the 135 Internationals nearly turned out to be a pale reflection of the heights of success enjoyed by 100 International last season. Although outwardly the mechanical reliability seemed quite good (though poor Mark Bailey



THE TRADE PAGE

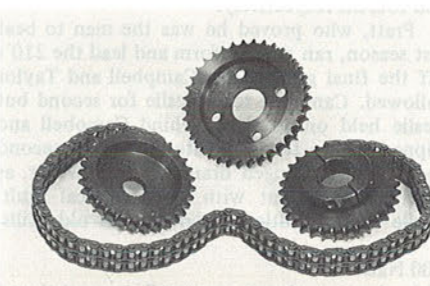


The Scottish end of the Zip Discount chain held their opening night a short while back. Taylor Racing stocks all the ZDC products, and regularly services Scottish race meetings. At the opening night (above) left to right: Sandy Taylor, Susan Dalgarno, Sandy Dalgarno, and Jenny Taylor (regular K & S contributor).



Zip Kart and their Discount Centres now have the new Bell M1 helmets in stock (top) at £125. Also available (above) is the small number plate/bubble for all long circuit classes in various colours.

Zip can also now supply any of their karts with Kelgate brakes, having made arrangements with the latter to distribute their products throughout karting.



WPT now have the full range of Duplex sprockets and chain available. With several leading Superkart drivers now using Duplex, WPT cite this as evidence of the need for the finer adjustment of final drive ratios available.

**Something
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PJ1 have sent us a sample of their latest, improved chain lube — PJ1 Blue Label. The re-formulated lube is said to have even more resistance to flying off than their normal heavy duty chain lube, and can withstand high pressure. "PJ1 Blue Label" is endorsed by DID, Diamond, Regina and other leading chain manufacturers.

In a Word...

● The exhaust market is hotting up again. Motivation now offer additional silencers which can be fitted to any exhaust system to reduce noise without power loss.

Paul Molloy has switched his blown up 125 and 250 pipes to an alloy silencer configuration.

Both these, plus Chris Merlin, have begun to dabble in the 100/135 field, especially the latter, with a relative shortage of purpose-made 135 exhausts.

● A new DAP chassis is available via John Mills, developed for the 135 class. The DAP Grand Prix is very different from others, and won its first outing, in Italy, recently.

● Tony Smith Racing have the range of American Burris tyres available, including the 800 x 6 monsters used on the rear of some American "C Open" and Superkart machines.

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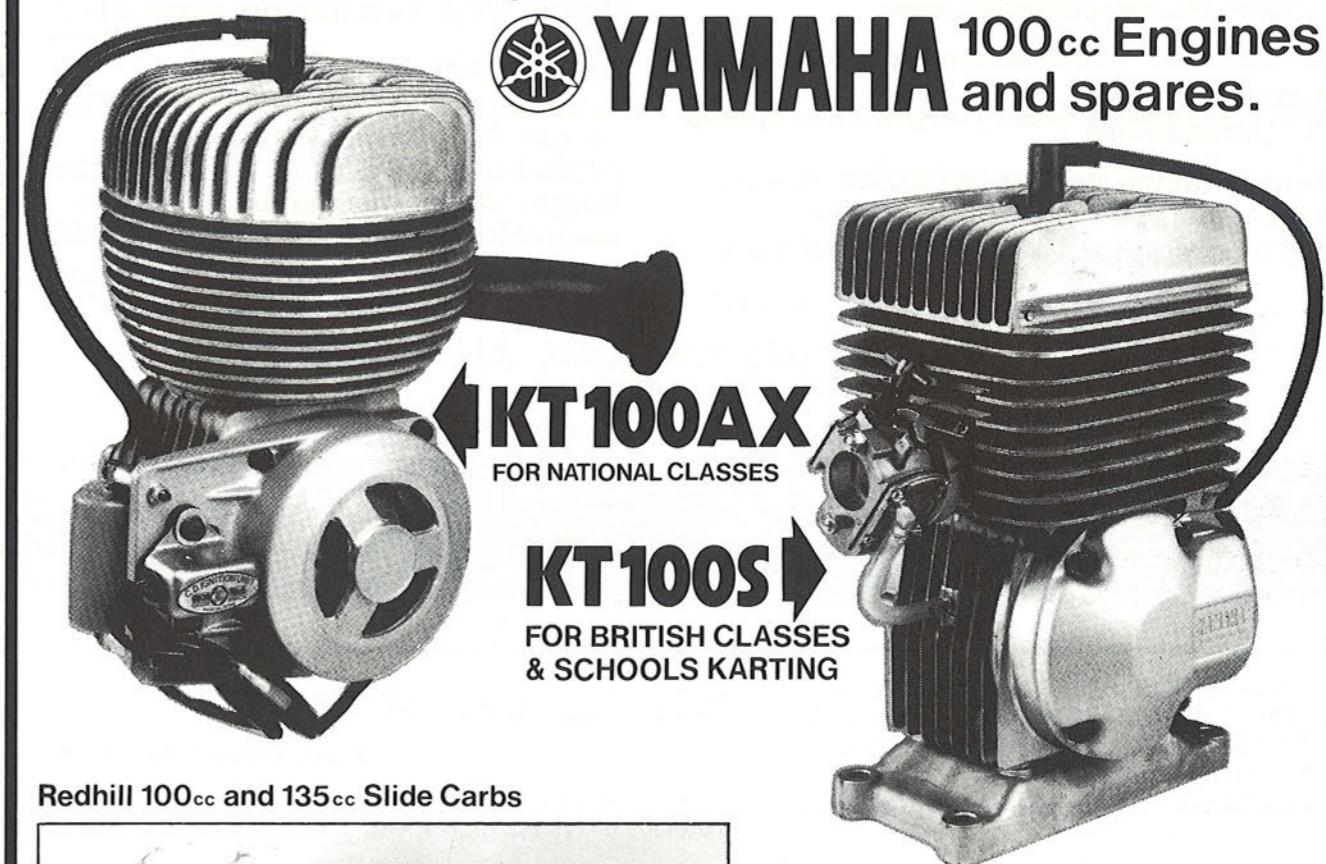
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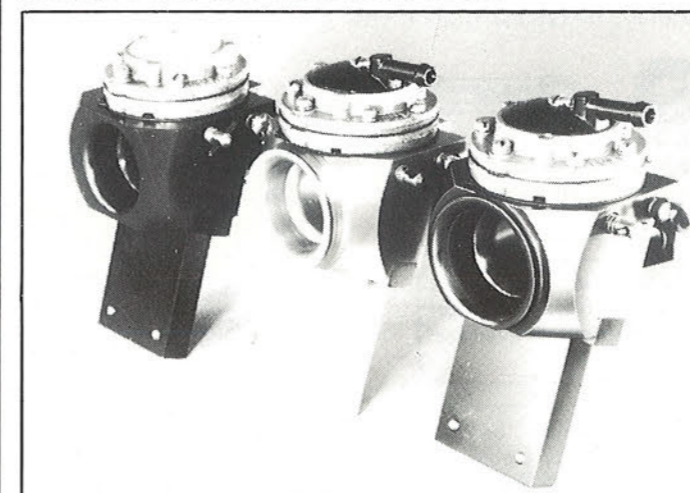
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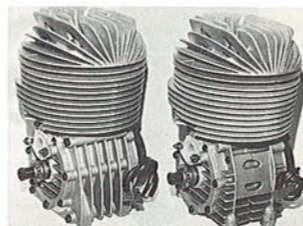


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TIME AND ADVICE GLADLY GIVEN IF YOU ARE ABOUT TO START KARTING



HINES QUARTER

Rotax machine. I'm particularly pleased that he
has found the backing to continue racing - he's
a colourful character, with a lot of ability, apart
from being one of the few drivers now racing
Superkarts that I also battled things out with
on 100cc Karts years ago! ... Owen will of
course be assisted ably by Harry Rolfe and
John Watkins (unofficially, I hear that John is
possibly the man who has made it possible for
Owen to race again).

Two Up The Bum! ...

With the Superkart season getting into full
swing now, things couldn't be closer - four
meetings, four different winners. It's continuing
to go with a 'bang' for me - no sooner had we
got over Nigel's punt up the rear at the first
Cadwell, then young Ball has a go at the same
spot in the April final! There must be a message
there somewhere ...

Butty has certainly got things 'taped' up at
present - a fine win at Snetterton in the
Martyn Merritt Memorial, second at the FSO
TV Challenge, and what seemed certain victory
at Cadwell, but for a tyre failure.

The Cadwell event fell to Derek Price - a
well earned first Superkart win - once again
showing that he is going to be a major force
in '82.

And then it was Nigel Smith's turn, doing
everything asked of him winning the FSO TV
Challenge, though pushed every inch of the
way by Butty. Mind you, our own Chris Lamb-
den almost caused a surprise by pulling in the
pair during the second race, but his lack of race
fitness after the winter lay-off and early race
problems foiled a bid for glory ...

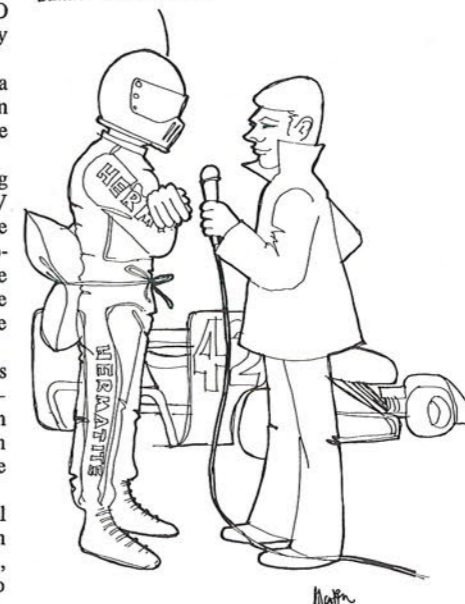
The event was due for Screening on ITV's
World of Sport as this issue closes for press -
Saturday 24th April. The television people on
the spot at Donington were very pleased with
both races, and were expecting them to make
excellent television. Hope you saw it.

I must at this point offer my thanks to Nigel
who prior to the first race lent me his own
spare Rotax bottom end. On Friday practice,
my spare had died and then an hour prior to
the event, my race engine expired in the warm-
up area. It is reassuring that even at an event of
this importance, drivers on opposing teams will
put themselves out to help each other out -
but that is surely what sport is all about.

It is good to hear that Owen Jones will be back
on the scene at Mallory, with a new Zip GP/

You can almost see Butty (50) smiling as JB
gives the Hines rear bumper a hard time ...
(Pic: R. Calvert)

NO THE CIRCUIT ISN'T THAT BUMPY
AT ALL - I'VE DRAWN NIGEL
BEHIND ME AGAIN ...



The Dutch Grand Prix has been confirmed for
Zandvoort on September 4th/5th, as part of an
international motor cycle meeting. Then, the
following weekend sees the Belgian Grand Prix
at Zolder (September 11th/12th). With the two
French meetings on July 4th and 11th, that
makes four very good European meetings
within a limited travelling distance, and with
prize money or start money at stake, hopefully
a fair few Brits will get over to some of them.

If you ring up Circuit Travel (and ask for
Hugh), he will be able to explain the various
travel arrangements available to Superkart
drivers at very competitive prices.

Anyone who wants entry forms can send me
an s.a.e., and I will forward forms to them as
soon as they are available.

Mallory is upon us only days after this is
published. With the kart event on Saturday,
Sunday 9th is a BRSCC Car meeting, including
of course the two eight lap races open to Super-
kart finalists the day before. The car club have
asked that, while everyone is welcome to stay
and watch the meeting, would those not racing
ensure that their vehicles are out of the pits, as
all the available room will be needed for the car
boys.

Both Carolyn and myself took part in one of
those Shell Sugar Sunbeam Celebrity races, at
Brands Hatch on Easter Monday. Great fun. I
reckon I acquitted myself reasonably well
against some fairly well known motor racing
personalities, finishing second from a ninth
place start ...

Anyone want to buy an ace transporter? Yes,
the Hermetite team's faithful coach is up for
sale, to be replaced by a new means of trans-
port, partly due to Tina's new arrival, and
partly to the heavy European commitments
coming up over the next year or two. It's got
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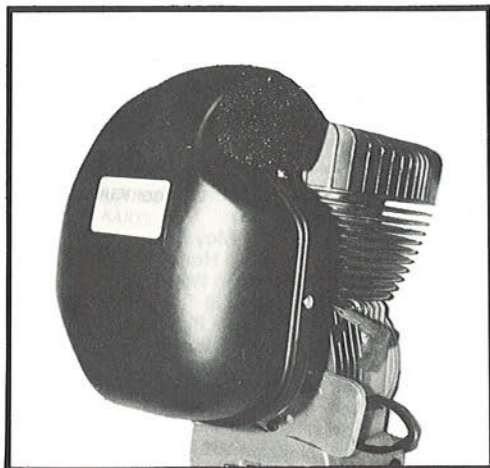
At this point I would like to thank - and I'm
sure I'm speaking for all the long circuit
followers - Jacquie Merritt for sponsoring the
Martyn Merritt Memorial at Snetterton. It was
an excellent meeting and received a record
entry for this circuit. I was delighted to be
associated with the running of this meeting, and
hope that it will continue for many years to
come - thanks Jacquie.

It is with deep sadness that we also learn of the
untimely death of Basil Tye, Managing Director
of the RAC Motor Sports Association. Basil was
a real champion of the karting cause, his
involvement going back to virtually the begin-
ning. It was his wish to see Superkarting develop
along the lines that it now has - with Grands
Prix throughout Europe.

When someone has done so much for us, it
is almost unjust that all we can do is offer his
family our sympathies.



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continued...

having his first ever Senior event and performing extremely creditably might not agree as his Komet broke halfway up the straight on the rolling lap for the final with a very loud and expensive sounding CRACK! nearly everyone spent the whole weekend experimenting with carburation to try to find the best compromise. With the exception of a stirring effort from Alan Gates (works TKM) virtually all the rest had acquired at least one Komet as insurance and in fact most used them in the final. This is only the start of the new class however and, as the season progresses things are bound to improve.

Comfortably quickest on Sunday, having craftily done no practice at all on Saturday while his Team concentrated all their efforts on Ricky Grice, was Alan Lane who completed a hat trick of heat wins to annex pole position beyond dispute. Grid two went to Gates though he knew that only mechanical failure could stop Lane this time, then Gary Ward, performing very well indeed on his Komet power (replacing DAP for the moment) took grid three ahead of an on-form Dave Mellish. Leach and Grice were next up though Ricky would have been on the front row with Lane had he not dropped out of the last heat. Welcome last minute entry Richard Smyth took the inside of row four, then a consistent Mike Little and the rest followed these out for the rolling laps. One further thing – at drivers briefing a deputation of '135' drivers had requested that the race be shortened from 25 to 20 laps in case some of them ran out of fuel. This idea was based on a feeling that the extra five laps might be too much rather than any accurate consumption checks and, in the interests of making sure this first time that we wouldn't be left with the chequered flag coming out to an empty circuit, the Organisers decided to go along with them and then check the fuel remaining at the end of the race. After the final, virtually everyone seemed to have nearly half a tankful left, so all future rounds will now be run to the full race distance! ...

Back to the action though and from the start it was Lane, powering into an every increasing lead that he was never to lose. Heading the chase behind him though, Gary Ward it was who got it right, ahead of Leach, while Gates dropped several places at first. Back at the pits hairpin though Ricky Grice had

Our agile photographer just has time to click the shutter and run as Leach (6) races along the grass in his last ditch attempt to pass Gates (4) as the finish line looms up! Smyth (77) almost manages to sneak inside the pair while they are distracted with each other...



scrambled into second place while Leach made a determined dive inside Gary under braking to relegate him to 4th ahead of Mellish, Gates, Smyth, Fletcher, South and Helmore. This rather reduced bunch was the result of a misunderstanding between Little, John Herbert and Marc Donaldson which resulted in Marc being sidelined. Little and Herbert did eventually get going again though the former was eventually disqualified for receiving outside assistance.

Ricky was determined not to let his mentor have things too easy and moved up to challenge him, while Gary Ward lost no time in redressing the situation vis-a-vis Leach to retake third place and pull clear. Martin Leach meanwhile now had Mellish and a really hard trying Gates to contend with. Suddenly Lane appeared alone in the lead with Ward in a lonely second place. Where was Grice? A quick look round the circuit revealed Ricky at a standstill at the far end of the circuit with a broken spark plug robbing him of his race.

The excitement was now centred on the four cornered battle for third place, featuring a splendid dice between Gates, Leach, Smyth and Mellish, while Paul Fletcher watched the proceedings from a few yards behind them. The four of them were swapping places all round the track and it was impossible to predict the order as each lap was completed.

This really did show the potential of the 135's as, if we ignored the leaders for a moment, the standards of racing between these four was strongly reminiscent of the best racing we saw last season. As the last lap board came out it was still anyone's, and now Paul Fletcher had returned to the fray having found that leaning off his carb by a minute amount had gained an amazing 3 tenths a lap. This put him back up



Third place dice featured Leach (6), Irishman Smyth (77), Gates (4), and Mellish. It was all to be decided at the last corner...

with the group and he succeeded in taking a slightly surprised Mellish for sixth place on the last lap. Who would take third though?

Round the final corner it was Gates, inches ahead of Leach and Smyth and, as they approached the flag Martin tried to move up outside Alan to outdrag him over the line. Coolly Alan moved across on him but Martin still kept coming, eventually taking fourth place with his whole kart well off the track and onto the grass, still absolutely flat out! ...

Results

1st Alan Lane	Lane/Komet
2nd Gary Ward	Wright/Komet
3rd Alan Gates	TKM/TKM

So that was that. Once again Three Sisters had produced some electrifying racing and in spite of the entries being a little bit down, everyone I spoke to thoroughly enjoyed themselves. The Stansted Green Man Sweatshirts, 'T' shirts and hats proved so popular that I was besieged by a queue of parents and team helpers wanting to buy them in addition to those issued to the registered drivers! With a few more entries at Round 2 (Rowrah on 9th May), especially in the 135 class, we can look forward to some really terrific racing as the Three Sisters battles get resumed.

As a sensible response to the need to keep costs for everyone under control, we shall be introducing a new restriction on the number of tyres that each Junior driver can use at the meeting. This will be *one set only*, which must be registered at Scrutineering (dry tyres only of course, as no such restriction will apply to wets) and this will then put the emphasis on each team getting the best possible use from their registered set rather than allowing the rich teams to try to gain some tiny margin with countless new tyres. This must result in closer, fairer, racing for everyone and should reduce tyre costs to below those of last year. This doesn't apply to the Internationals, who will continue with the same very successful rules as before.

If you find yourself in the Lake District on that weekend, do call in at Rowrah and see the best entertainment in Karting for yourselves – or come and join in!

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Not surprisingly, John Gravett, who was very quick all day, won the "B" final, a final which had its problems. Firstly a delayed start, then five rolling laps, and then, would you believe, the race was stopped after an incident involving the leader, at that time Mark Allen, who was removed with a suspected broken leg. The restart brought confusion regarding starting positions, but this was sorted and at last the qualifiers were decided.

G. Moynihan (Lane/Parilla)	G. Till (Zip/Zip) ▲
D. Higgins (DAP/DAP)	W. Homer (Dart/TKM)
P. Carr (TKM/TKM)	G. Waldron (Zip/PCR)
N. Box (Birel/Parilla)	S. Tillett (Gillard/Parilla)
I. Williams (Premier/Hewland)	N. Edwards (Zip/DAP)
S. Bridgeman (Wright/Yamaha)	P. Giddings (Dart/TKM)
R. Owen (Sprint/Parilla)	M. Bryant (Jeta/Parilla)
S. Sutton (Gillard/Sirio)	G. Mathews (Sirio/TKM)
J. Knell (DAP/DAP)	M. Sayer (Dart/TKM)
P. Mace (Zip/Parilla)	C. Royston (Dart/Parilla)
*S. Sykes (Premier/Parilla)	*J. Gravett (Dart/TKM)
*R. Hooker (Reema/Hewland)	*P. McCallum (Zip/PCR)

* — "B" final qualifiers.

It was nearly 7 o'clock in the evening as the tension mounted and the 24 drivers met the dummy grid and prepared for the start. The first hairpin after the flag would surely sort things out, and it was pleasing to see most drivers negotiating the bend in a snaking, jostling queue. At the front it was Gary Moynihan followed by a fast starting Derek Higgins, Gary Till, Wayne Homer, Graham Waldron, Paul Carr, Nigel Edwards and Norman Box.

The first few laps passed as Moynihan increased his lead, with Higgins beginning to suffer tyre problems and holding up a gaggle of five or six karts. Gary Till was another driver in tyre trouble and he began to drop down the leader board. Simon Sutton was storming through the field and was up to eighth before he experienced engine problems and was out of the running.

Frustration was beginning to set in behind second man Higgins as he was noticeably holding up others. First man past was Homer followed by Waldron. Lap 14 provided the break in the race pattern as a hard charging Bryant collided with Higgins and both went out onto the infield. Bryant regained the circuit, in sixth place, but a very annoyed Higgins was unable to restart.

Things now settled down at the front, with Gary Moynihan stroking his way home, followed at a distance by Homer, Waldron, Box, Bryant, Williams, Edwards, a recovering Steve Tillett (first lap aggro), and "B" final qualifier Steve Sykes. This is virtually how the race finished, except for Tillett who had a last lap charge to pass Edwards.

Post-race scrutineering passed without incident, but there was a considerable delay before prizegiving.

So in conclusion, a surprise winner, steady scoring by some of the old hands, and above all

plenty of tyre problems ...With plenty of off-track talk and discussion the next few weeks could prove decisive for the 100 National class, and it is with some apprehension that the K & S circus moves onto Wombwell on May 9th ...

Results

1st G. Moynihan	Lane/Parilla
2nd W. Homer	Dart/TKM
3rd G. Waldron	Zip/PCR
4th N. Box	Birel/Parilla
5th M. Bryant	Jeta/Parilla

C.K.W.

Top 25 Points After Round One		
Position	Driver	Points
1st	Gary Moynihan	132
2nd	Wayne Homer	128
3rd	Graham Waldron	123
4th	Gary Till	122
5th	Norman Box	121
6th	Steve Tillett	118
6th	Ian Williams	118
8th	Mick Bryant	117
9th	Nigel Edwards	116
10th	Paul Carr	115
11th	Steve Bridgeman	108
11th	Gary Mathews	108
11th	Charlie Royston	108
14th	Robert Owen	107
15th	Derek Higgins	104
15th	Marck Sayer	104
17th	Stephen Sykes	103
18th	Peter Giddings	101
18th	Paul Mace	101
18th	John Knell	101
21st	Peter McCallum	95
21st	John Gravett	95
23rd	Robin Hooker	92
24th	Peter Stephens	84
25th	J. Bancroft	78



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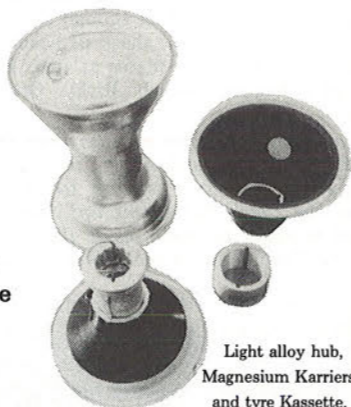
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Tyred Of It...

Moynihan wins K&S round at the first attempt. Regulars Homer and Waldron take the places. Tyre controversy. Cleveley starts the year emphatically, with SAM Britain win.

Time has quickly gone by since the final round of the Championships in 1981, the new season kicking off at Clay Pigeon in Somerset. A lot of pre-season changes have taken place with drivers and teams, but the most dramatic change has been made by the RAC, who decided to amend the restricted tyre list to include the much talked about Dunlop K1 and K2 tyres with 100 National, and the Dunlop "SL" tyre into 100 Britain.

Many rumours and comments had been heard in the preceding few weeks regarding the suitability of this type of tyre in the two classes. The decision has split clubs and drivers and caused a lot of ill feeling. The restricted classes have benefited tremendously over the last two or three seasons from having a relatively inexpensive, long lasting "Restricted Tyre List" and drivers were able to compete on a fair, even level. Many respected international drivers aired their views regarding the imminent downfall of the classes, especially National, if these tyres were used. In fact some suggested that 100 National would go the same way as the now virtually defunct 100 International class ...

Testing prior to the race day certainly gave a pointer towards the complexity of the latest development in the tyre war. Many drivers had no option but to test on Goodyears, and save their Dunlops for race day — despite times between the two varying up to two seconds per lap. However, they were not getting the valuable experience of setting up on the sticky rubber, and were sure to encounter problems during the racing ... Everybody was discussing tyres as they became the focus of attention.

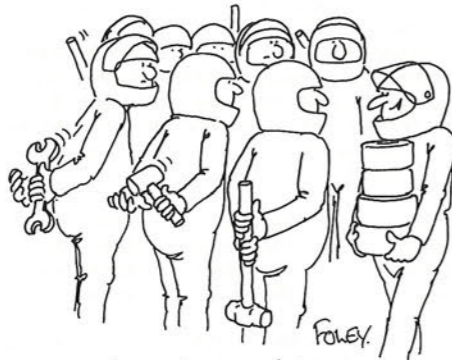
New tyres were proving difficult to purchase before the meeting as there was supposedly a shortage of stock. This did not seem to be the case, as over the weekend numerous sets became available — at a price! The RAC maximum price was blatantly being ignored and sparked off much driver dissatisfaction. A petition was sent round the 100 National drivers to get their opinion on whether to ask K & S if they would amend the tyre rule during the rest of the series. The result: approximately 90% in favour of running '81 tyres, 5% no comment, 5% against. We will wait and see?...

The driver line up had changed somewhat since last season due to various reasons. Wayne Homer had moved to Dartford Karting and is currently enjoying a purple patch. With an ample supply of Dunlops, he was out for a win. Gary Prior, having left Sisley Karting, was now driving a Gillard frame and hoping for a change of luck in '82.

Graham Waldron remained with his Zip/PCR set up, but under the "Zip Discount" Banner. Newcomer to the 100 National fray ex Junior Gary Moynihan was showing a turn of speed with his Lane/Parilla outfit and appeared to have a fair stock of rubber!

Missing from the line up was '81 front runner Ashley Sparks who has returned to New Zealand and Gary Foster Jones, who has a drive lined up with Evans Racing Engines but was presumably not ready for battle.

The formidable TKM force had been split by the economic problems facing us all, and Paul Carr looked to be out of a drive for '82. However, after much hard work trying to raise personal sponsorship, some help was forthcoming and he ended up on his own TKM/TKM set up. Current British Champion Ian Ross-Johnson, although still driving for TKM, was not entered (a personal protest against the tyre situation) ...



Race morning was dry and sunny, although a little on the cold side as the drivers prepared for the first major meeting of the season. Practice took on a strange look as drivers took time to bed in new tyres and get used to the feel of the sticky Dunlops. A total entry of 74 Nationals (approximately 54 signing on) and 50 Britains was lower than opening rounds in

the past and the National grid was an obvious reflection of the cautious approach drivers were taking following the new tyre rule.

The 100 Britain heats ran pretty much to form, will all the fancied runners making the "A" final. However carburettor problems prevented Peter Rochford from being a threat to the current number 1 plates of Nigel Cleveley. Although Nigel is against the new Britain tyre rule, he decided to honour his title and promptly rode off into the distance to claim the first round of the SAM '82 Championships.

A super race developed for second place, between three drivers — Paul Browning, Andrew Stapley and local team Tabor entrant Phil Sheldrake. Racing on a limited budget makes things very difficult, but it is worthy of praise to note the magnificent second place which was taken by Andrew Stapley, who falls into this category. Third place was eventually taken by Phil Sheldrake who managed to hold off Paul Browning, who finished fourth.

1st N. Cleveley	Barlotti/Hewland
2nd A. Stapley	Kestrel/Hewland
3rd P. Sheldrake	Jetta/DAP
4th P. Browning	Gillard/Hewland
5th K. Baines	Kestrel/Hewland

Points after one round:	
Cleveley	124
Browning	115
Colson	111
Sheldrake	106
Baines	105

100 National — First Time Moynihan

It was no surprise to see a first corner pile up in the opening heat, some drivers not realising the importance of warming the tyres prior to racing. As the heats progressed, so the drivers' understanding increased and some very close racing took place, with relatively little incident.

Newcomer to the series Gary Moynihan (Lane/Parilla) was impressive, and was the only driver to score two heat wins, along with an eighth place. This earned him a front row start for the final. Other heat wins were taken by Nigel Edwards (Zip/DAP JM), Graham Waldron (Zip/PCR), Wayne Homer (Dart/TKM), Neil Hann (BM/Hewland), Steve Sykes (Wilson/Parilla), Mick Bryant (Jeta/Parilla), Simon Sutton (Gillard/Sirio) and Steve Tillett (Gillard/Parilla).

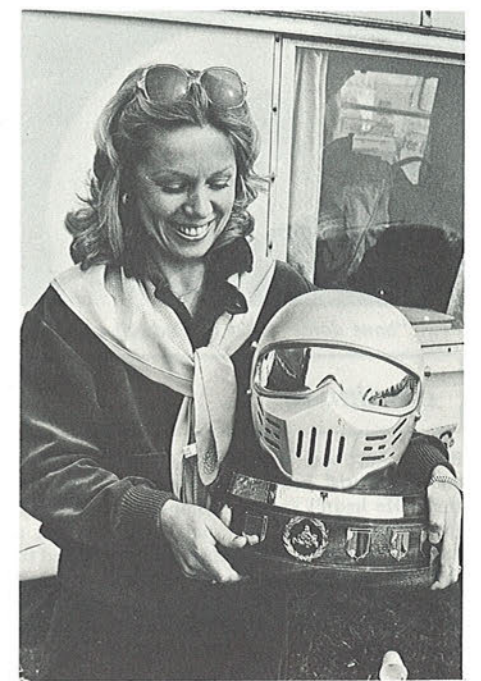
Although these winners were generally well up on the "A" final grid, it was consistent motoring by Gary Till (Zip/Zip) who claimed pole position. Other consistent finishes meant that Derek Higgins (DAP/DAP) started on grid 4, and Paul Carr (TKM/TKM) from grid 6:

Albert Hesketh, the irrepressible originator of the World Cup, and organiser of this year's European Championship has recently issued the entries and regulations for the 1982 European Championships to be held at Donington the week after his World Cup Morecambe meeting. Both events promise to be well supported spectacles, but one aspect of the European entry forms relevant to British competitors will surely hit the headlines with their somewhat controversial content — that is if they don't hit the fan first! CIK regulations state that organising clubs, Blackpool and Fylde in this case, should not charge a competitor an entry fee when promoting full CIK Championship status events. The Blackpool and Fylde however seem to think they have found a way round this, and propose "compulsory qualifying races" on the preceding day, to select from the British entries, 90 drivers to compete and go forward into the Championship proper, on the Saturday and Sunday — cost, £20 per head! I sincerely hope, and think, they probably will obtain 90 home based entries, grossing something over £1,800 and probably there is not one aspiring driver who objects to coughing up £20 to race at a circuit like Donington, but I can just imagine the howls of protest if another organising club tried the same ruse to generate a source of gold! I would remind you of the fact that the original organisers of kart racing at Donington, the Beccles Club, who were completely passed over in their attempt to run the European Championship at Donington, were fully aware of the fact that no entry fee could be charged ... And who was it that circulated such critical condemnation of Zip Kart's "extorting" the large sum of £2.50 as a prize fund contribution out of the entry of their Championship series last year? ...

The story goes that the arrangement with the Donington circuit management and Blackpool and Fylde was that there would be no circuit hire fee as would normally be the case, and that the entry fee mentioned and general admission charges will deservingly go into the Donington coffers. But the fact remains that the charging of entries contravenes the confines that a club who have the privilege to run such a prestige event must work within. I gather that the matter is likely to be discussed at RAC Committee level, gatherings at which Bert Hesketh has not, as Vice Chairman, been in regular attendance of late! (ED: Since this was written, the RAC have stated that no entry fee can be charged for participants in the CIK 250 Championship and that a "selection" race cannot be run as part of the CIK meeting ...)

The opening round of the RAC Long Circuit Championship at Snetterton promised — or threatened — to be a controversial affair, with the possibilities of protests flying back and forth, letters of legality straight from Buser at the CIK etc. As it turned out a reasonably peaceful day was enjoyed by most.

The two sources of possible dispute were the new all enveloping body on Hines' kart (the 1982 CIK ruling on body work covering the driver's legs is fairly unspecific) and the new Ehrlich prepared Waddon Rotax of Nigel

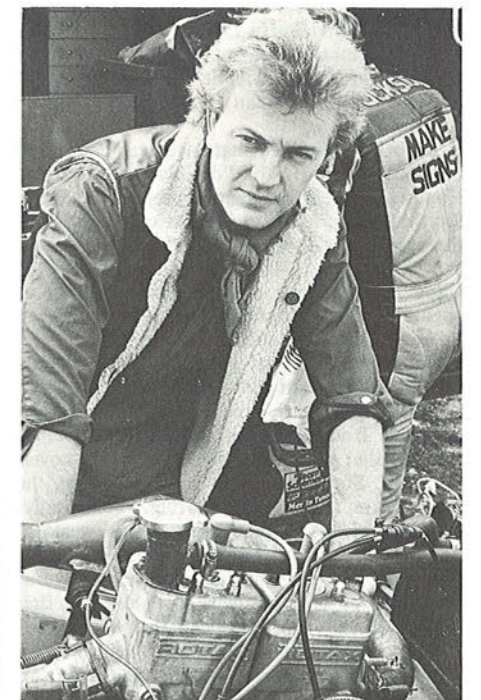
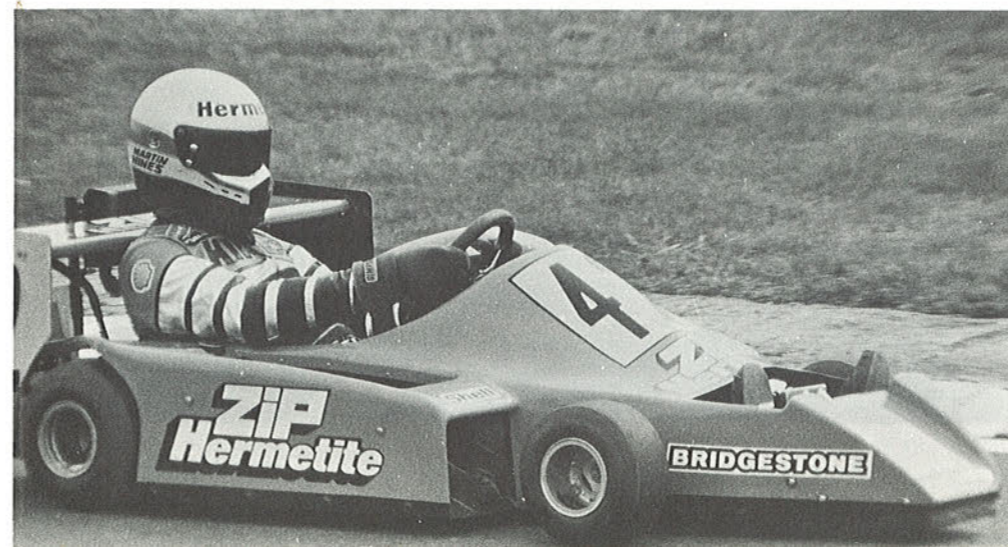


Jacquie Merritt and the new trophy. (Pic: C.M.)

Smith, which sported Doctor Joe Ehrlich's special separate cylinder heads, which some considered the CIK regs dealt with more specifically, though the Waddon-Ehrlich is a production variation of the Rotax, and far from a one off. As it turned out, neither of these two featured high in the final reckoning, Martin Hines due to great pain from cracked ribs, though he did win both heats, and Nigel Smith due to an "off" whilst disputing second place with the very determined Gange on the last lap.

After a somewhat disappointing Snetterton and Cadwell for Nigel Smith, the FSO meeting well and truly established the Waddon-Ehrlich motor as something to reckon with, and it couldn't have been stage-managed better. The meeting combined the World of Sport Superbikes and the FSO Superkart series. The Waddon hierarchy were there in force, but it should be explained that the Waddon hierarchy were far from unanimous about getting involved in karting as far as sponsoring a driver was concerned. They had three works prepared bikes in the 250 race, one of which had gained pole position. One rider fell off on the warm up lap, one fell off on the first lap and the third fell foul due to some other mishap! So morale was low in the Waddon camp!

Below: controversial body! At speed through Russell en route to a heat win. Right: Justin Steele, Sales Manager of Waddons and his two heads ... (Pics: C.M.)





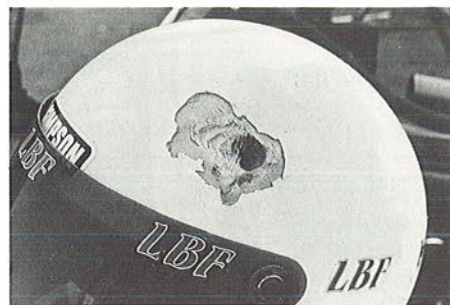
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Kiwi "bone dome" after its Cadwell accident.

continued...

Poole's kart was knocked off rounding a bend and hit Chris' head as it bounced down the track. He hadn't seen the Simpson helmet since the accident, and must now consider him a very lucky Kiwi – the carrier frame attached to the tank had pierced the helmet shell, and had then been mercifully absorbed by the inner lining before it got to the brains of this magazine. Nasty! ...

Three top men in 250 Superkarting are getting off to late starts in the season – Steve Styryn, Owen Jones and Brian Heerey. As 90% accurately predicted, Steve Styryn will again be on an Aero chassis, with Stuart Ziemelis cared for Rotax power – but not as expected, a 250 inline watercooled twin. He has, in collaboration with Trevor Peach, gone for what may at first appear a long odds choice, of the double concept – two air-cooled 125 Rotaxes (somebody had to do it). If the power units are anything like two motors of the calibre of Stuart Ziemelis' own engine, with which he rounded off last season and has left everyone for dead this year, it must be considered as a serious contender to set the world on fire (if the Argentinians don't do it first!) A long time friend of Steve Styryn's and an equally long enthusiast of karting and motor racing in general is helping with what I am told is a limited budget. The gentleman in question is a certain Ross Hyatt who runs a company called "Analysis Investment and Management Services Limited" of Harrogate in Yorkshire. The chassis itself is not a truly works assisted Aero effort as last year – the whole operation will be managed by Trevor Peach, though I somehow don't think that Barry Loakes will be far away when it comes to the maiden outing, which if all looks promising will be the World Cup. If not, then the European Championship will be the first target.

Another "double" that has already ventured into the circuit is the "double" water-cooled Honda Dino of Brian Heerey, prepared by Tony Smith Racing. This set up has come about as the result of a local motorcycle Honda dealer, ex Moto-Cross Champion John Banks, for whom Tony Smith does a certain amount of engine work. Apparently "Big" John as he used to be known, has sponsored a few bike road racers in the past, and got somewhat "cheesed off" at loaning out bikes to various racers and receiving back at the end of the season a heap of scrap from uncaring riders. He therefore thought that with the tremendous media coverage 250 Superkarting is now receiving, he would have a dabble at karting. Incidentally, up until the last moment Steve Styryn was considering this set up, but eventually decided to stay with the gang he knew, and the obvious attraction of two Ziemelis Rotaxes. The first "shake down" run for Brian Heerey was not without incident – he went to Snetterton a couple of days before the TV Donington meeting, and shared the track with Geoff Lees, test-

ing an F1 Theodore on the circuit. The trouble was the Lees didn't share the circuit with him, or didn't see him, and on catching Brian coming out of one of the faster corners, removed one of his rear wheels as he charged over and passed him! When Heerey came back to the pits his eyes, to say the least, were out on organ stops! It could have been a very nasty incident indeed ...

An old friend, and past sponsor of Owen Jones in his Villiers 210 days, has come to the rescue and enabled this very talented young charger to do another season with a Zip/Rotax. John Watkins needs little introduction – he sponsored Owen up to the time he went 250, and then it was Chris Taylor who took him under his wing with a CTRP chassis. John Watkins, who used many years ago to race a Villiers kart in the great days of Sherington era, is still a keen follower of the sport and operates a motor business from Hereford. The engine and chassis will be cared for by "old faithful" Harry Rolfe, who himself of course raced at one time. The entire "rig" was purchased from Nigel Mansell's new kart business, who was of course a 210 Villiers contemporary of Owen Jones a few years back.

Lennart Bohlin has just been visiting our island and returned to his homeland with a centre mount Rotax Aero (also Ziemelis tuned) and a side mount chassis. The centre mount is for fast circuit racing, the European Championship being the object of the exercise, while the side mount chassis is for the World Cup. He did of course earlier in the year win the CIK African Championships in an Aero with a Kerkhoven Rotax on the "wrong side". He is due to race the centre mount at a meeting near Stockholm as you read this and then will do some testing at the Swedish Grand Prix circuit before returning to do battle at Donington and Morecambe.

Whilst he was over here he "took in" the Cadwell meeting as a spectator, and a rather amusing incident took place there. He found himself in the hospitality of the Team Schemes' caravan in company with Barry Loakes, Nigel Smith and Chris Lambden (and he clearly didn't know who Chris was) and during the general conversation happened to complain about the fact that since he had changed chassis from a Star to an Aero, he never got a mention in that "bloody magazine" Kart and Superkart – Barry Loakes could only splutter and choke whilst trying to drink his "brew" covered in embarrassment! Well there you are dear

The merry Memorex Men – 1 to r: Steve "Star of the Bar" Eaton, Dave Player, Dave Buttigieg, Keith Thrower, and Peter Berry.



Lennart, you have got your mention – but do check out the company you keep in future, before airing your grievances! ...

Basil Tye: dead at the age of 59. I know that I frequently criticise the RAC, but really I am only distrustful of a handful of people at Belgrave Square, and Basil Tye was certainly not one of them. Always friendly, he had the time to pass the time of day without the airs his "office" might have given a lesser man. So what will happen now? He always had a keen and frequently sympathetic ear to what was going on in karting. A good man, he will be sadly missed.

In the various motoring papers, mention has been made of the fact that Mr Tye made his racing debut in a supercharged 1½ litre Alta racing car, the Grand Prix class of the time. I came across a very old Goodwood programme in one of my "muddle corners", and there was the name of Basil Tye in the 500cc class, driving a Cooper JAP. So I must have seen him in his racing days – one of the few RAC permanent staff who had actually done any motor racing.

The Memorex squad must be well pleased with their "investment" after Mr Buttigieg's early showing. He would seem to be back at the very top, where people best remember his skills. Usually before the paint has dried on a newly formed team there are press releases and photographs galore tumbling through the letter box to feed the dog. Memorex however, released their "bumf" after their first win – makes a change! The mugs in the accompanying photograph include two Memorex personnel – Dave Player (Team Co-ordinator) and Keith Thrower (Commercial and Finance Organiser). Peter Barry also works for Memorex and is the fellow really responsible for getting it all together in the first place. Peter also performs the magic on the two Rotaxes the team possess. The unshaven (but good looking) mug is that of "Star of the Bar" Steve Eaton, who whirled a mean spanner when required, drinks the bar dry, drives a lorry, and occasionally drives a 250, including a very, very brief "rent a Hermetite Zip" outing at Brands Hatch last year – they laid out the track the wrong way! The fifth fellow is thought to be Dave Buttigieg, who will survive without further comment ...

Chris Merlin



Boyd Barrington (15) gets the jump from poleman Luby (14) as the 125s blast off.

continued...

Barrington and Henry into the hairpin for the first of ten laps. Doble, from the back of the grid, had made a tremendous start and by the end of the first lap was in a remarkable seventh spot. Out into the country for the second time and Luby's biggest threat, Ziemelis, was sidelined on Park Straight with a siezed Rotax! It was later disclosed that a loose plug had probably contributed to Stuart's expensive downfall.

Luby had now established a comfortable lead over the rest with the man to watch being Doble. In from the qualifier, he was really charging hard and at the start of the fifth lap he was up to third! Team Lancer's Barrington still held second with Wigan Kart Centre's Walker fourth ahead of the other Lancer pilot, Tippell. A further gap then appeared before Hood, Brown and Glendenning came into view.

The order was now well established and the second half of the race saw Luby begin to pick off the stragglers to put more space between himself and Barrington. Doble still had that creditable third place from Walker with Tippell being the unlucky one dropping out on the last lap. Another up from the qualifier, Glendenning, was fifth with Brown sixth.

1st Kurt Luby Zip/Rotax
2nd Boyd Barrington Lancer/Rotax
3rd Mike Doble Zip/Rotax
Fastest Lap:
Luby 1m. 9.1s. (78.14 mph)

Butty Pays the Price

The Superkarts are without doubt the spectacular and exciting class, and once again we were treated to an excellent display of high speed racing on the 1.5 mile Club circuit. Two split heats and a qualifier were necessary to sort everything out for the 12 lap final. After his tyre problems at Snetterton, Zip Discount Centre's John Ball got it all together to annex pole position with two confident heat wins. Memorex Tape's Butty was still enthusing over that victory in Norfolk and won his first heat in style, but had to be content with second to Ball in the other one. An indication of Butty's renewed aggression was the fact that the fastest lap recorded in the heats by the former British Champion was only 1/10 of a second outside his own lap record for the circuit! The third place on the front row was the property of Hermetite's Martin Hines. The full body outfit took him to a third whilst his return to the conventional netted The Boss a second place. The Rob Kerkhoven Racing duo occupied the two inside positions on the second row after a second and a fourth for Sandy and a third and a fourth for Rob. Wigan Kart Centre's Derek

Price was the third figure on this row, also having scored a third and a fourth.

The third row contained a fine mixture with young Giles Butterfield on the inside after a second and a fifth. This young man, already looking ahead to A Levels this summer, must surely have got his O Level in Superkarts. With the help of his father's restaurant, the "Rugby Club of London", Giles is fast proving himself capable of mixing it with the best and keen to learn from them. Mrs. Buttigieg, better known as Carolyn Grant Sale in the world of karting, again showed good form to put the Hermetite Zip in the centre of this row. Alongside Carolyn was Stocksigns' Nigel Smith who, although only seventh in one heat, took the other in fine style by a whisker from Martin Hines. The third and newest recruit to the Hermetite Zip Team, Simon Mercer, was having a better day, being in the middle of the fourth row for the final.

After an assortment of heat problems, Childerhouse, George, Gardiner, Taylor, Belbin and Liddle took advantage of the last chance qualifier to form the back of the main grid. So after all that this was how the front of that grid looked:

Hines	Buttigieg	Ball ▲
Price	Kerkhoven	Dalgarno
Smith	Grant Sale	Butterfield
Rees	Mercer	Arnold

Forty Superkarts, three abreast, snaked their way down the assembly area to start the rolling lap and as the course car pulled off and the flag was dropped the race was on. Hines got the jump, and despite a late braking lap from Ball, led Price, Ball, Butty and the rest out of the hairpin and up the hill. Butty obviously had the bit between his teeth because by the end of the first lap he was in the lead with a gap to Hines, Ball, Price, Dalgarno, Smith, Kerkhoven, Butterfield and Carolyn in pursuit. Butty was really turning it on, and gradually but very

surely, his old fire was evident as he began to leave the rest trailing. The crowd were behind him too, with every visit to the hairpin bringing about waves of encouragement.

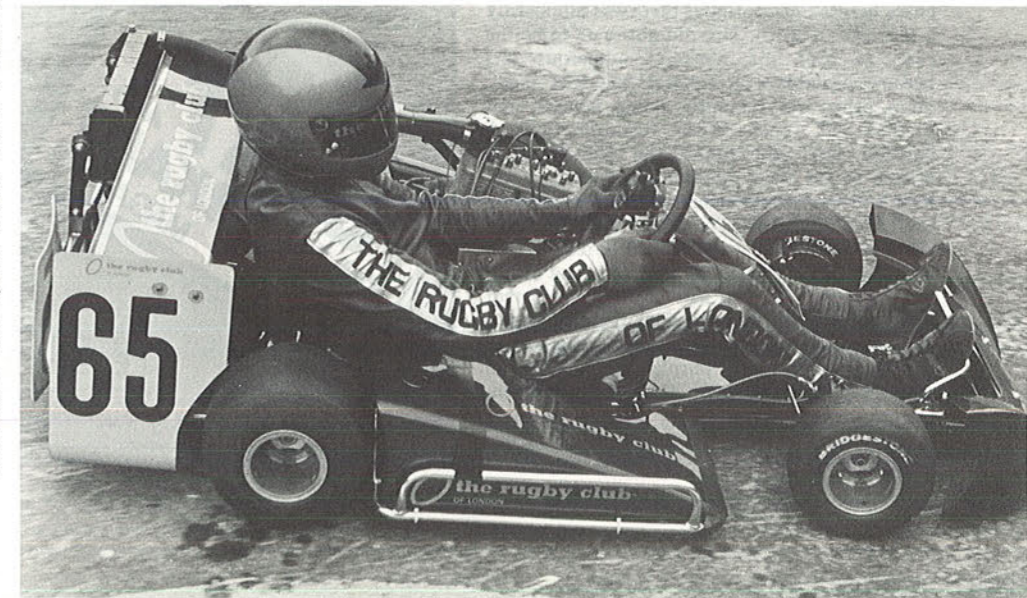
By lap five Kerkhoven had been sidelined with suspected big end failure whilst Butty had such a commanding lead he was now encountering backmarkers with his relentless pace at the front. Hines still had second, with Price and Ball frequently swapping third and fourth spots. Smith, Dalgarno, Carolyn, Butterfield and Dean were next, the latter trio again fighting it out on the tarmac as they have previously this season.

Laps six, seven and eight, and Butty had what appeared to be an impregnable lead when on lap nine his extremely rapid pace took its toll with a rear Bridgestone disintegrating, robbing the Memorex man of what surely would have been his second victory of the year. As they say, that's motor racing ...

The result of all this was that we had another "Price rise" in the form of Derek. The Lancashire Lad now led a Superkart Final for the second time at Cadwell this season with once again Martin Hines behind him! I should think everything possible was crossed in the Price camp! This time however Derek showed he learns quickly and wasn't to make the same mistakes again, holding the lead for the remaining laps to score a fine, if somewhat fortunate, win. Ball had managed to get the better of Hines in the closing stages to snatch second, with Smith fourth ahead of Dalgarno. Butterfield, Carolyn and Dean had continued their battle to the end, finishing in that order.

1st Derek Price	Zip/WKC Rotax
2nd John Ball	Discount Centre Zip/Zip Rotax
3rd Martin Hines	Hermetite Zip/Zip Rotax
4th Nigel Smith	Stocksigns Zip/Rotax
5th Sandy Dalgarno	Zip/RKR Rotax
6th Giles Butterfield	Zip/Rotax
Fastest Lap:	
Dave Buttigieg 1m. 00.9s. (88.66 mph)	

Young Superkart charger Butterfield ...



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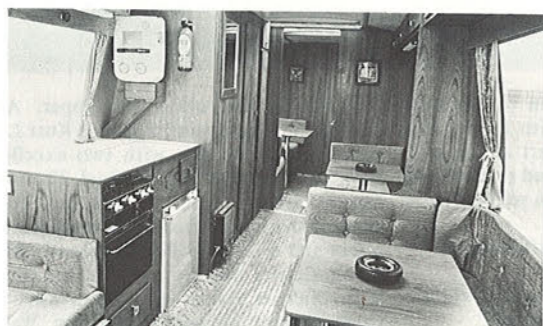
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Bargain Price

Price takes his first Superkart win from Ball and Hines. Butty out when in commanding lead. Luby (125), Longden (210) and Rodgers (250 Nat) take the classes.

Report: Mike Smith

Pics: Roger Calvert

Easter Sunday was one of those dry but very cold days when the tea bars did a good trade and everyone wrapped up well against the biting wind. Brass monkeys were certainly rare, and Butty posed the question "Who hasn't paid the heating bill?" ... For the second visit to the Cadwell Club circuit this year, the long circuit contingent were out in healthy numbers with a total of 211 names listed in the programme. The meeting, in the usual hands of John Shaw and his willing band, was the second round of the Annual Cadwell Championships together with the third round of the Bridgestone Champion of Champions Series.

The first round of the new Drivers Championships for 250 Nationals was also included in the day's events. With a marvellous entry of 49, the class was without doubt out of the doldrums and no longer the poor relation, to be tagged on to the back of another class grid. Of the total entry in this class, 34 drivers had registered for the self-financing series with the prospect of £150 cash to the winner with cash prizes down to ninth place. All registered drivers were promised at least £15 per round provided they turned up and attempted to take part. That can't be bad can it?

Pit Patter

Not a lot was new around the Paddock, although it certainly was used to capacity with such a good entry. World Cup winner, Reg Gange was having a busman's holiday, having sold his outfit and awaiting brakes to complete his new one. Reg Senior appeared to be only half listening to Junior's words of advice as he prepared for 125 competition. Phil Ansell, having secured sponsorship from FSO Cars was out on his last season's Zip, the new Cobra still requiring some sorting to Phil's liking. Martin Hines had the full body out for the second meeting, but after one heat reverted to a more conventional set up. Lady Luck still hasn't found a spot in Chris Lambden's corner, the British Champion suffering another Rotax tightening up, leaving him wondering where to look next as he went to take up his vantage point for the day. To cap it all the poor chap then discovered a water leak on his van! It can only get better ...

Steve Stylin was again a spectator still searching for that elusive financial assistance which could herald his return to the tarmac.

Aero's Barry Loakes was acting as courier for the day, showing Super Swede Lennart Bohlin and fellow countryman Bo Schermann the delights of our weather. They were not too impressed! After his Snetterton victory, Butty and his Memorex Tapes crew were bubbling and looking for more of the same diet. "Mrs. Buttigieg" was looking for a bit more stopping power and judging from her seemingly late, late braking into the hairpin, her mechanic had found the necessary! Or perhaps husband Dave, not known for his early braking, had whispered a few words of advice.

So, on to the racing, the main course:

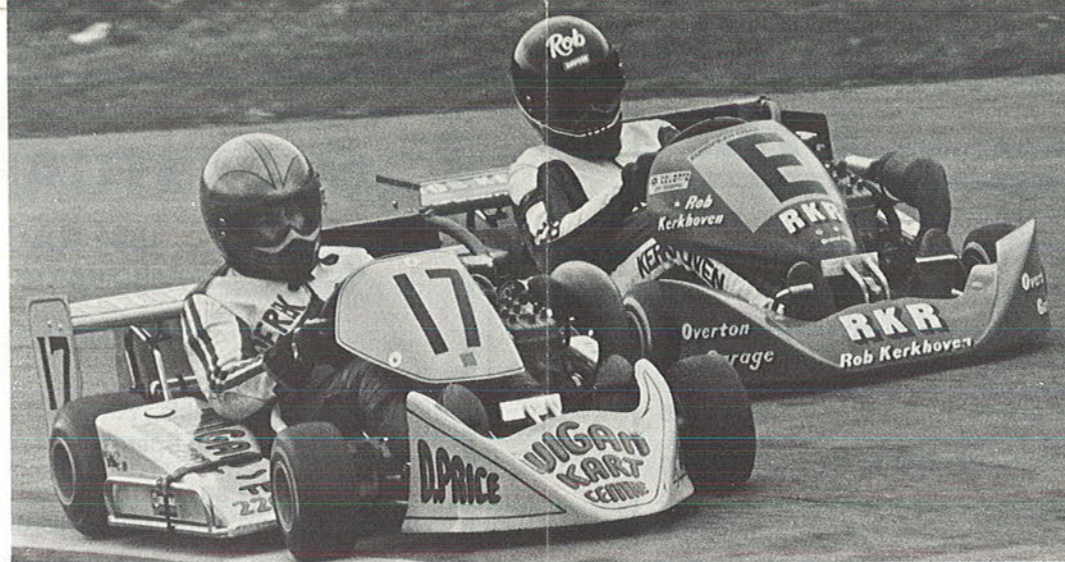
Derek's Day

The revitalised 250 Nationals started the day's racing and what a sight it was as almost fifty karts followed the course car to start their two heats and the final. Certainly since I first saw long circuit racing, 250 National grids of such size have not graced the circuits, apart from Silverstone. All credit to newcomer Adrian Lumb and old hand in terms of experience Dave Cullimore for getting it all together.

Ex Superkart exponent, Derek Rodgers, racing with the assistance of Peak Revs soon stamped his mark on the proceedings, taking two heat wins to safely secure pole position for the 10 lap final. Alan Mugglestone was on the outside of the front row, having had a brace of excellent third places — not bad for a relative newcomer. Paul Taylor was in the centre of these two with a second and a fourth. British Champion Alan Collard was hoping his Yamaha would last the day and sat on the inside of the second row for the final after a fourth and fifth from the heats. Richard Boston (a two class man again today) and Eddie Cortijo completed this second row with Cullimore, Irishman Roberts and Kirkham making up the third.

As the drop of the flag signalled the start of ten laps of action, poleman Rodgers was slow away, allowing Mugglestone to lead into the hairpin for the first time. Paul Taylor,

Ex Superkart pilot Rodgers won an action-packed 250 National final ...



Cortijo and Boston were also ahead of Rodgers as the pack wound its way up Coppice and out into the country. The Peak Revs driver was soon moving up though, and as they completed three laps Derek had the lead from Boston, Cortijo and a hard charging Cullimore. Mugglestone had been pushed back to fifth. This leading group settled into some sort of order and the only change at the front being Cullimore's overhauling of Cortijo to take third. Alan Collard was for him in a lowly ninth spot with the leaders evenly spaced.

By half distance backmarkers were being encountered with Mary Douglas the first to find herself on the wrong lap. Mugglestone had also taken advantage of the increased traffic and was right up with Rodgers on the sixth lap and ahead of him for the seventh and eighth laps. Chris Stoney was also moving rapidly and had settled into sixth place after eight laps. Lap nine, and Rodgers had the white machine back in front of Mugglestone, Cullimore, Boston, Stoney (now up to fifth) and Cortijo. The last lap and it was all change again behind Rodgers and Mugglestone. Boston's luck deserted him of his fourth place. Stoney found that little bit extra last time round to take third from Cullimore with Cortijo fifth. If this is what we can expect from the 250 Nats. this season then some entertaining racing is on the cards ...

1st Derek Rodgers Zip/Yamaha
2nd Alan Mugglestone Zip/Yamaha
3rd Chris Stoney Barlotti/CSK Yamaha
Fastest Lap:
Chris Stoney 1m. 7.5s. (80 mph)

210 to Longden

The Villiers class was on the day the smallest numerically, but the racing didn't suffer, with the top half dozen displaying some entertaining close quarter dicing. Richard Boston was the man on pole for the final with two heat wins and fastest lap each time to his credit. British Champion, Dunstonian Garages John Newton

Above: Price slips inside Kerkhoven during a heat tussle. Top right: Butty (50) was in devastating form, picking off backmarkers with ease until tyre problems intervened. Right: 210 final action — Boston (84) turns in ahead of Newton (1), Waggett (8) and Longden ...

netted up a couple of third places to put the Magnum on the centre spot of the front row. John Waggett occupied the outside of the row with a second and a fourth from his heats. Bill Longden had two similar heat results to take the inside of the second row with Vincent Munday and Geoff Upton for company.

The ten lap final quickly developed into a five kart battle at the front with Longden taking over from early leader Waggett at the end of two laps. Newton, Boston and Upton had already got a nice cushion from the pack which was led by Mike Hodgins with Munday trying everything to get in sight of the leaders. At the front Longden pressed on with the next pair, Newton and Boston not giving each other an inch.

At half distance, backmarkers were giving the leading five a few problems, especially into the hairpin. Longden, Newton, Boston and Waggett were now more evenly spaced — but not for long.

Lap seven, and Waggett was slowly losing touch with the first three whilst Newton had slightly pulled away from Boston to close up on Longden. One more lap completed and the front trio had closed ranks again with Newton out-braking Longden into the hairpin only to find himself being re-taken as they headed up Coppice. The hairpin was the scene of more fun and games on the last lap; Boston, Newton and Longden was the order as they arrived but as the first two came together on the exit it was Longden who emerged in the lead with less than a lap to go! Boston and Newton quickly sorted themselves out and set off in



pursuit but Longden held station to cross the line five seconds to the good with Boston and Newton less than a second apart at the end. John Waggett's early challenge had receded and he finished fourth with Munday a solitary fifth.

1st Bill Longden Barlotti/Longtune Villiers
2nd Richard Boston Zip/Longtune Villiers
3rd John Newton Magnum/APV
Fastest Lap:
Boston 1m. 9.8s. (77.36 mph)

Luby at Last

The usual gathering of 125s necessitated two split heats and a qualifier to sort out the final grid positions. For once the current pace setter, Stuart Ziemelis, didn't have it all his own way. Stuart took one heat win but finished a lowly

eleventh in the other six lapper. After his "down" at Snetterton, Bolton's Kurt Luby was certainly on the rise with two excellent heat wins to claim pole for the final. The two Team Lancer drivers, Peter Tippell and Boyd Barington shared the front row with Peter netting a win and a third to Boyd's second and fourth. Robin Stoner had the inside of the second row with Michael Henry and Wigan Kart Centre's Chas. Walker alongside. Martynn Wall, Mark Hood and Colin Mills made up the next row. Wayne Sandford and Colin Bird sharing the fourth row with Ziemelis.

John Cooke was the first home in the qualifier with Mike Doble, Gary Hill, Barry Barthorpe, Keith Glendenning and Phil Wilkinson joining him on the back of the main grid.

So to the final, and poleman Luby was first away, leading Walker, a fast starting Ziemelis,



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