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No doubt quite a few of our readers will have allowed themselves a small feeling of smugness and satisfaction as former World Kart Champion Riccardo Patrese claimed his first, overdue, Grand Prix win at Monaco recently. The rather obscure statistical fact that this makes Patrese the first World Kart Champion to win a Formula One Grand Prix, is somewhat secondary to the realisation it brings of just how many of karting's relatively recent Internationals are in the top echelon of motor sport. It is not coincidence, and it is something that the sport needs to make a good deal of in its efforts to grow further in public acceptance and following.

At one stage it seemed as if the entire Italian kart team of the golden '74 - '76 era were going to make it into Formula One! Look at the current lineup - Patrese, De Cesaris, De Angelis, and Cheever. World Championship leader Alain Prost was well known in European 100cc competition, and of course our own Nigel Mansell still retains links with the sport that started his competition career. 1978 World Championship contender Corrado Fabi is on his way, currently leading the European Formula 2 Championship.

Perhaps the best ambassador we have for the sport at the moment in Britain is Ayrton Senna Da Silva, who is still actively pursuing the World Kart title while cleaning up the British FF2000 Championship in the meantime. In a recent interview in *Autosport*, Da Silva put the bulk of his astounding Formula Ford success down to his karting background in technique. He found the car very slow, and easy to drive! . . .

Every youngster who has ambitions on four wheels should now know where to start, and those who seek to boost the sport should broadcast the message to those who don't yet know.

CHRIS LAMBDEN

FRONT COVER:

Current British Junior Britain Champion is Steve Murphy. The class continues to provide tough competition and a superb entry into the sport for youngsters. Murphy defends his title next month at the Northern Felton venue.
(Pic: R. Calvert)

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KART AND SUPERKART

Monthly

No. 42

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European Superkart Championship
Jesolo
World Cup

PUBLICATION DATE: 1ST JULY

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



Rose Tinted Glasses? . .

Subject of much discussion at the second K&S round was an item in the RAC's Club News news-sheet on the topic of restricted tyres. In essence the article suggested that any problems with K1/K2 Dunlops were of a temporary nature and concluded that "... while the Kart Committee will continue to monitor the situation, it has been agreed that the Restricted Lists will run for 1982 and 1983, with a review in 1983 for the 1984 and 1985 lists."

Considering the upheaval that had taken place over the opening rounds of all the commercial championships for restricted tyre classes, this seemed like rather a gross misjudgement of the situation, and thus representations were to be made from several quarters at the following meeting of the Kart Committee.

The subject was apparently discussed at length at that meeting, although no firm decision was taken. However, it is understood that some form of recommendation was to be put to the full Motor Sport Council at their next meeting. It seems we will then have to wait until the next Kart Committee meeting before any change or decision will be finally made. At least something seems to be happening. . .



Monaco Off

The third European 135 Grand Prix, scheduled for the historic streets of Monaco, has had to be shifted. For reasons described as "force majeure", Monaco is now unable to stage the race, and it has been transferred to Valence, some 60 miles south of Lyons in France's Rhone Valley. The date is unchanged.

Late Change For K&S Round Three

Following the switch of the K&S series onto Goodyear tyres, following a mass request from competitors, the Buxton Club, members of the N.W. Kart Association, decided fairly late in the day that they could not promote the third round of the series, scheduled for 3 Sisters on June 6th. The problem arose from a N.W.K.A. decision to stick with the full '82 National tyre regs and an agreement between its member clubs that no-one would break rank.

Fortunately there was just time to arrange an alternative in time for an announcement at the second round. Round three is thus about to take place at Fulbeck, on the same date as originally scheduled, June 6th.

On a brighter note, the prize list for the 1982 Championship is currently being compiled and an announcement of it should be ready for inclusion in the next issue.



The 1.9 kilometre circuit of Croix en Ternois hosts the second of 2 French Superkart races in July, on the weekend of the 10th/11th.

Dalgarno At BRSCC Mallory

The day after the British Championship there, Mallory hosted two invitation Superkart races as part of a BRSCC car meeting. Most of the leading contenders stayed on for the day, and once again the car racing fraternity liked what they saw.

Sandy Dalgarno emerged as overall victor, a second and a third in the two races complementing his successful efforts of the previous day. RKR team-mate Rob Kerkhoven and Nigel Smith were the two heat winners, but both fell foul of mechanical gremlins in their other start.

The day also marked the return to competitive form of Jon Dixon, piloting the Lancer/W.E. Rotax to an encouraging second in the first of the two races.

In a Word . . .

● The four man British Team to contest the European Team Championship has been selected. With Superlicence holders no longer permitted to take part, and other graded drivers concentrating on the 135 GP series, the team is all new, and contains an interesting surprise with the inclusion of a leading 100 National driver.

The team is: Paul Jackson, John Alcorn, Gary Ward and Graham Waldron. The Team Championship takes place in Munich on the same day as their 135 GP event.

● The CIK have formed a 125cc Working Group on the same lines as the 250 version. Recent recommendations from them include keeping the European 125 Championship (Intercontinental C) on short circuits, with single cylinder air-cooled engines, and no bodywork.

The other news to filter through from the CIK is a general feeling that the requirements for 135 karts may well lead to an increase in the minimum circuit length necessary for Championship use. This apparently came about after the inspection of Kalmar, venue for this year's World Championship, which is felt in some circles to be a little small.

● The Ace Kart Club advise that kart racing is scheduled for Lydden on June 20th, July 11th and July 18th. Classes catered for are 250 International, 125 and 210. Entry forms are now available.



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9th May

Results

| | |
|--------------------------|------------------|
| Junior Britain | |
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| 2nd Mark Parker | Goff/TKM |
| 3rd Guy Wood | Zip/Arrow |
| 250 International | |
| 1st Errol Johnson | Dino/E.J. Yamaha |
| 100 National 81 A | |
| 1st Mark Woolford | Fox/TKM |
| 2nd Mark Piercy | |
| 100 Britain | |
| 1st Nigel Goff | Goff/Arrow |
| 2nd Gary Parker | Lane/Parilla |
| 3rd Paul Richardson | Zip/Arrow |
| 100 National 81 B | |
| 1st Phil Cornwell | Wright/DAP |
| 2nd Shaun Stone | Goff/Arrow |
| 3rd Tony Hughes | Sprint/Parilla |
| 250 National | |
| 1st John Ottrey | Barlotti/Bultaco |
| 100 National 82 | |
| 1st Brian Catchpole | Dino/Parilla |
| 125 National | |
| 1st Roger Goff | Zip/Rotax |
| 2nd Nigel Wigg | Dino/Rotax |
| 3rd Geoff Hodge | Zip/Rotax |
| 210 National | |
| 1st Colin Poole | Zip/Villiers |
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Kalendar

JUNE

5/6 DONINGTON PARK (off Junction 24, M1). European Superkart Championship.

6 FULBECK (8 miles from Newark) 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 (near Frizington, Cumbria)

CHASEWATER (Pleasure Park, Brownhills, off A5)

ELLOUGH (2 miles south of Beccles). Special trophies, 125 National

19 DONINGTON PARK (off Junction 24, M1). Final round, FSO Superkart TV Challenge.

20 WOMB WELL (Dorothy Hyman Stadium, near Barnsley). Round 4 Stansted Green Man Championships

CLAY PIGEON (midway Yeovil and Dorchester, on A37).

LYDDEN (near Dover). Superkarts, 125's and 210's

NUTHAMPSTEAD (on B1368 Cambridge/Ware Road). Clay Pigeon (midway Yeovil/Dorchester on A37). 100 cc classes only

26 ULSTER — Larne Car Park meeting

27 CADWELL PARK (8 miles n.e. of Horncastle, Lincs.) RAC Long Circuit Championships — all classes

RISSINGTON (Air Force Base, near Stow-on-the-Wold). RAC 100 National Championships

FULBECK (8 miles from Newark)

SNETTERTON (15 miles s.w. of Norwich)

DUNKESWELL (6 miles from Honiton, Devon)

BLACKBUSHE (near Camberley, on A30)

JULY

3/4 SHENINGTON (8 miles from Banbury). RAC Short Circuit Gearbox Championships

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

4 HEMSWELL (6 miles east of Gainsborough)

10 FULBECK (8 miles from Newark). National School's Karting Association Championships (and 11th)

continued . . .

in his new leathers which he won for being Osel Champion last year, with Colin Croxford (Sprint/Rotax) second and a hard pushing Roger Barrington (Zip/Rotax) third. Heat two was another win for Boyd Barrington with "Dad" Roger second after a race long duel with Stirling Morley (Zip/Rotax) who finished third. Heat three started off in the same fashion but it was all change when Nigel Wigg (Dino/Rotax) got it all together and came up through the field to take second place off Roger Barrington, then on lap 6 he went past Boyd to lead for the rest of the race. Colin Croxford finished fourth with a hard pressing Terry Clayson (Lancer/Rotax) fifth. The final was another win for Boyd Barrington with Roger second. The excitement was a bit further back with Nigel Wigg making an uncharacteristic bad start. By the end of lap 2 he had got up to fourth place and next time round he was third, but on lap 5 he retired with a handling problem and left third place to Colin Croxford with Stirling Morley Fourth.

100 National Novice

Having had a large entry of Novice drivers in this class we decided that they should race on their own, and pretty exciting it was too.

Heat one was led for the first three laps by Colin Cage (Sprint/TKM) when he was passed by Mike Davis (Zip/Parilla) who kept the lead until the flag. Derek Roffey was promoted to second spot when Colin Cage spun out to retirement on lap 6 and Leslie Gomeche (Barlotti/Manx) finished third. Heat two was led until lap 7 by Derek Roffey (Dart SS20) when Nigel Cuttel (Dino/TKM) slipped by to win by a small margin. John Green was a very consistent third and Simon Overett was fourth with his Mustang/TKM. Heat three was a win for John Green (Lancer/TKM) after snatching the lead from Derek Roffey on lap 8, leaving Nigel Cuttel to take third and Haydn Smith (Sprint/Parilla) came fourth.

With so many drivers in the heats it could be anyone's final. Derek Roffey led on lap 1, but on lap 2 he came round at the rear of the field, lead being taken by Leslie Gomeche. But that was shortlived as he was demoted on lap 7 by Haydn Smith who had charged up the field from the middle of the pack. Nigel Cuttel, who had also done a nasty on lap 2, made a superb effort and was rewarded on lap 9 by passing Leslie Gomeche to net second place. Colin Cage held third place briefly, but lost it again to Leslie, eventually to finish fourth with Steve Sillet fifth.

100 National

Heat one was a win for Bob Kett (Mustang/F.E. Parilla) after passing Robert Smith (Zip/Parilla) on the last lap with Trevor Woodhouse (Mustang/F.E. Parilla) taking third and Gordon Chenery (Goff/TKM) having a good drive through the field from the back to take fourth. Heat two was a win all the way for Robert Smith, with Trevor Woodhouse second and Ian Beaumont (Bullitt/Parilla) a race long third. Robert Gant (Kestrel/TKM) drove a good race coming fourth from the back of the grid. Heat three was led the first three laps by Gordon Chenery, who was then demoted to second by Robert Smith, who went on to win. Gordon Chenery held second despite a hard challenge from Ian Beaumont who came third with Richard Anderson (Mustang/F.E. TKM) fourth. Robert Smith led the 15 lap final right from

starter's flag to the chequered flag. He got a 20 yard lead on the first lap and held on all the way. Gordon Chenery held second for 2 laps, was passed by Bob Kett who held on to second for the rest of the race, making a good effort to catch Robert Smith. Gordon Chenery disappeared on lap 7 leaving Ian Beaumont third, which he held until lap 11, when Trevor Woodhouse demoted him to fourth place with a late braking move at the chicane. Robert Gant came fifth with Richard Anderson sixth.

Juniors

There were "Special Trophies" up for grabs for the Nationals and Britains in this class. Some good racing was forecast for the beautiful Silver Goblets on offer.

Heat one was an easy win for Colin Duncan (Dart/Arrow) with Derek Shields (Dart/Arrow) second, in front of a hard pushing Steven Webb (Lancer/Arrow) who didn't seem to have quite enough to get past. Fourth was Richard Lock (Sprint/Parilla). Heat two was another flag to flag win for Colin Duncan, with Derek Shields again second. Steven Webb was third until lap 8 when his engine cried enough, leaving third to Novice Darren Maryon (Sprint/K77) and fourth went to Shaun Nicholson (Wright/Arrow). Heat three was another Colin Duncan benefit race with Derek Shields again second, having held that spot for the whole race. Shaun Nicholson kept third despite the fine efforts of Darren Maryon in fourth.

The final was more or less an "action replay" of the heats despite the considerable efforts of the Steven Webb camp, who rebuilt him an engine in a very short time, to get him into the final. Unfortunately it was to no avail as this was Colin Duncan's day and he held the final all the way. Shaun Nicholson held on to second from Richard Lock for five laps until Richard retired leaving a young lady Novice, Marion Rump, in third. George Cubitt came home to take the flag fourth with Darren Maryon fifth.

John Davies

Results

210 National
1st Ian Jackson Aero/Upton
2nd Ralph Howard Zip/Upton
3rd John Sapey Bullitt/Villiers

250 International
1st Errol Johnson Dino/Yamaha

125 National
1st Boyd Barrington Lancer/Rotax
2nd Roger Barrington Zip/Rotax
3rd Colin Croxford Sprint/Rotax

100 National Novice
1st Haydn Smith Sprint/Parilla
2nd Nigel Cuttel Dino/TKM
3rd Leslie Gomeche Barlotti/Manx

100 National
1st Robert Smith Zip/Parilla
2nd Bob Kett Mustang/F.E. Parilla
3rd Trevor Woodhouse Mustang/F.E. Parilla
4th Ian Beaumont Bullitt/Parilla

Junior Britain
1st Colin Duncan Dart/Arrow
2nd Shaun Nicholson Wright/Arrow
3rd Marion Rump Zip/Arrow

Junior National
1st George Cubitt Mustang/Sirio
2nd Darren Maryon Sprint/K77

Second FSO To Butty

The second of the three FSO Cars TV Challenge rounds took competitors to Oulton Park on 1st May. Coming the week before the Mallory Park Championship round, there were one or two absentees, but the two ten lap races still provided the highlight of the 750 Motor Club programme.

Despite a desperately slow start, race one provided a spectacular win for Dave Buttigieg as he picked his way to the front to race clear and win by some seven seconds with Nigel Smith second and Giles Butterfield third, chased by Sandy Dalgarno and Donovan Collier. Reg Gange was disputing the lead, but a mysterious vibration reduced the World Cup winner to a slower pace and a ninth place finish.

A sudden downpour brought the field out on wets for the second race. The first corner saw havoc, with Derek Price rotating out of contention, and several others delayed. Reg Gange hit the front, and won going away, with Buttigieg confined to second. Smith and Dalgarno scrapped over third until the last lap when a collision deposited the Stocksigns machine into the bank, handing fourth to Chris Lambden.

FSO Points After Two Rounds: Buttigieg 36, Smith 29, Lambden and Butterfield 22.

RAC Long Circuit Championships Leading Points After Two Rounds

250 International: M. Hines 12, D. Buttigieg 9, S. Dalgarno/R. Gange 6, N. Smith 5.

250 National: C. Stoney 18, D. Cullimore 10, A. Collard 6, J. Sapsed 4.

125 National: S. Ziemelis 15, K. Luby 9, B. Barrington/M. Haezenburghe 6.

210 National: R. Boston/J. Newton 9, B. Longden/G. Upton 6.

Bridgestone Champion of Champions Leading Points After 4 Rounds

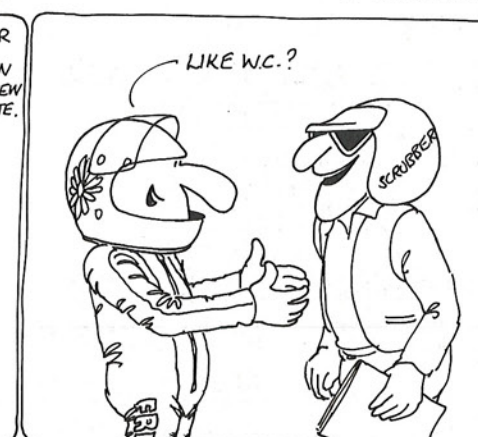
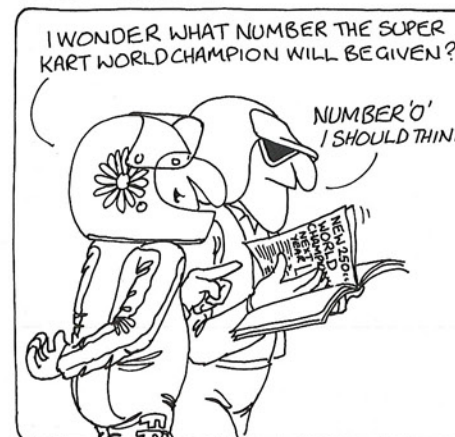
250 International: M. Hines 25, D. Price 18, D. Buttigieg 9.

250 National: C. Stoney 31, A. Mugglestone 15, D. Cullimore 13.

125 National: S. Ziemelis 24, K. Luby 18, B. Barrington 12.

210 National: B. Longden 24, J. Newton/R. Boston 19.

FRIGGIT



Race action from the Oulton FSO meeting. Top: Gange (0) and Smith (69) scrap it out while Buttigieg waits for his chance. Above: Dalgarno works hard at holding back Donovan Collier. (Pics: Roger Calvert)

● As we close for press, a message has been relayed to us that the RAC Short Circuit Gearbox Championship, at Shenington, has been moved from June 20th to July 3rd/4th. We have been unable to confirm this directly, so competitors should check with the promoting Club.

● Another change — Clay Pigeon's 13th June meeting has been postponed until the 20th, and will be for 100cc machines only.

STOP PRESS

JESOLO — CHAMPIONS CUP 135cc GP
Terry Fullerton (Zip/PCR) wins the Champions Cup for the fourth time in dominant style — first in timed practice, heats, and finals.

FULL COVERAGE NEXT MONTH.

BY BARRY FOLEY

continued . . .

In a Word . . .

● While their Summerlee circuit is closed for repairs, the West of Scotland Club is continuing, on its normal race dates, at the Crail circuit in Fife.

● The Lion Kart Club advise that due to insufficient confirmed entries, they have been forced to cancel the planned Isle of Man Kart Week. A great shame to those who have never experienced the rigours and thrills of genuine street racing. . .

International Junior Weekend

One of the most pleasant Kart meetings I have been to for a long time took place at a bright and sunny Clay Pigeon Circuit on the 15th and 16th May when an all-Junior meeting was efficiently put together under the leadership of Gerry Cotterill and Tony Temple. This was centred around a return friendly match between the Dutch and British Junior Internationals following our very successful trip to

Holland last September, with back up events for Junior Nationals, running on Goodyears so that a few extra Dutch drivers could join in this event as well (they have a Junior class to this specification there), plus our own Junior Britains, both of these last two classes largely selected by invitation from the ranks of the Green Man regulars.

Sponsorship for the meeting came from a variety of sources both inside and outside the kart trade in generous proportions which allowed the organisers to lay on an impressive array of prizes for nearly everyone as well as the two main teams, and particularly noteworthy was the contribution of £450 raised from the parents of the British Team drivers themselves towards the cost of the event. Due to heavy commitments at this time of the season, it was not possible for the Clay Pigeon Kart Club to officiate as a body, so Neil Hann very kindly devoted a lot of his time to putting this end of the operation together, and in fact by the time race day dawned many of the Club Officials turned out to join in the running of this very successful meeting.

The weekend started with a general practice session on Saturday morning to allow the Dutch Team a chance to become familiar with the shape of a track that is very much larger than they are used to at home. When timed practice started though it quite quickly became apparent that a few of their members were going uncomfortably quickly!

In fact, the fastest driver surprised nearly everyone except, probably, himself, as Ian Smith swept cleanly round in an excellent 36.83 seconds, the only driver to break the 37 second barrier — and he wasn't even in the Team Match. Rather he was setting his time for the individual Race of the Day which would conclude the following day's activities! Behind him came Steve Dart (37.07), and the fastest of

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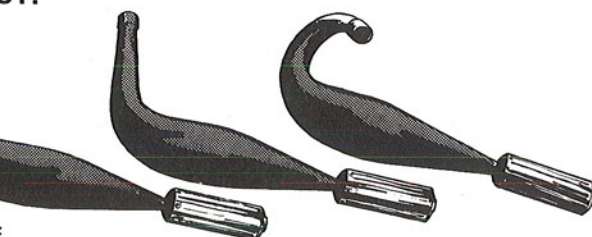
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STOP PRESS!! ALAN LANE WINS 135 GREEN MAN ROUNDS 1 & 2 USING PROTOTYPE PMP 135 EXHAUST.

continued . . .

the increase, and much firmer measures must be taken by officials to stamp this out. The abuse of officials had also been noted, and again it was stressed that much firmer action by clubs should be taken against offenders.

The Clay Pigeon K.C. confirmed the date of the Wessex Championships as being 10th October. The meeting will be confined solely to the members of the six clubs who constitute the Association.

It was announced that Entry Fees for the 1982 RACMSA British Championships at Little Rissington and Clay Pigeon circuits would be £12.50.

It was felt that it would be advantageous for clubs within the Association to publish the dates of fellow members' race meetings, as and when they take place. It was agreed clubs would organise this as soon as possible.

The next meeting was provisionally set down as the 28th July at the same venue. The meeting closed at 11.15 p.m.

Charles S. Box (Chairman)

Boyndie

THE GRANVILLE GRUBB MEMORIAL MEETING

April's meeting at Boyndie was the commemorative meeting to Granville Grubb, who died in October 1981 at a Karting Demonstration at Ingliston Racing Circuit. Audrey Grubb presented a trophy to the winner of the combined 210, 125 and 250 Handicap Race, which was run at the end of the normal heats and final.

100 Junior Britain

Clair McArthur, Gary Cromar and Brian Tewnton each won a heat and shared seconds and thirds. Alan Innes, Stephen Mitchell and very promising novice Stewart Massie notched up finishes in first four places.

Clair McArthur won the final after Gary Cromar led the first few laps and Brian Tewnton held second spot until he uncharacteristically spun off. Novice Stewart Massie moved up the field to a triumphant second, Stephen Mitchell came third and Gary Cromar finished fourth.

125 National

Paul Williamson took two of the heats and Gordon Petrie won the first. Ian Pratt, Paul Cook and Sandy Taylor notched up seconds.

Williamson took the lead off pole in the final, hotly pursued by Pratt, Gray and Cook. They held these positions until lap 6 when Cook and Petrie took third and fourth spots. These first four positions remained unchanged to the flag — a flying Williamson, Pratt, Cook and Petrie.

100 Junior National

This class was also dominated by a Williamson! Nigel, younger brother of Paul had two wins and a second, earning him pole position for the final. Alastair Allan won the third heat and came close in the two other heats. Colin Bird, Mike Barron and Ali Polson were amongst the top finishers after the heats.

In the final a terrific battle for first place continued during the first seven laps between Allan who was leading and Williamson challenging. A determined Williamson snatched the

lead from Allan on lap 7 and held on until he took the chequered flag. Barron finished third and Ali Polson fourth.

250 International

Leslie Cranston won the first heat and had a third and fourth on the other two. Gavin Nicholson won the remaining two. Rob Mitchell, Bevan Fraser, Ian Grant and Gilbert Keenan finished in other top places.

Off the final grid in the lead went Gavin Nicholson with Cranston second and Mitchell third. Nicholson held his lead to the flag while Cranston put the pressure on in second place and finished in second. Mitchell finished third and Grant was fourth.

Class 100 National

Pete Cartwright, Nigel Smith and John Thomson each won a heat. George Bertram, Brian Ross, Harold Roberts, George Douglas and Robert Main all finished in top four places. The final looked set to be hotly contested.

Bertram, Cartwright and Smith took first, second and third off the final grid. By lap 4 Andy Buchan was picking his way through the field and was challenging Smith for third. By lap 5 Buchan was challenging Cartwright for third and by lap 12 Buchan's smooth, talented driving had landed him at the front of the pack where he remained to the flag. Smith, Ross and Douglas finished second, third and fourth.

Class 210 National

There was a good entry of 210s for the Memorial Meeting. Russell Moir took two of the heats while Sandy Pratt took the third. Alistair Mathie, Les Campbell, Bill Stoddart, Peter White and Alistair Baillie all finished with the first four over the heats.

Pratt flew off the final grid in the lead followed by Moir, Campbell and Mathie. Mathie challenging Campbell and taking him for third during the race. Campbell snatched back third spot from Mathie at the hairpin on the last lap and first and second places remained unchanged to the flag.

Granville Grubb Memorial Race

The 210s left the grid, five seconds later the

Ellough

On Good Friday, 9th April, the "Beccles Kart Club" held their second race meeting of the 1982 season. With regard to the current noise problem the Race Committee decided to introduce a system of penalty points for the heats which meant that the noisiest karts were penalised most, one point for every db over 90 db and this affected their grid position for the final.

This meeting was a "Special Trophy" event for the Juniors and they provided some good racing for the 200 plus spectators that turned out on a rather windy but fine, dry day which was rather unexpected as we had sleet, hail and heavy rain on the previous day.

210 National/250 International

Heat one saw a flag to flag win for Ralph Howard (Zip/Upton) with Ian Jackson (Aero/Upton) second after Chris Prue (Barlotti/Villiers) dropped down the race order with a sick motor. Heat two was a win for Ian Jackson who led all the way with Ralph Howard second, after Chris Prue again dropped out,

CLUB SCENE

125s left the grid, five seconds later the 250s set off in hot pursuit. It was a nail biting finish!

Sandy Taylor (125) took the lead in the early stages of the race and the 250s worked their way through the pack. Could he hold off the challenge of the 250s as lap by lap they came closer and closer? Against all the odds, and despite a shoulder injury sustained in a previous race, Taylor won as Gavin Nicholson (250) closed up on him in the final lap. It was perhaps appropriate that a 125 won the race in memory of Granville Grubb who himself had been 125 Scottish Champion.

Jenny Taylor

Results

100 Junior National

| | |
|----------------------|----------------|
| 1st Nigel Williamson | Zip/PCR |
| 2nd Alastair Allen | Zip/R'd. Arrow |
| 3rd Michael Barron | TKM/Turney TKM |

100 Junior Britain

| | |
|----------------------|--------------------|
| 1st Claire McArthur | Zip/J'd. Arrow |
| 2nd Stewart Massie | Zip/Taylor Hewland |
| 3rd Stephen Mitchell | Zip/Hewland Arrow |

250 International

| | |
|---------------------|----------------|
| 1st Gavin Nicholson | Hi Fab Zip/RKR |
| | Yamaha |
| 2nd Leslie Cranston | Zip/Yamaha |
| 3rd Rob Mitchell | Lynx/Yamaha |

100 National

| | |
|-----------------|-------------|
| 1st Andy Buchan | Zip/Hewland |
| 2nd Niall Smith | TKM/TKM |
| 3rd Brian Ross | Zip/TKM |

125 National

| | |
|---------------------|--------------------|
| 1st Paul Williamson | Zip GP/Rotax |
| 2nd Ian Pratt | SM Sprint/Yamaha |
| 3rd Paul Cook | Zip GP/B & S Rotax |

210 National

| | |
|------------------|--------------------|
| 1st Sandy Pratt | SM Sprint/PH Upton |
| 2nd Russell Moir | Barlotti/Villiers |
| 3rd Les Campbell | Barlotti/Villiers |

Granville Grubb Memorial Trophy

| | |
|------------------|--------------|
| 1st Sandy Taylor | Zip/TR Rotax |
|------------------|--------------|

leaving Tim Ayres (Lancer/Upton) third. Heat three was another win for Ian Jackson with Ralph Howard second and John Sapey third with his Bullit/Villiers. Errol Johnson (Dino/Yamaha) won all three heats of the 250 International convincingly after being started three-quarters of a lap behind the 210s by our Clerk of the Course, Peter Carter. Even with this gap he managed to pass most of them before the flag. Final: Ralph Howard managed to get himself a couple of lengths lead on the first lap which he kept until lap 5 when he was out-braked on the Pit Corner by Ian Jackson who went on to win by about 25 yards with Ralph Howard holding on to second place and John Sapey having a lonely race to take third place with David Freeman (Barlotti/Villiers) finishing fourth.

Errol Johnson won the 250 International race which was again run on the back of the 210s, which I personally think is a shame because they look good to watch and are just as exciting to race on a short circuit ... so come on lads, give us a treat and Errol some competition.

125 National

Heat one was a flag to flag win for Boyd Barrington (Lancer/Rotax) who looked very smart

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the Dutch drivers, son of well known Saloon and Sports Car driver Toine Hazemans, Mike, who was adapting very quickly and set 37.20, while Nick Crabtree managed one at 37.29. Martin Prior (37.33) and Jeremy Cotterill were next (37.35), though Jeremy's time did include a 0.2 noise penalty, so he would have appeared higher up the list. As the list of times was published it became evident that, so far, Britain had the upper hand, but it was going to be a fascinating event.

In the evening over 120 people crammed themselves into the Clay Pigeon Restaurant for a cheerful get together for the Teams and their supporters, followed by a disco, though with a hard day of racing ahead of them, most of the drivers at least decided that perhaps an early night would be a better idea ...

Sunday dawned misty and wet, but very soon after proceedings started this cleared away and changed to bright sunshine for the rest of the day, well in keeping with the atmosphere created at this unusual meeting. There were five heats for the Team event, interspersed by the qualifying heats and finals for the other two classes, and of course the 'free for all' finale over 25 laps at the end.

I must say that, from the British point of view, it was quite a surprise to see the highly intelligent way in which our most competitive Junior Nationals adapted to the needs of Team racing, with all of them co-operating throughout the meeting in a very effective way which resulted in a hard fought win for the home team. This in no way decries the efforts of the visitors however, and in particular Mike Hezemans, Frank Eglam and Rob Van Es were

extremely impressive. All of their other drivers too had their moments on a track which is difficult under any circumstances, and doubly so when drivers who know it well are combining their talents to politely keep the opposition behind them! Both Team Managers, Temple and Evert Van De Hook, tried a number of combinations of grid placings, but generally Hezemans started at the front for his Team while the British tended to shuffle the pack more readily, though Nick Crabtree elected to start near the back in all but the first heat and have a charge up the field which usually proved effective. It is certainly worth recording that Nick Harvey was particularly good at team tactics throughout the meeting, a point that was noted by most people I spoke to, and even the day before he and Phil Foster had spent some time just driving round with each other practising close defensive moves ...

The two supporting events were eventually won by Piers Hunnisett (Britain) after a race long battle with Steve Murphy, these two being followed in by Jamie Kavanagh, Samy Hunt and David Cuff, while Jason Plato (National) eventually finished comfortably ahead of Martin Prior, Ian Smith, Simon Collins and Rowan Dewhurst. Both of these events proved to be a good form guide for the forthcoming Green Man round a couple of weeks later with excellent entries from all over the country. Unfortunately there isn't enough space to cover them in blow by blow style, but for those who were there, the entertainment was every bit what we have come to expect from these very talented Juniors.

Last race of the day was the Individual

event, and Ian Smith proved well worthy of his pole position, leading from flag to flag in a cool display of fast driving that left every other driver panting in his wake. One or two of the Team drivers appeared to find the first few laps a bit confusing as they were still thinking about their supportive roles earlier in the day, and this resulted in a few remarkably polite overtaking moves on occasions until they suddenly woke up to the fact that this time the green helmets were the 'enemy' as well! Inevitably by this time a lot of the equipment was becoming a bit tired, and the attrition rate was quite high. After some very good racing Steve Brogan climbed to second while third was in frantic dispute between Gary Moynihan and Mark Jennings right to the flag, Gary doing a superb job to hold Mark at bay in spite of everything that the Mistrale driver could think of. Behind them the first of the Dutch drivers, Rob Van Es took an excellent fifth with Phil Foster and Steve Dart in very close company a few yards behind him, then Mark Bailey, Simon Collins and Willem Klomp completed the top ten and a fabulous day of entertainment.

All in all an experiment which brought out the best in everyone who was there, and due thanks should go to the small group of people who worked so very hard for weeks beforehand to make it such a success. It also shouldn't be forgotten that the co-operation from Shenington and Dunksell was essential in allowing the meeting to take place at all as it was not on the original RAC Calendar and could therefore, quite legitimately, have been blocked. Karting needs more events like this ...

Peter Wardle

Letters

Dear Sir,

Prompted by Stuart Eason's letter in last month's issue of Kart and Superkart, Mr. Mercer of Hermetite met Adrian Lumb and myself during the recent Mallory Park meeting. He congratulated all 250 National competitors on their resolve in resurrecting our class and wishes to express his support by swelling our prize fund by four to five hundred pounds worth of Hermetite products.

On behalf of all the Association members I would like to thank Mr. Mercer for allowing Hermetite's already considerable support of karting to overflow into 250 National. I feel support from such an established sponsor is a triumph of recognition for our class.

Of course, there will be no extra prizes for guessing whose stickers will spontaneously materialise in prominent positions on 34 karts all at once!

On a different subject, it was notable that three different makes of motor finished in the first three places at Mallory Park, a unique event in current long-circuit karting. It is most heartening that there is so little to choose between motors currently homologated for use in 250 National and I feel maintenance of this equipment status-quo is essential to the continued development of our class.

Dave Cullimore
 Gloucester

Dear Sir,

Nowhere in life, and certainly not in karting, does one get something for nothing, and so when the Dunlop SL tyre was introduced into the Britain class at the start of this season with the claim that it would give faster lap times and longer life than the trusty Carlisle, I refused to believe it. In any case, with Carlisles lasting a

whole season for the club driver doing two meetings a month, would it not be commercial suicide to market a tyre alleged to last even longer?

Well, the truth as they say, will out, and at the Clay Pigeon SAM round some drivers with more money than sense were seen to use four sets of tyres during the meeting, and it was noticeable that many actually practiced on Carlisles. Now we read that at future SAM rounds, drivers are to be limited to one set of tyres, and at the Wombwell round 30 out of 34 (only 34 — where are all the others?) competing drivers petitioned for a return to Carlisles.

If the Dunlop is retained it will be interesting to see how the tyre rule is enforced bearing in mind the fiddles that have gone on in the past, but how much better it would be if the Dunlop is recognised for what it is, and banned (as it effectively has been at many tracks, where split grids attract no Dunlop entries) from 100 Britain, before a class that has grown steadily since its inception, falters and dies.

So come on RAC, the message is clear, the Dunlops come nowhere near matching the competitive life of the Carlisle, and an overwhelming majority of drivers do not want them and do not use them. So, unless you want your championship to go to the highest bidder, ban them, on the grounds of safety if you like, for make no mistake, accidents have been caused that would not have occurred had all drivers been on the same tyre.

Keith Mortimer
 Crediton, Devon

Dear Sir,

Although the Polish car importers, FSO Cars are investing over £15,000 in the sport of Kart Racing this year, at least one circuit in the country has apparently decided that their involvement in the sport is unwelcome! Rye House kart circuit in Hertfordshire annually hosts a major meeting named the Global Cup at

which the Team FSO Cars Racing had entered their top junior and international drivers — Piers Hunnisett and Johnny Herbert.

Like all good sponsors, FSO Cars support their team with signwritten vehicles and a courtesy caravan, which so far this season has been a major attraction at many kart meetings. However, the powers that be at Rye House want no such promotional activity at their circuit and when the team made contact to ask about positioning the courtesy unit, they were told quite bluntly that it would not be allowed into the circuit.

When the team then asked how else they might support their drivers, they were told by the Secretary of Mr. Reg. Deavin, who it appears has total control of Rye House, that team entries are also not allowed and only individual drivers may take part in races at that circuit. As the RAC Motor Sport Association insist on teams having an annual entrants licence, Rye House obviously feel that they are the only kart circuit in the country that does not come under the jurisdiction of the sport's organising body.

With the recent growth in popularity of kart and superkart racing, the sport is at last in a position to interest potential sponsors, such as FSO Cars. Luckily the attitude of Rye House circuit towards sponsors who bring good publicity is not typical, but bearing in mind it is supposed to be one of the foremost kart venues in the UK, one cannot help but think what long term damage they are doing to the sport.

As far as the 1982 Global Cup is concerned, the Team FSO Cars Racing partnership of Hunnisett and Herbert have been withdrawn by their sponsors and until Rye House realise that sponsors do have an important part to play in the success of kart racing, there seems little point in entering any events held there.

David Palmer
 P.R. Manager
 F.S.O. Cars

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NICK HARVEY Pole Position - Junior National Championships, Round 2 at Rowrah.
PHIL FOSTER 3rd - Junior National Championships, Round 2 at Rowrah (from rear of grid).
IAN SMITH 1st - in timed practice, Holland v. Great Britain Junior International at Clay Pigeon.
IAN SMITH 1st - Holland v. Great Britain Junior International GP race at Clay Pigeon.
PHIL FOSTER AND NICK HARVEY AS GREAT BRITAIN JUNIOR TEAM MEMBERS 1st - Holland v. Great Britain Team Race.

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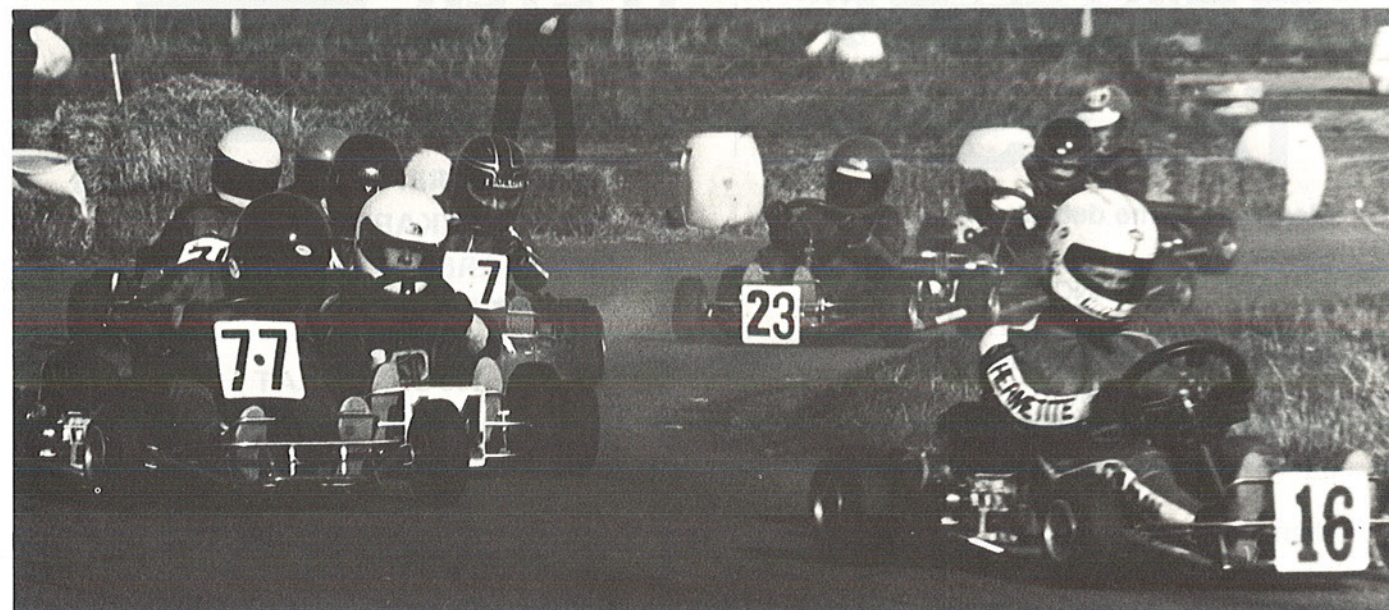
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CLUB SCENE



Above: Junior Britain action, Adrian Chapman (16) leads David Jackson (77), Dominic Wishlade (14), Jamie Bond (7), and the bunch. Right: Robert Owen (31) on his way to winning 100 National, chased by Steve Wright (7), Ashley Browning, and Robin Chuter. (Pics: D. Armstrong)

Results

Junior Britain

1st Adrian Chapman Zip/DAP
2nd Dene Roberts Eagle/Komet
3rd Jamie Bond Barlotti/Arrow

Junior National

1st Martin Prior Zip/Arrow
2nd Kevin Clarkson Sirio/DAP

100 National

1st Robert Owen Sprint/Parilla
2nd Stephen Wright TKM/TKM
3rd Robin Chuter Sprint/Arrow

125 National

1st John Cooke Dino/Rotax
2nd Adrian Wilcox Dino/Rotax
3rd J. Johnson Zip/Rotax

125 National - Piston Timed & Reed Valve

1st Chris Tomkinson Dino/Yamaha
2nd David Logan Star/Yamaha
3rd Nigel Watts Barlotti/Yamaha

100 Britain

1st Craig Booth Reema/Arrow
2nd Kevin McGee Kestrel/Arrow
3rd David Pope Dart/Arrow

210 National

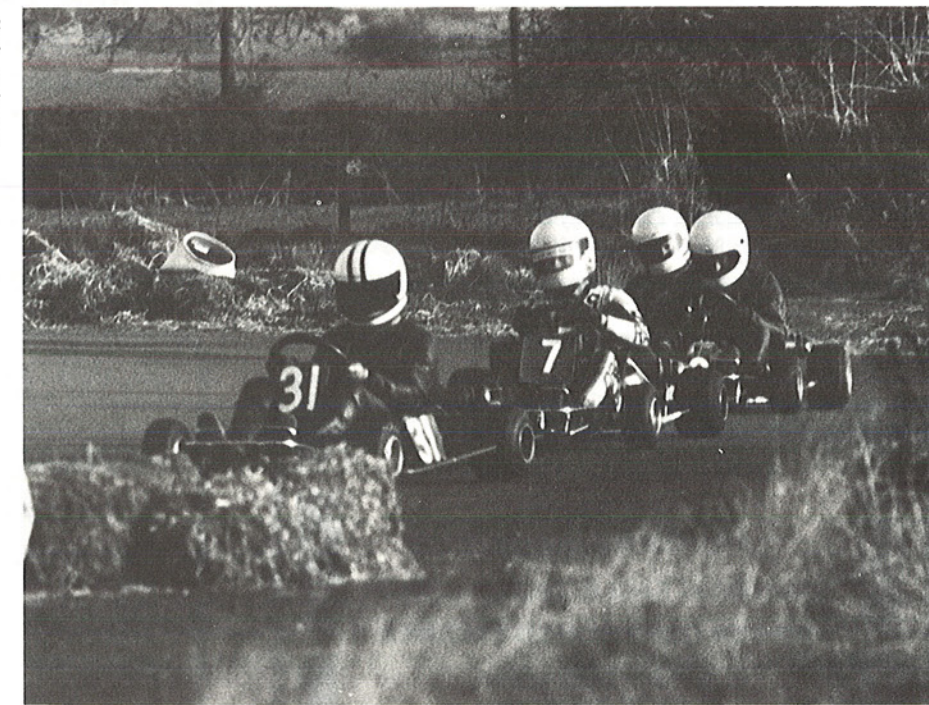
1st Mark Allen Dale/Villiers
2nd Martin Wall Zip/Villiers
3rd Roy Randell Barlotti/Villiers

250 National

1st Paul Klaassen Star/Bultaco
2nd John Ottrey Barlotti/Bultaco
3rd Keith Bisp Magnum/Rotax

250 International

1st Paul Andrews Zip/Yamaha
2nd Pete Hammond CTRP/Yamaha



WESSEX KART ASSOCIATION

The second meeting of the Wessex Karting Association was held on Wednesday 24th April. Our generous host on this occasion was Mr. Dave Horder, who had placed a most comfortable room in his home at our disposal. A further luxury was added when 'mine host' served us with tea and coffee, all of which was greatly appreciated.

Those in attendance were: Bromsgrove K.C. (Mr. C.S. Box, Mr. T. Witts, Mrs. P. Heeks, Sec.), Cardiff K.C. (Mr. and Mrs. H. Maund), Clay Pigeon K.C. (Mr. N. Hann, Mr. J. Reeves), Dunksell K.C. (Mr. C. Jeffrey, Mr. F. Allway), Shenington K.C. (Mr. T. Wilkins) and Mr. D. Hockey. Apologies were received from Pembroke K.C.

The sad news of the death of the RACMSA Managing Director, Mr. Basil Tye was announced by Mr. D. Hockey. Expressions of sympathy were offered to his widow and son by all present.

A letter had been received by the Secretary from the RACMSA, reference Kart Cham-

pionships Registration Fee of £3.00 for 1982, stating there was no registration fee for any of the RAC Kart Championships. Mr. C. Box pointed out that the requirement of registration had been printed in Vol. 3, No. 3 of the Competitors News. Mr. D. Hockey had taken this matter up with the RACMSA, who had promised to issue a statement clearing the situation.

The 1982 Tyre List was again discussed at length. The Kart & Superkart 100 National Series organisers had declared that all further meetings of the 1982 Championships would be run to the 1981 Tyre Regulations. The delegates present declared their club's intention to continue with the 1982 Tyre Regulations, with the exception of the 100 Britain Class, who would now run on the lines adopted by the Clay Pigeon K.C., a Premier Class, and a Clubmans Class.

Drivers' discipline on and off the circuit caused much comment. It was felt that contact driving by certain drivers in all classes was on

continued . . .

teams from St. Wilfrid's and Bedfordshire "D" were in the lead after 15 minutes, but the Bedfordshire team could not hold this position and gradually slipped out of contention. After 30 minutes the team from Bishops Stortford had taken the lead pushing St. Wilfrid's into second place. However by the end of the period St. Wilfrid's had fought back to win.

Class 4 100cc Low Power had only 10 starters with teams from Breeze Hill and John Warner fighting for the lead right to the end.

The final race of the day saw the gearbox karts on the circuit, with the 50cc karts and the 125cc karts fighting it out for separate awards. In the 50cc class the team from Breeze Hill took the lead straight away, with the teams from Garth Hill and St. Wilfrid's battling for second place. In the 125cc class with only four starters there was less of a fight with the team from Turnford taking a commanding lead right from the start.

Once again this meeting has shown the reliability of these school built karts, and the enthusiasm of their drivers, with 90 of the original entries making it to the starting grid and providing some very exciting racing.

The trophies were presented by Mr. G. Hutchinson, Director of Education for the London Borough of Enfield.

Malcolm J. Chalmers

Results

Class 1A, 50cc Direct Drive

| | |
|-----------------------|-----------------|
| 1st Bedfordshire "B" | 39 laps (Ariel) |
| 2nd Winchmore "D" | 39 laps (Ariel) |
| 3rd Bishops Stortford | 38 laps (Ariel) |
| 4th Brookvale "A" | 37 laps (Ariel) |
| 5th Heronswood "A" | 36 laps (Ariel) |

Class 1B, 50cc Open

| | |
|--------------------|-------------------|
| 1st St. Wilfrid's | 40 laps (FSIE) |
| 2nd Brookvale | 39 laps (FSIE) |
| 3rd Barclay "Red" | 38 laps (Garelli) |
| 4th St. Audrey's | 38 laps (Fantic) |
| 5th Swadelands "A" | 36 laps (Puch 50) |

Class 3, Solo

| | |
|---------------------------|---------|
| 1st St. Wilfrid's | 45 laps |
| 2nd Bishops Stortford | 44 laps |
| 3rd Bedfordshire "C" | 43 laps |
| 4th Bishops Stortford "B" | 42 laps |
| 5th Heronswood "B" | 42 laps |
| 6th Bedfordshire "E" | 41 laps |

Class 4, 100cc Low Power

| | |
|---------------------|--------------------|
| 1st Breeze Hill "B" | 41 laps (J.L.O.) |
| 2nd John Warner "B" | 40 laps (Mac. 49E) |
| 3rd Barclay "Black" | 36 laps (Mac. 49E) |
| 4th Knottingley | 33 laps (Suzuki) |
| 5th Hobart High | 30 laps (Mac. 49E) |

Class 2, 50cc Gearbox

| | |
|---------------------------|------------------|
| 1st Breeze Hill "A" | 41 laps (YZ50) |
| 2nd Garth Hill "C" | 39 laps (FSIE) |
| 3rd St. Wilfrid's | 38 laps (FSIE) |
| 4th Bishops Stortford "C" | 37 laps (Suzuki) |
| 5th Cheshunt | 35 laps (Fantic) |

Class 7, 125cc Gearbox

| | |
|--------------------|--------------------|
| 1st Turnford "E" | 42 laps (Cagiva) |
| 2nd Broxbourne "D" | 27 laps (Kawasaki) |
| 3rd Kingsmead "D" | 23 laps (Puch) |

Shenington

18th April

We were pleased to welcome some new faces to Shenington. The Club was staging the first round of the 125 National piston timed and reed valve class. The first round honours going to Chris Tomkinson who won the heats and the final. The Britain classes are still the cause of controversy when it comes to their tyres. However, the Club had decided to allow the drivers to choose whether they wanted to drive on Car-

lisle tyres or the Dunlop SL's and it was proposed that the class be split. On the day only four drivers turned up expecting to race on Dunlops. After a brief consultation they decided to go out with the rest on Carlises. The solution appeared to suit everyone. We were extremely fortunate with the weather and the sun shone down on us all day. As the weather was so kind it was decided to extend the finals to twelve laps.

The next meeting of the Shenington Kart Club is on 20th June. We cordially invite you to join us.

Maggie

Top: Chris Tomkinson (Dino/Yamaha) is on his way to a win in the 125 PR class, with David Logan (Star/Yamaha) in pursuit. Bottom: Craig Booth heads for victory in 100 Britain. (Pics: D. Armstrong)



The field for the fourth Global Cup event could not be called large — the slow growth of 135 in England, a reluctance by some to compete at the Rye House venue, plus the late withdrawal of the FSO team after a disagreement with the promoters, all contrived to result in just thirteen 135 machines contesting the main event, with only twelve Junior Nationals entered for the Junior Global support event.

Main interest in the 135 event looked likely to centre around the expected rare clash between Green Man pace-setter Alan Lane and Terry Fullerton, who had been at the front of the Le Mans 135 GP on the same day. With Green Man defending titleholder Gates also present, the emphasis was on quality rather than quantity.

A new structure similar to the new CIK Championship system was used, which via timed practice, two heats, and a "first" final, led eventually to the "second" final — in reality the final, with the Championship result at stake on the one race.

Practice revealed little of note, although Alan Lane's experimental chassis continues to undergo development. With a simplified main rail configuration and a 'cradle' type seat support system, the chassis also utilises adjustable castor — as initiated some years back by Landia. While continuing to experiment, the team reckoned that no significant advantage had yet appeared over the standard set up.

Ex-junior Mark Bailey looked to be fairly rapid in his well turned out Sprint/Komet machine. With a rumoured "hot line" to factory prepared engines, the youngster was to provide the surprise of the day, with no inclination to be over-awed by the big names around him.

Lone overseas entry, Swedish TKM agent Bjorn Agren never looked happy, and was to be out of the meeting before the first final. Appearing for the first time since the World Championships, Paul Jackson was to fare a little better, but the long break made it a struggle.



After the opening lap, Fullerton was untroubled and won comfortably. (Pic: R. Calvert)

Quiet Global

Fullerton takes Global again from disappointing field. Lane equally settled in second. Ex Junior Bailey impressive for third. Equally sparse Junior event to Needham.

Biff Harris was very disappointed. The non-arrival of new 135 DAP engines, and problems with his present engine, meant his old 100cc engine was best. Before practice ended he indicated that this would be his last race — the meagre size of the entry being the other reason ...

Terry Fullerton on the other hand, looked sharp with the Zip/PCR, and it was perhaps no surprise to find his name at the head of the timed practice sheet. Timed practice at this event counted only as a form of "heat", and in conjunction with the result of the two heats

Alan Lane cocks a rear wheel as he chases Fullerton. Note the cradle type seat mounting on the experimental chassis ... (Pic: R. Calvert)



proper, contributed towards grid positions in the first final.

The two heats were on a pre-drawn grid system, with the first heat grid reversed for the second. As luck would have it, Lane and Fullerton were drawn at opposite ends of the grid. Each won their nearest the front start with relative ease, but both found it hard work getting through this relatively small field from the back. Lane managed to get furthest up the ladder, and this earned him pole for the first final, with Fullerton alongside. Alan Gates, a surprising second fastest in timed practice, had a rough time, bending an axle in the first and popping a tyre off the rim in the second, demoting him to a fourth row start.

Bailey headed the second row, already surprising several with his confident approach. Ricky Grice shared the row, with Dave Mellish and Jackie Brown on the third, ahead of Jackson, Gates and the rest.

With this first final solely to determine grid positions for the main final, it turned out to be a fairly settled 20 laps. Fullerton got the jump at the start, gradually pulled out a small margin on Lane, who seemed fairly happy to settle for second. Behind them, Grice disappeared from an early third, leaving Bailey to re-pass a fast-starting Brown and settle into third.

Before the main Global Cup race, the Junior National Global final took place. The first final had to be stopped short after a nasty looking incident. Second placed Martin Prior's machine suddenly pitched sideways and Steve Dart, unable to avoid him had spiralled over the top, landing heavily.

Although Prior was able to start the final, likely contender Dart was unfortunately out. The opening lap of the final was decisive, as sole man Dave Chitty revolved at the infield

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CLUB SCENE

Rissington

Vincent Bond fifth, were some half a length behind. Towards the conclusion of the race Brian again attempted to catch Peter, but at the flag it was John from Peter, then Brian, with the rest of the competitors following after several seconds.

Liz Jones

Results

100 National

1st John Gravett Dart/TKM
2nd Peter Giddings Dart/TKM
3rd Brian Hooley MJM/SS20

Senior Britain

1st Andrew Colson Dart/Arrow
2nd Craig Booth Reema/Arrow
3rd Darren Gibbs Zip/Arrow

100 National Novices

1st John Goldsmith Birel/K80
2nd Peter Reagan Kestrel/Arrow
3rd Andy Robinson Reema/Arrow

Junior Britain

1st Colin Duncan Dart/Arrow
2nd Dave Goode MJM/Arrow
3rd Adam Scott Zip/Arrow

125

1st Kevin Pope Kingfisher/Rotax
2nd Keith Glendenning Zip/Rotax
3rd Doug Hart Barlotti/Rotax

250

1st Gerry Wilton Barlotti/Yamaha

210

1st Margaret Dell Zip/Upton
2nd Graham Wood Zip/Haywood
3rd Ray Scott Barlotti/Upton

2nd May

The 2nd of May turned out to be cheerless, cold and very windy. The threat of rain was present throughout the day. It eventually did descend during the finals and thoroughly disrupted the 210s in particular. The most prestigious event of the day was the 100 National. The drivers were racing for the very handsome Pelican Trophy. A large number of RAF lads came along to compete. We were pleased to welcome them especially as many of them were on stand by. The winner of the Pelican Trophy was Charlie Waldron, who became the eventual race leader after some very close and exciting racing.

Maggie Filkin

Results

Junior Britain

1st Jamie Beasley Dart/Arrow
2nd Dene Roberts Eagle/Parilla
3rd Phil Andrews Zip/Arrow

Junior National

1st Richard Hunt Zip/Arrow
2nd Charlie Brown Sirio/TKM
3rd Kevin Clarkson Sirio/DAP

100 Britain

1st Brian Taylor Jeta/Arrow
2nd Andy Colson Dart/Arrow
3rd Andy King MM3/Arrow
4th Mark Powell Kestrel/Arrow
5th Andy Bundy Barlotti/Komet

100 National

1st Graham Waldron Zip/PCR
2nd Ray Wright Cobra/DAP
3rd Norman Box Birel/Parilla

125 International

1st Keith Bisp Magnum/Rotax
2nd Kevin Pope Kingfisher/Rotax
3rd Adrian Wilcox Dino/Rotax

210 National

1st Dave Ridge Zip/Upton
2nd Clive Bisp Barlotti/Upton
3rd Paul Robinson Zip/Upton

250 National

1st Eddie Cortijo Lynx/KTM
2nd Dave Cullimore Barlotti/KTM
3rd Paul Klaassen Crusader/Bultaco

250 International

1st Mark Allen Magnum/Rotax
2nd Pete Hammond CTRP/Yamaha

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NatSKA News

The National School's Karting Association's 3rd Annual Enduro Championships took place on 15th May, at the Rye House Raceway, Hoddesdon, organised this year by the Enfield and Haringey Schools' Karting Association.

The day dawned bright and sunny, and by 8 a.m. the first of the 34 school teams competing were beginning to arrive. Teams had travelled from as far as Cheshire and Yorkshire in the North and Kent and Berkshire in the South, totalling some 280 drivers with 68 teachers, and many helpers and parents to support the competitors. The scrutineers did a magnificent job to get all of the 104 karts entered scrutineered in time for practice to start at 9.30. With some of the teams consisting of six drivers, practice took until 12.45 for all the drivers to qualify for the afternoon's racing (all drivers having to complete three practice laps to qualify).

Racing started with Class 1A 50cc Direct Drive at 1.30. This race with 18 starters was closely fought from the start with karts from Bishops Stortford High and Bedfordshire Team "C" in the lead after 15 minutes. After 30 minutes teams from Bedfordshire "B", Brookvale and Winchmore had joined the Bishops Stortford team in the lead. At the end of the 40 minute period only four laps separated the first six teams.

The second race, Class 1B 50cc Open, had 15 starters, and once again at the end of the 40 minute period only five laps separated the first seven karts. However in this race the team from St. Wilfrid's held their lead over the teams from Brookvale and Barclay right from the start.

The third race of the afternoon saw the largest number of starters, with 28 karts on the grid for the National Solo (100cc) Class. Once again the racing was very competitive with only four laps separating the first six places. The

Summerlee

April Meeting

With the Summerlee track extension now under construction, the West of Scotland Kart Club has now found itself homeless. This situation is, however, only temporary as the Kingdom Kart Club has offered the use of their Crail circuit in Fife in the meantime. The WSKC meetings will therefore be held as usual on the first Sunday of every month until further notice. The first meeting of the season was held on Sunday, April 4th at Crail.

Junior Britain

Gary Cromer won the first and second heats whilst John MacDonald was third in the first heat, second in the second and third heats, and first in the final, followed by Cromer and McNeish.

Junior National

Ross McMorris won the first and second heats with Evelyn MacRitchie finishing the first heat in second place, followed by Ian Cope. Graham Allardyce finished the second heat in second place with Ian Cope in third whilst Craig McWilliam was disqualified for being underweight. Evelyn MacRitchie won the third heat with Ross McMorris in second and Craig McWilliam in third. Craig McWilliam finished the final in first place but was again disqualified for being underweight, thus donating first place to Ross McMorris and second to Evelyn MacRitchie.

100 National

Jim Forsyth won the first heat with Robertson in second and Murray third. Murray then went on to win the second and third heats and final. Graham took second in the second and third heats whilst Forsyth took second place in the final with Di Resta in third.

210 National

Jim Gordon won the first and second heats with Donaldson finishing both heats in second place. Donaldson won the third heat whilst Kevin Park finished both the second and third heats in third place. The final was a rather unusual affair where no-one actually finished the race to win other than Gilbert Keenan who was driving a 125 National kart with the 250 class, finding himself suddenly on his own as the opposition expired as a result of accidents and breakdowns.

Ian MacRitchie

Results

Junior Britain

1st J. MacDonald
2nd G. Cromer
3rd A. McNeish

Junior National

1st Ross McMorris
2nd Evelyn MacRitchie

100 National

1st G. Murray
2nd J. Forsyth
3rd L. Di Resta

CLUB SCENE



John Gravett took 100 National.

continued . . .

of the straight — although both karts continued apparently still in one piece. The fourth lap saw

the first of many battles between Kevin and Doug for first place and at this point in the race, having lost Robin who retired after the accident, Keith Glendenning had moved up into third whilst John had slipped to fourth. On lap six the front three karts sailed past the first of the backmarkers and Doug again tried to steal ahead of Kevin, nearly losing his second place

to Keith who was by this time close behind. By the ninth lap a last ditch effort from Doug resulted in his misjudging the pit corner which allowed Keith to gain the advantage and as they crossed line Kevin was the winner with Keith second and Doug an unlucky third.

100 National Novice

The large class of National Novices was an unusual sight at Blackbushe and the 18 karts in the final were headed by John Goldsmith (pole), Peter Reggan (2nd), Andy Robinson (3rd) and Peter Foskett (4th). At the start of the race John Goldsmith streaked into the first corner, leading Peter (R), Andy and Peter (F) and by the end of the lap the field had spread out nicely as they swished through the chicane. By lap three John was the established leader, and he continued to stamp his authority on the rest of the competitors throughout the remaining laps — constantly improving his lead. On lap seven the first few karts lapped several backmarkers and at the climax of the race the winner was John, with Peter (R) second and Andy third.

Senior Britain

A very large field was led off the grid by Craig Booth (pole), Andrew Colston (2nd), Daryll Davis (3rd) and Darren Gibbs (4th). As the race began Andrew was fastest away and quickly drew into Bennetts, leading Craig and Darren and as they approached the Esses on lap two an accident involving several karts completely blocked the track — forcing the race to be stopped. A break of about fifteen minutes followed, during which time an injured driver (Martin Simey) was taken to hospital, and as the race resumed we saw Craig Booth whistling past Andrew to gain the lead position. By lap three Craig and Andrew were pulling away from the others and as they struggled fiercely for the front spot the minor placings were being hotly contested between Darren Gibbs, Darrell Beasley and Daryll Davis. The fifth lap found Craig still at the front and on several occasions he was passed by Andrew only to fight his way back again, resulting in a very exciting race. Finally, as the karts snaked up to Bennetts on the eighth lap Andrew successfully challenged Craig and at the close of the race two laps later it was Andrew first over the line, Craig second and Darren Gibbs third.

100 National

John Gravett (Dartford Karting) achieved pole position for the 100 National final, and was supported by Peter Giddings (2nd), Jonathan Bancroft (3rd) and Alan Murphy (4th). As they stormed past the start line John and Peter were side by side into Bennetts with Jonathan and Robin Chuter in their wake, and at Pit Bend it was John in front having stolen the advantage. By the end of the second lap as they approached the chicane it was still John who was managing to pull away from Peter, Jonathan, Robin and Brian Hooley who had moved up to fifth place. Lap three saw a now firmly established leader in John opening an even larger gap on Peter, and Brian sailing past both Jonathan and Robin to slot into third position. As the race reached the sixth lap, Brian began to gain on Peter although neither kart could even begin to make an impression on the leader and at this point it looked as though we would see some battling for places. On lap seven however, Brian seemed to lose some initiative and Peter was quick to establish his determination to hold on to second place, whilst the remainder of the field, with Ian Hunt in fourth and

continued . . .

loop, followed moments later by the fast starting Prior! This left a surprised Simon Collins in front, but after a few close laps, Darren Needham slipped through, going on to take the Junior Global Trophy.

1st Darren Needham Lane/Hewland
2nd Simon Collins ART/Hewland
3rd Darren Innocent Zip/Zip

And so to the main 20 lap Global Cup. With a couple of retirements 11 rolled out onto the warm-up lap:

| | |
|-----------------------|-----------------------------|
| Lane (Lane/Komet) | Fullerton (Zip/PCR) |
| Brown (Zip/PCR) | Bailey (Sprint/Komet) |
| Gates (TKM/TKM) | Mellish (Wright/Komet) |
| Grice (Lane/Komet) | Jackson (TKM/TKM) |
| Harris (DAP/DAP) | Knapfield (Sprint/Komet) |
| | Dewhurst (Sprint/Komet) |

After several rolling laps, Fullerton got a flyer. Such was his jump that the determined Bailey forced his way inside Lane as they swept into Stadium. Obviously aware that he just couldn't let the leader get clear, Lane fought it out side-by-side with his younger rival, eventually

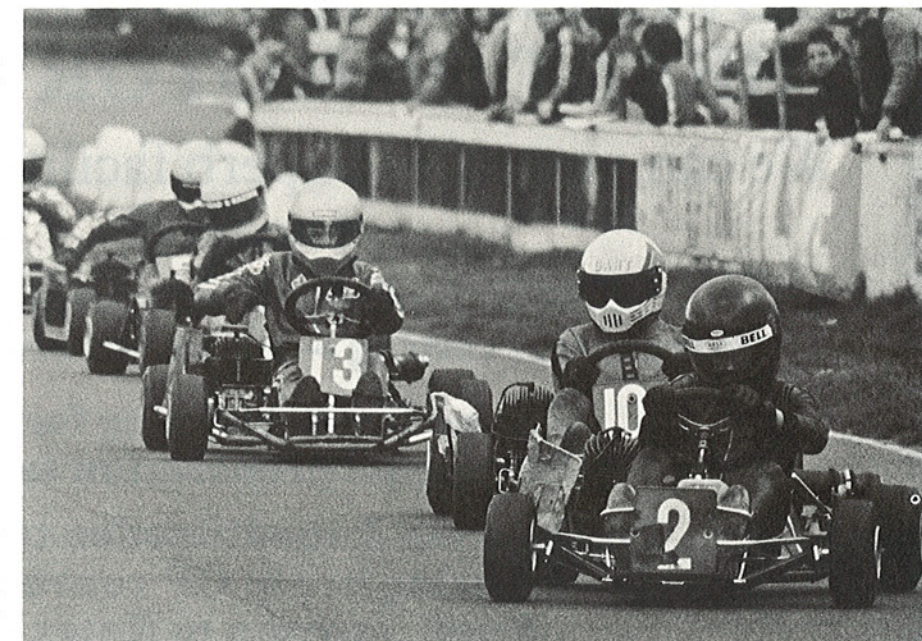
emerging from the infield loop back in second. Brown had nosed in between the pair briefly, but now found himself muscled back, with Gates slipping by for fourth.

And that, at the end of the second lap, was virtually that! Once tyres warmed to the task, it all settled down, with Fullerton ever so gradually easing away, to an eventual margin of three seconds at the finish. Lane was equally secure in second, while Bailey, some two seconds further back, had to contend with

1st Terry Fullerton Zip/PCR
2nd Alan Lane Lane/Komet
3rd Mark Bailey Sprint/Komet

Footnote: Light moment of the day was unwittingly provided by meeting sponsors Phillips, in providing for the winner of the Junior Britain race a deluxe battery Phillishave! ...

Opening stages of the first Junior Global final. Chitty (2) leads Dart (10), Prior (13), Collins (8), and eventual winner Needham (5) into Stadium. (Pic: R. Calvert)



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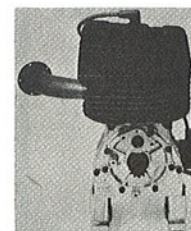
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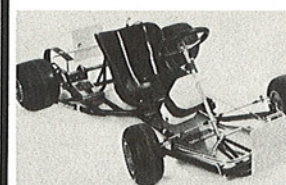


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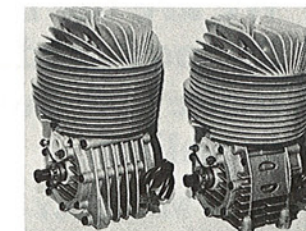
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CLUB SCENE

Blackbushe

25th April

The glorious weather led to an excellent day's racing with a turnout somewhere in the region of 110 karts, plus a good show of spectators. Despite the good track conditions there were two or three accidents and the ambulance was certainly kept busy — although no one was seriously hurt.

Junior Britain

The final grid was led by Dave Goode, with Scott Pettford (a National driver) in second, Adam Philpotts third and Colin Duncan fourth, and as they streamed into the first corner at the start Scott led the field with Colin and Dave a close second and third. By midway through the second lap Scott and Colin were establishing their position quite firmly as Dave began to lose a little bit of ground, and as the race progressed the two leaders maintained their advantage whilst Dave kept a full quarter of a lap ahead of the rest of the karts. Towards the closing laps the front runners began to pass backmarkers, and despite a late challenge by Adam Scott, lying fourth, the positions were unchanged at the chequered flag.

210

The nine karts competing for the 210 trophy were led on the final grid by Peter Farr, with Michael Blake and Nicholas Davy beside him and Margaret Dell in an unfamiliar position on the second row. Any apparent disadvantage however was quickly disposed of as Margaret led her rivals into Bennetts leaving Roger Dade and Graham Wood to follow her. By the end of the first lap Margaret, Roger and Graham had pulled out a large gap from Peter and Michael and as they crossed the line for the third time they were almost the full length of the straight ahead — thus setting the pace for the rest of the race. At the halfway stage Margaret found herself being heckled by Roger and in fact she never quite lost sight of him, although the two of them continued to pull away from Graham and the others. In the last lap the leaders were half a lap ahead of their nearest rival, and off the line it was Margaret, Roger and Graham. (After the race it was discovered that Roger's kart did not meet the weight regulations and his second place trophy was therefore awarded to Graham.)

125

A larger than usual turnout of 125s saw eleven karts on the final grid and four 250s bringing up the rear. Robin Stoner was on pole with Kevin Pope and Dave Currie beside him and as the start flag dropped Kevin flew off the line to be followed into Bennetts by Doug Hart, lying on the fourth row of the grid, who achieved a very positive start. At the end of the first lap, with Kevin still leading, Doug second and John Winter in third, Robin and his fellow Colt Car sponsored team member Colin Bird were involved in a spectacular collision in the middle

Pics. Top: Margaret Dell leads Novice Michael Blake on her way to 210 class victory. Middle: 100 Senior Britain action — Andrew Colson (8) leads Craig Booth (4), Darren Gibbs (39) and the bunch. This is how it finished. Bottom: Kevin Pope (25) leads Doug Hart (21) and Keith Glendenning in the 125 final.

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



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Hermetite team leader Hines returned to the
winners circle, but only after a tough struggle...

based Jon Dixon was with the Lancer crew, his
outfit being powered by a second Waddon-
Ehrlich Rotax. Jon was also pleased to be on
the circuits again and felt his running gear gave
that touch of individuality.

Much of the talk around the pits especially
amongst the Superkart drivers centred around
that old problem of tyres. In most cases it was
the left hand rear rubber which gave problems
and varied reasons were offered as to why this
should be. Some felt the tyres were simply not
up to the speeds attained by the current breed
of Superkarts, whilst others felt that the
warmer weather coupled with the bumpy and
abrasive nature of the circuit contributed to the
problem. Chris Lambden however sounded a
cautionary note in pointing out that in his
opinion it is essential for tyres to be thoroughly
scrubbed in and not to expect them to perform
miracles straight from the wrapper. Let's not
get too deeply into all that, important though it
is - on to the racing and the Villiers were the
first out for that:

Martin's Mallory

Hines back on the rostrum after spectacular scrap with
Dalgarno and Smith - who finish in that order.
Championship leader Buttigieg goes out before final. Class
wins to Luby (125), Boston (210) and Stoney (250 Nat).

Report: Mike Smith
Pics: Roger Calvert

The Central Kart Club team headed by
Peter Carter and Ian Rushforth moved
into Leicestershire for their second
promotion of the year and the return of
karts to the lakeside setting of Mallory
Park. The Superkarts of course had made
a brief visit last November as part of a
BRSCC car meeting and created a good
impression with lap times not far short
of Formula 3! ...

This meeting was the second round of
the Long Circuit Championships incor-
porating Round 4 of the Bridgestone
Series and Round 2 of the 250 National
Drivers Championship. After the almost
gale-force winds and heavy showers of the
previous week, the day was fine and dry
with the occasional clouds hiding a nice
warm sun. The action was just as hot ...

Pit Patter

A good entry of around 230 drivers spread
over the four classes filled the Paddock and
with this number representing the largest entry
of the season to date, the karting world seems
to have settled quite nicely. An obvious boost
to the overall entry is the 50 plus 250 Nationals
now appearing regularly and more than a few
were quick to praise 'Amazing' Adrian (Lumb)
for his tireless efforts in ensuring the show
keeps on rolling. The total prize fund for the
Series now stands at around £6,000 with the

added boost of £4-500 worth of goodies
generously donated by Hermetite Products
Ltd. The first of these look likely to be
competed for at the Cadwell June meeting.

Not a lot was new around the Paddock
although the day saw the return of both Owen
Jones and Jon Dixon to the Superkart ranks.
With the much appreciated help of his sponsor
from 210 days, John Watkins, together with
Harry Rolfe, Owen paraded an all new Zip/
Rotax from the Nigel Mansell Zip Discount
Centre. The winner of the previously men-
tioned BRSCC Superkart outing at Mallory
was obviously pleased to be back. Birkenhead

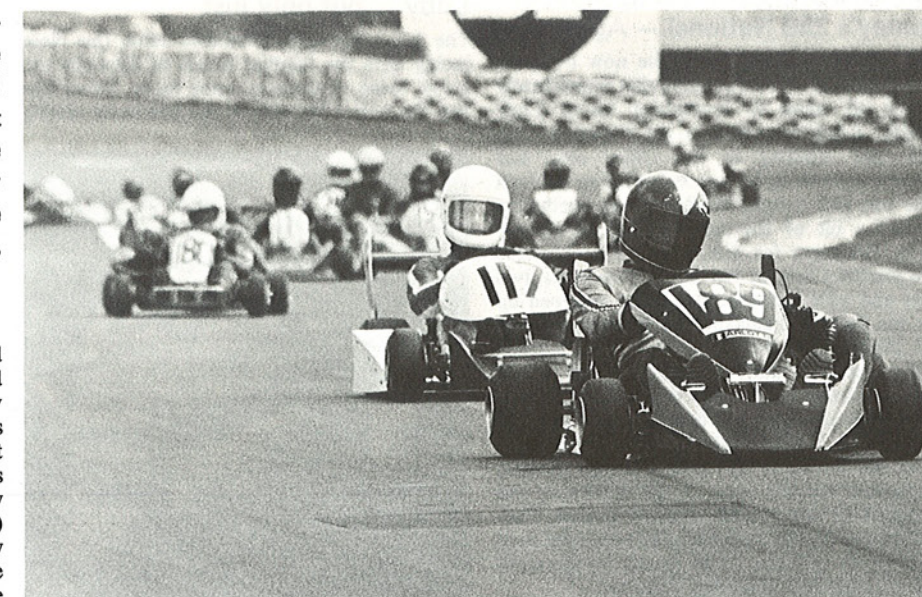
Boston's Best

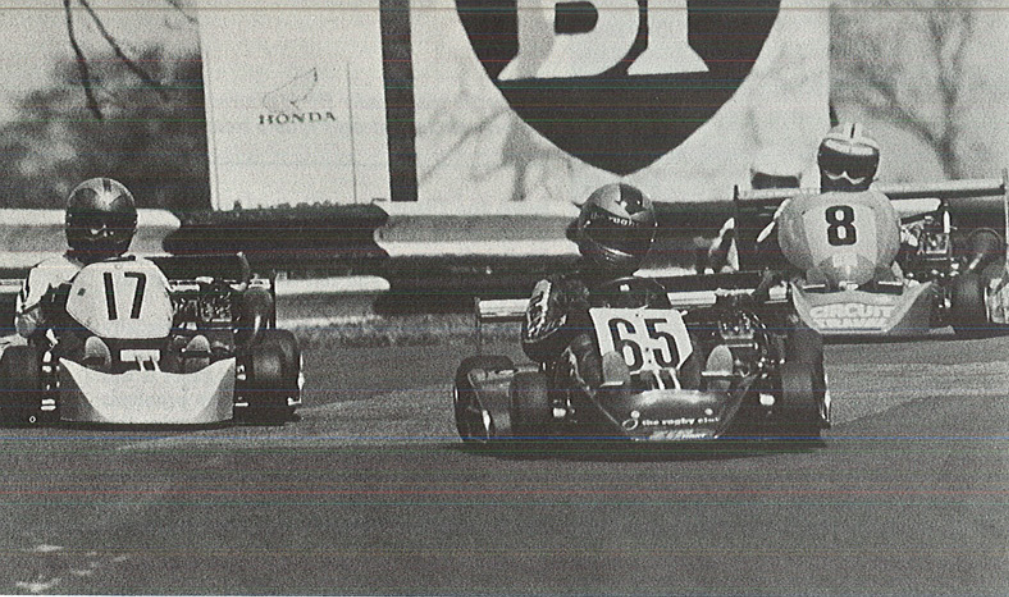
The Villiers class would at first sight appear to
be suffering from a fall in entries but a closer
look at the programme reveals a few well
known former 210 exponents have moved on
to the Superkart scene - Gardiner, Douglas,
Butterfield and Hemes to name just four ...

The racing at the front, especially, didn't
suffer and it was the 'old firm' of Newton,
Longden and Boston dominating proceedings
yet again. Pole position for the final was taken
by British Champion, Newton who piloted his
Magnum/APV to a win and a third in his two
heats. York's Richard Boston had similar results
on his Zip/Longtune to line up on the front
row which was completed by Bill Longden, a
second and a sixth and Vincent Munday, a
fourth and a seventh being their heat results.
Tim Doble put up another fine show to get on
the second row together with Geoff Upton and
Derek Avery.

As the green light flickered on for the ten
lap final it was Boston and Longden away first
to lead the pack into the fast long sweep of
Gerards. At the end of the first lap the order

Chris Stoney heads the healthy 250 National
field out of the hairpin ...





Giles Butterfield (65) tweaks the Rugby Club Zip over the bumps while Derek Price (17) tries an outside line, with Clive Childerhouse watching on...

continued . . .

was Boston, Newton, Longden, Upton, Doble and Waggett. After a slowish start Munday was making progress and by the end of three tours had settled in fifth with the four leaders now including Doble with Upton dropping back to seventh. Newton was the first to suffer, dropping out of the front battle after five laps, leaving Boston and Longden to open up a gap to new third place man Munday. Disputing this third spot with Munday were Doble, Waggett, Upton and Barry Train charging through from an eighth row start, tagging on in seventh place.

The two leaders appeared well settled ahead of this scrap and in fact that was how it stayed for the second half with Munday holding the hard trying Doble at bay to take third. Waggett was next and at the flag Train had got the better of Upton to take sixth. So after two rounds Newton and Boston lead the British Championship with nine points each followed by Longden and Upton on six.

| | |
|----------------------------|----------------------------|
| 1st Richard Boston | Zip/Longtune Villiers |
| 2nd Bill Longden | Barlotti/Longtune Villiers |
| 3rd Vincent Munday | Zip/APV |
| Fastest lap | |
| Newton, Longden and Boston | |
| 53.5 sec. (90.84 mph) | |

Stoney's 250 National — Again ...

Talk of domination and in the now booming single cylinder class the name that immediately comes to mind is Pontefract based Chris Stoney. Chris remarked at the February Cadwell that winning in the 100cc class had become something he was expected to do each time out and a fresh challenge was needed to remove a bit of the pressure! On his current form, I've news for him, you are back where you started Chris, at the front. Two heats, two wins and pole position was safely wrapped up for his Barlotti/Yamaha. The pressure is back on! Sharing the front row was John Sapsed, with a second and a fourth to his credit although John was later to find himself missing out on the cash prizes as he is not registered for the Drivers Championship Series. Dave Cullimore had the third spot after a couple of third places and the last spot on the front row was occupied by the tireless Richard Boston. Cadwell winner Derek Rodgers hadn't enjoyed such good times and was to be found on the sixth row with his Peak Revs Zip/Yamaha.

The ten lap final soon developed into a familiar scene with Stoney taking up the running from a rapidly recovering Derek Rodgers with Mugglestone, Sapsed, Homer and Cullimore not far behind. Rodgers' challenge was to last less than half distance though, as the Yamaha nipped up on lap five to put Derek in the role of spectator for the second half. Cullimore was the man to make a move forward from third at the end of five laps, Dave battled away and finally got ahead of Mugglestone on lap nine to be quickly followed through by Sapsed.

Stoney was plugging on and after ten laps he was the one to pocket £150 first place cash. Cullimore was next with Sapsed third and Mugglestone fourth. The latter, being a Series registered driver, received £90 for his efforts with Sapsed as mentioned earlier missing out on the cash.

With two rounds of both the British and the Drivers Series gone, Stoney leads in both with maximum points in the RAC table and a three point advantage over Mugglestone in the part self-financing Drivers Series.

There is cash to be won in all manner of ways in 250 National, and Pete Ablewhite took up the challenge and went home to Newark £25 better off having been judged the owner of the best turned out kart. Keep it up lads!

Luby ... but only just

The 125 class again produced some fine close racing with the familiar names of Ziemelis and Luby being prominent once more. Super Stu had the better fortunes in the two heats netting

his usual win and a third to put the immaculate Aero on pole position for the final. Luby's heats also brought a win for the Bolton driver but a more lowly ninth was the best he could do in his second outing to secure a middle of the second row start in the final. Two more heat winners emerged in the shape of Team Lancer's Boyd Barrington and Solihull based John Cooke aboard his Dino. John dropped his other heat and had to go in the qualifier which he wrapped up quite nicely to get on the back of the main grid. Boyd had better luck and a third in his second heat put him in second place on the front row. Sharing the front row was the second Team Lancer driver, Peter Tippell, after a couple of second places and the Zip/Rotax of Martynn Wall. The second row was completed by Colin Mills, a fifth and a fourth and Wigan Kart Centre's Chas Walker, a fourth and an eighth.

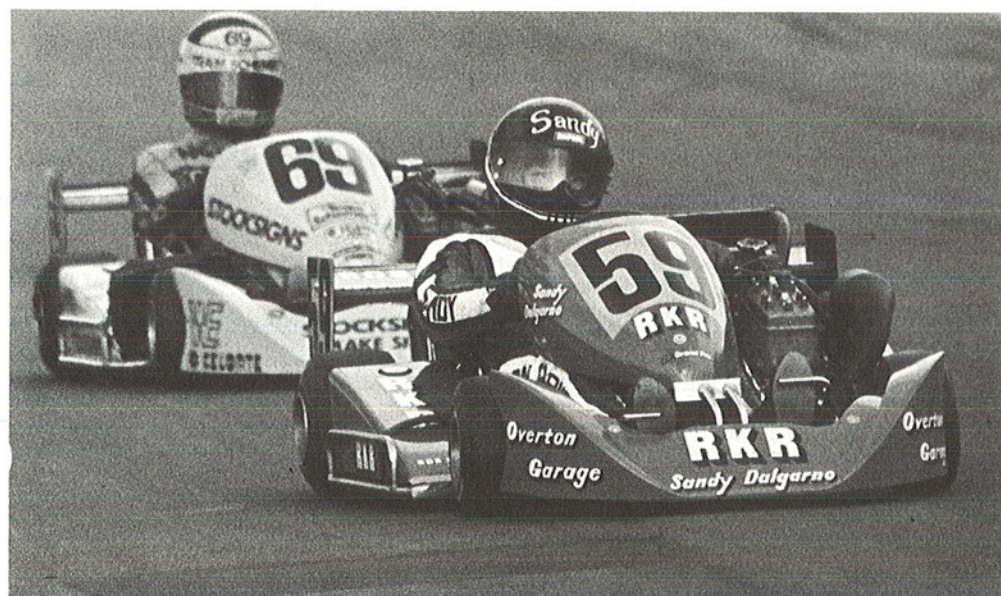
With the front of the final grid taking on a familiar look it was no great surprise to see Ziemelis and Luby head the pack as the green light signalled the off. After much place swapping at the front over the early laps, by half distance it was Ziemelis who had the edge, but only by a whisker. Luby was trying all he knew at every point of the circuit to find a way through and as they went into the second half of the ten laps the Bolton driver had the lead. Behind this terrific two-way scrap the now usual fight for the places was raging. Team Lancer's Barrington and Tippell were in there disputing third place with Wigan Kart Centre's Walker. Chris King was on the fringe, together with Wall and up from the qualifier Cooke, Barthorpe and Hood were charging hard. This is what we have come to expect from the 125s, great stuff!

Two more laps gone and Ziemelis had forced his way through to lead once more; Tippell had got the better of team mate Barrington to take third place with the rest still in hot pursuit.

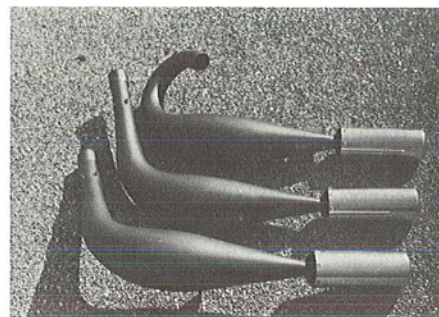
Laps eight and nine ... no change, it all rested on the final 1.35 miles and all eyes were on Devil's Elbow to see who would appear first. Commentator, Don Briggs, was a good match for all this excitement as Luby and Ziemelis swooped down to the finishing straight ... side by side ... and in the last dash to the line it was indeed Luby first, by no more than a nose cone! I bet the poor backmarker just ahead of these two must have felt he was in reverse. Tippell was the next to cross the line followed by Barrington, King, a hard charging Cooke and Walker. Wall was next ahead of Barthorpe and Hood, the latter two also up from the qualifier.

Ziemelis has a six point lead over Luby in the RAC Championship after two rounds with

Sandy Dalgarno (59) gave it everything, plus some, in his duel with Smith (69) and Hines...



THE TRADE PAGE



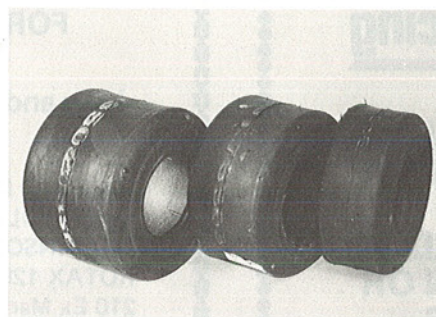
Shown above are the current range of gearbox class exhausts manufactured by Paul Molloy. The systems now feature aluminium alloy silencers, enabling the whole unit to be re-packed with fibreglass, and making the unit much lighter.

Current developments centre around 135cc exhausts, which Alan Lane is using to good effect, and future plans include a similar 100cc exhaust.

Zip Kart have re-iterated the importance of correct tyre and wheel preparation for long circuit karts, especially now that the weather is hotting up.

All wheels should have bead retaining fittings (compulsory for Superkarts), and all should be properly balanced, including rears.

New tyres should not be raced on immediately, but be scrubbed in gently at medium pace for some minutes and allowed to cool before competition use.



The Burris range — above left, the 5 inch diameter sizes; left, the big 800 x 6; above, the wet pattern.



Tony Smith has supplied us with further details on the range of Burris tyres now available in the UK from him. The current range centres around the Y82A compound, which is available in 4.50, 5.50, and 7.00 sizes for 5 inch wheels and the large 8.00 x 6 variety. A slightly harder compound is available, in 4.50 and 7.00 x 5 sizes.

A moulded wet is also available, in 4.50 and 7.00 x 5 sizes.

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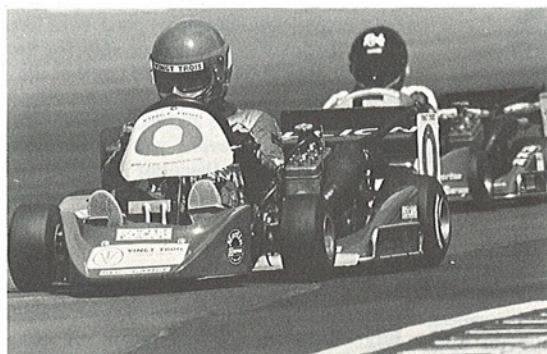
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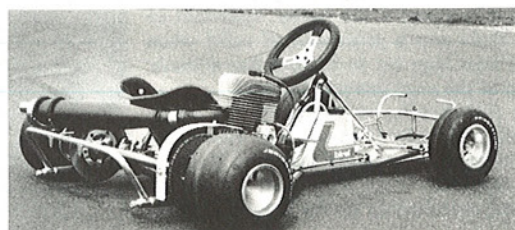


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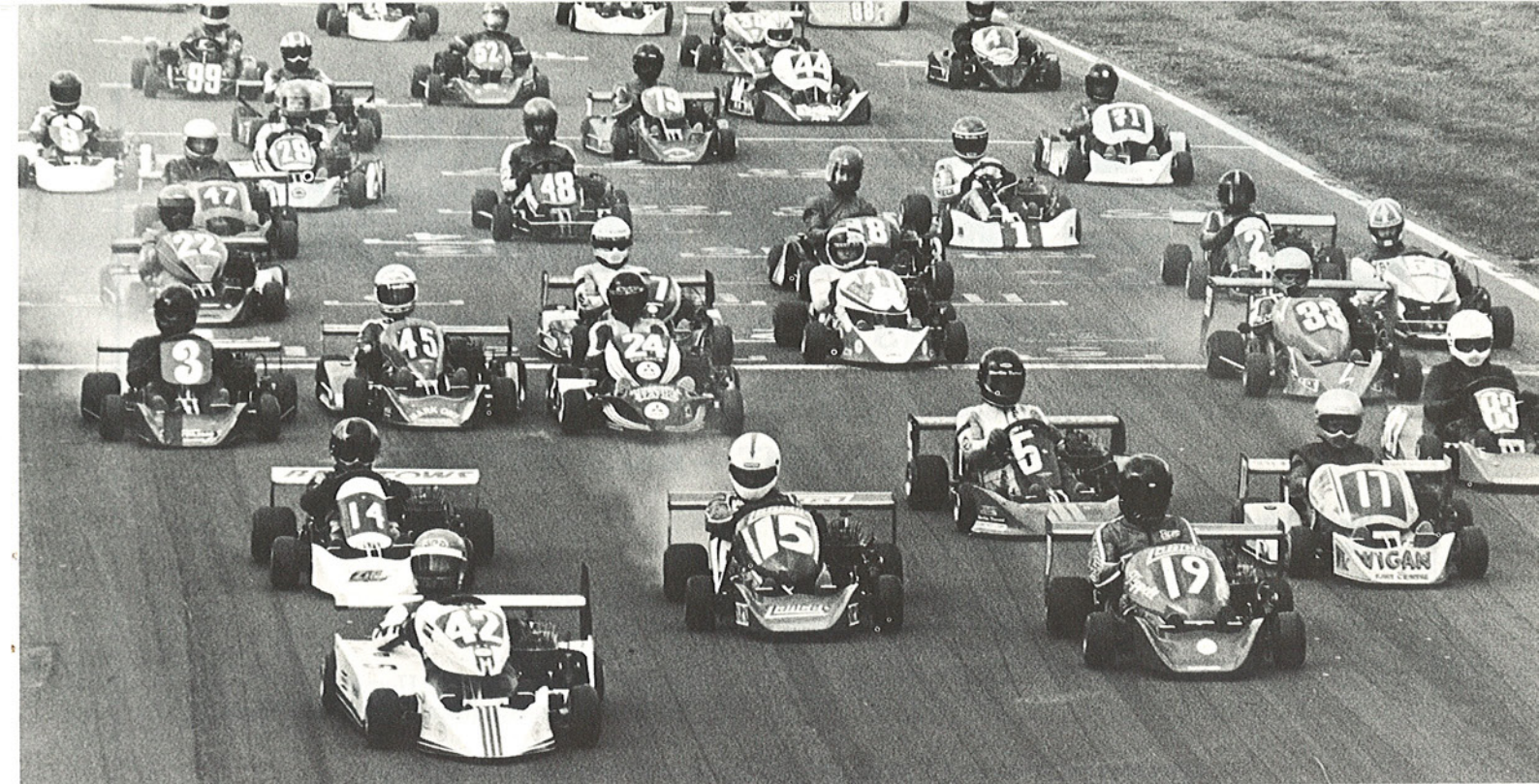


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Barrington and Haezenberghe joint third on six points.

| | |
|--------------------------------|-------------------------|
| 1st Kurt Luby | Zip/Rotax |
| 2nd Stuart Ziemelis | Aero/SRS Rotax |
| 3rd Peter Tippell | Lancer/SRS Rotax |
| Fastest lap | |
| Luby 51.7 sec. (94 mph) | |

Martin Zips up another

Without having a dictionary of adjectives at the side of my typewriter it is becoming increasingly difficult to find suitable words to describe the exhilarating sight of a grid of Superkarts. The Premier Class is the one in which so far this season no one driver has been able to get a stranglehold on the scene. With five Superkart finals gone, including the FSO Cars TV meetings, we have seen four different winners ... Dave Buttigieg, Derek Price, Nigel Smith and Martin Hines. Further proof, perhaps, that despite its critics, the Rotax in-line twin has been a great leveller, with up to a dozen drivers having the potential to win races and make the class ultra competitive ...

Fortunes on this day were very varied, with Butty suffering the most — the Memorex driver for the first time in ages not making the final. A fourth place and a non finish necessitated Dave heading the grid for the qualifier and that was a disaster. With only half a lap completed he was rudely punted off on the Stebbe Straight and that was that! Nigel Smith, fresh from his TV appearance, was the one to shine, grabbing pole position for the final after two excellent — if sometimes spectacular — heat wins ... The least experienced, in Superkart mileage, of the previous winners was Derek Price. The Wigan Kart Centre driver had suffered a Rotax seizure in practice and a bedding in heat in eleventh place was followed by a second place to put him on the third row for the final. At the other end of the experienced scale, Works Zip Boss Martin Hines collected a win in his first heat and after almost collecting a couple of spinning karts approaching the Lake Esses had to draw on that experience to fight back to ninth spot in his second heat. That put him on the third row with Richard Dean and Carolyn for company. The front row was completed by the Vingt Trois Zip of Reg Gange after two second places, the RKR Zip of Sandy Dalgarno with a couple of thirds, and young

charger Giles Butterfield with a second and a fourth — plus a warning for some slightly "heavy" tactics ...

The second row had British Champion Chris Lambden on the inside with Chris piloting the LBF Zip to a well deserved win in his second heat after a seventh in his first outing. Donovan Collier and Doug Rees made up the row with a fourth and a third being Donovan's haul and Doug securing a third and a sixth. European Champion Rob Kerkhoven was languishing on the ninth row but some other well known names were behind Rob, ten places on the final grid being decided by the qualifier. John Ball, due to be married on May 15th, was one of the ten as were Childerhouse, Dixon and Roscoe. After the compilers had done their job, the front of the grid was thus:

| | | | |
|--------------------|-------------------|----------------|--------------|
| Butterfield | Dalgarno | Gange | Smith |
| Rees | Collier | Lambden | Hines |
| Dean | Grant-Sale | Price | |

As the lights showed green for ten laps of action, it was young Butterfield away first with Gange and Smith and the rest screaming down Kirkby Straight into Gerards. Gange had made his move and as they swept round to the Stebbe Straight he briefly held the lead only to find the Rotax nipping up and the pack surging through with Smith at the head. One lap gone and it was Smith, Butterfield, Dalgarno, Hines, Collier, Lambden and the rest. Young Giles succumbed to the pressure, a tyre-smoking spin splitting the field and sending him well down the field. After three laps the lead changed; Dalgarno was now at the front, closely pressed by Smith and Hines. Lambden's clutch was playing up and the LBF Zip was first overhauled by Price on lap three, with Kerkhoven and Rees getting by at half distance. That was when Chris' race ended pulling into the pits with a rear tyre off the rim to add to his clutch problems. John Ball had also left the action as early as lap two with a seized motor — but John later expressed relief at finishing the day in one piece! ...

This was now a well established three way dice at the front, with Dalgarno having the edge until the eighth lap. Then the experienced Hines made his move and took up the running with Smith surviving some hairy moments to hang on to third. Kerkhoven was the next to

A crowded 125 final swarms off the grid with Ziemelis (42) shading Tippell (19), Barrington (15), Walker (17), Bisp (5), eventual winner Luby (14), and the rest of the pack as they head for Gerards ...

suffer tyre problems pulling out on the ninth lap. The order behind the leaders was now Price, Collier, Rees, Dean and Belbin. The last lap and Collier mysteriously disappeared, promoting all those behind him. Hines meanwhile survived the last lap pressure from Dalgarno and Smith to take his second victory of the season and open up a three point lead in the RAC Championship with two rounds completed. With the European Championship at Donington due a few days after you read this, that should be some weekend ...

| | |
|---------------------------|---------------------------|
| 1st Martin Hines | Hermetite Zip/Zip |
| 2nd Sandy Dalgarno | Rotax |
| 3rd Nigel Smith | RKR Zip/Rotax |
| | Stocksigns Zip/ |
| | Waddon-Ehrlich |
| | Rotax |
| 4th Derek Price | WKC Zip/Rotax |
| 5th Doug Rees | Zip/Rotax |
| 6th Richard Dean | DMA Silkolene Zip/ |
| | Rotax |

Fastest lap
Hines 47.2 sec. (102.96 mph)

Heat action as Richard Dean heads the Dino/Honda "double" of Brian Heerey onto the start/finish straight.





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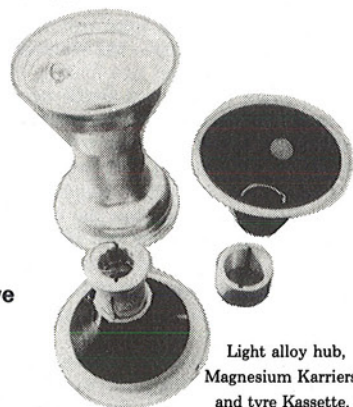
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HINES QUARTER

Luke the Sound of Bouncing Balls...

A curious heading indeed for a karting journal, but read on and two separate incidents will give you the key to the heading! The first was when Tina gave birth to Luke Hines on 4th May, weighing in at 5lb 11oz. Unlike Dad, he won't have to worry about lightening his kart for a few years yet — although the way he is putting on weight quicker than he is losing it out the other end I don't know ...

I have made a discovery, and can recommend that the wearing of Simpson or GPA helmets in bed seems to dramatically reduce the high pitched sounds that come from a young baby's lungs ...

The second "event" was the wedding of John and Jane Ball, some week and a half later. John, by all reports, had a fairly hectic stag night, which you might well imagine when you realise it was organised by the notorious Reg Gange, Vaughan McNealy, and Frank Roberts. The least said about it the better, sufficient to say that there was a great sigh of relief when John and Best Man (or so he said) Reg actually turned up at the start line just in time!

From the church, we moved to the reception where eventually John and Reg were called upon to make the customary speeches. Well one thing is for sure — we don't run the risk of either being snatched up by the League of After

Dinner Speakers! After Reg's opening line "You've stitched me up for this ..." (to cries of "get on with it your burke") the speech more or less ended. However before his brief appearance ended, Reg did read out a few cards and messages, and it was then that the second part of our heading appeared. One particular message read ... "To John and Jane, wishing you every happiness for the future. We look forward to hearing the sound of little bouncing Balls!" ...

Also at the wedding were Will and James Hoy who were, you will remember, part of the Gartmore Superkart Team. Will is now doing very well up and down the country in the Clubmans car formula. He was heard to say to Tina "Oh, so this is Luke. What's his second name — Zade?!" Obviously, racing Clubmans has not drained away any of his wit.

To end on the subject of John and Jane, I'm sure everyone joins me in wishing them both every happiness for the future.



Will Hoy — success in Clubmans.

WELL DONE LAD, BUT YOU DID
HAVE AN UNFAIR ADVANTAGE —
IT IS YOUR SORT OF CIRCUIT.



Mallory Park. A bit bumpy, but popular — yes the meeting attracted the highest entry for a long circuit meeting this year, with entries well over 200. Most competitors seemed to like the atmosphere and location, and certainly from a spectating point of view it was excellent. On the Saturday there were quite a number of spectators — according to Circuit Manager Peter Staynor far better than most Saturday car meetings. The Mallory management were also pleased with the general running of the meeting, and gave the impression that for next year we should be able to get more Sunday meetings, with Saturday practice, at most MCD circuits.

On first appearances, Mallory isn't the smoothest of circuits, but once you've got to know where the bumps are, there are ways around them. In fact, after my rib problems at Snetterton, the expected return of them at Mallory didn't happen.

Certainly the racing was excellent. Sandy Dalgarno was on form, and did not intend letting anyone get past once he had hit the front — that I can vouch for! After the final, 210 sage Bill Longden was heard to say "you only need knives on the wheels and it would be like chariot racing ..." All joking apart, Sandy, Nigel, and myself did have a somewhat hard race — the spectators must have liked it ...

Unfortunately I couldn't stay for Sunday's BRSCC Superkart races, but I gather they went down very well, with Sandy and Nigel being joined by Reg Gange and Rob Kerkhoven in the lead battle. This event was sponsored by the BRSCC and Zip Discount Centres — hence there was no entry fee. Our thanks again to the BRSCC for assisting Superkarting in every way possible once again.

Our French contact was over recently with confirmed details on the two French meetings in July. Both are in the north of France — "Carole", near Charles De Gaulle Airport, on July 3/4, and Croix en Ternous, 30 miles from Boulogne, on July 10/11. Entry fee for each is 200 francs (around £19), with prize money of 25,000 francs at each (around £2,300).

I hope to have entry forms any day now, so if you want any, please send a stamped addressed envelope to "Martin Hines Promotions", Pindar Road, Hoddesdon, Herts. They will be despatched, along with any other relevant information, as soon as they arrive.

A reminder that in addition to these two events, we will be returning to Zandvoort and Zolder on September 4/5 and 11/12 respectively. Don't forget that Circuit Travel can cover all your travel requirements, including a discount on ferry travel to all Superkart drivers.

Don't forget that, as of now, all Intercontinental 'E' (Superkart) machines have to have some form of tyre bead retention on the wheels, for long circuit use. This includes wet tyres as well, and is likely to be enforced at the Donington European event.

There is now a distinct shortage of venues for long circuit testing and practice. Most circuits offer sessions for cars and bikes, but not karts. Cadwell does offer this facility, and until recently, Snetterton allowed us to practice with bikes, and sometimes cars. There has been no problem providing people used their sense. However there was, a few weeks ago, a silly incident with a kart and a car, and so unfortunately this practice has been stopped.

There is obviously a need for testing and practice sessions — people are going to have to run in tyres, as there isn't time for this during practice at most meetings. So I've arranged with Snetterton for a practice day for karts, twice a month, if possible on Tuesdays. The first of these is Tuesday 22nd June. The track fee is £25, but practice will be from 9 a.m. — 5 p.m. non stop. If these days are reasonably well supported they will continue, if not it will likely be cut to one day a month, or even none at all. It will of course be open to all classes of gearbox karts, and is a good place for testing — especially for the GP, with its reasonably long straight and high average speeds.

I wonder who will be "E" next month ...

Martin



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**ENGINE TUNING
BY TONY SMITH**

As this issue is being printed, I'm soaking up the pasta in sunny Jesolo, and taking in the annual Champions Cup meeting. I'm hoping that Jesolo will provide more encouraging news for supporters of the 135 International category, because frankly at the moment the class is balanced on an edge in England, with no-one quite sure whether it is going to take off or fade...

Thirteen starters for the Global Cup is meagre by any standards, and with Green Man entries only a little better off, even perennially optimistic promoter Peter Wardle is looking concerned. Where does the problem lie, and is there a solution?

It is very hard to predict the future, but I really do hope the class picks up shortly. The recent reductions in prices of engines from their initially unrealistically high level to a more competitive figure, plus the general reliability being had, must help a lot. I get the impression that several potential 135 contenders have been sitting back to see how it goes.

On the other hand, there are now very attractive alternatives within karting, and here I'm referring to the growing interest and "acceptability" of long circuit karting to ex 100cc aficionados. The 125 National class in particular seems to be attracting the faces who used to be more at home with two pedals, and looks to be the growth class at the moment. Former Junior Green Man Champion Kurt Luby seems to have arrived at the right end of the 125 field - and was that Roy Dickson seen grappling with a six speed gearbox at Cadwell and Mallory recently? ...

Biff Harris made no secret of his disappointment with the entry at the Global, and indicated that it would most likely be his last race in the category. I hear that tentative enquiries have been made via Dave Hockey regarding the cost of 250 Zip/Rotax equipment. Anyone who saw Biff's efforts with Dave's rather ancient chariot at Thuxton in the wet a couple of years ago, will appreciate that Biff would be rather competitive in a Superkart ...

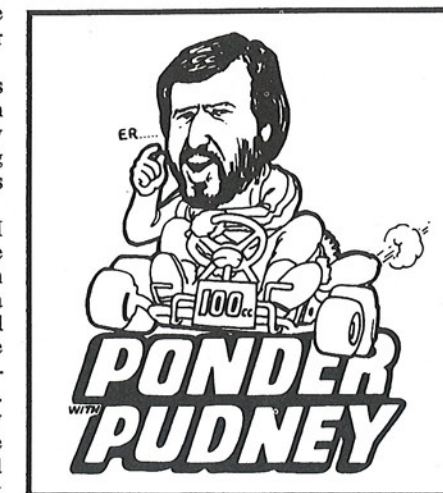
Something that occurred to a group of us watching the Global Cup final wind its way around in line astern could suggest another problem at the root of 135 in Britain. There was no passing - even in the heats, such masters as Fullerton and Lane were struggling to get by slower machines. The extra horsepower and speed of the 135's has accentuated a problem that was beginning to appear in 100 International - some circuits are being outgrown by the machines. Circuits such as Rye House are just too small and tight for the 135cc machine of 1982. Of course this doesn't apply to the more open Continental style circuits such as Clay Pigeon, Three Sisters, etc., but there are not too many of those around.

So the class has its hurdles, but having come this far, it would be a shame for it to fade. The karts are noticeably faster than their 100cc predecessors, and make potentially spectacular viewing - as Jesolo will I hope confirm ...

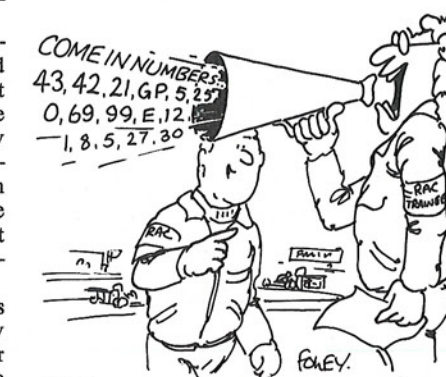
Still on the subject of Jesolo, the best bit of news I had recently was that "my man" Da Silva was going to be there. I make no secret of my admiration for this guy's talents, and despite his utter domination of British FF2000 racing this year, it is great to see that the World Kart Championship is still a target he desperately wants to achieve. Hence the entry at Jesolo.

In a recent interview, Ayrton expressed his disappointment at last year's World Championship readiness by DAP, but has subsequently tested their new "A"-frame chassis and rates it very highly. A bit more development work on the motors and look out World Championship ...

Those of you who follow British motor sport will have seen his total control over the Pace sponsored British FF2000 Championship - he's won every round, got fastest lap every time, and only once missed pole position due to



a badly misfiring engine! He won one race with inoperative front brakes - tossing the Van Diemen around with gay abandon - and we all know where he learned that! I wonder if he still "chokes" it coming out of corners! ...



Returning briefly to the Global Cup; without doubt the notable feature of the day was the performance of young Mark Bailey. If the karting 'vine is correct (and it usually is) Mark has access to some fairly tasty Komets, and 100cc Parillas, at the IAME factory, and sure this all helps, but what stood out was that he seems to have the other ingredients to make the most of it.

Those who can remember back that far will remember that Terry Fullerton beat Mickey Allen the first time he came to Rye House as a Senior. Well, Mark Bailey may not have beaten Terry or Alan Lane, but he showed the composure and gusto that suggests he is going to make it. It was in fact the Bailey front bumper that sent TF into a rare heat spin ...

All this must come as a boost to the Sprint crew, whose fortunes haven't been quite the same since Mickey Allen left, and especially Paul Deavin, just getting over a fairly nasty attack of jaundice. Mark will presumably be attacking Jesolo, and other 135 races as well as the Junior World. A promising prospect ...

The European Superkart Championship returns to England in a few days, and I hope as many short circuit followers as possible will go along on June 5th/6th to see how the "other half" live. Donington is a superb circuit and the action at the head of the Superkart field has never been closer.

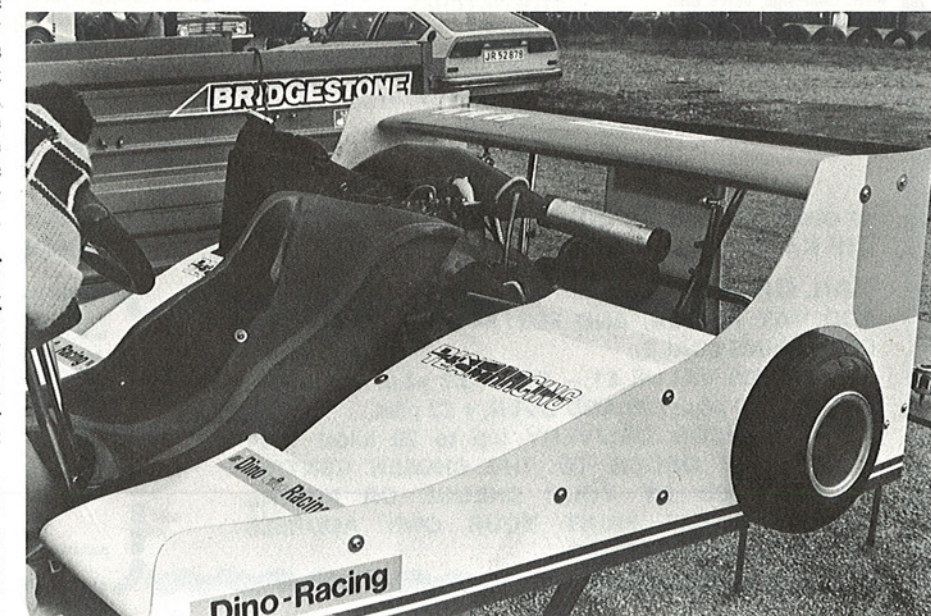
The meeting seems likely to see the first of the serious rear engined challengers appear, with both former Champion Bohlin's Aero and the "transverse" rear engined Dino likely to appear, as well as Nigel Smith's "project". Early reports from Scandinavia suggest that Bohlin is pleased with the early performance of his machine so Donington may well be doubly interesting ...

Quite honestly, and with all due respect, I hope to some extent that the rear engined configuration doesn't work. My reason for this is purely economic - at the moment, the class is possibly the closest and toughest in the sport, and makes great spectating. A revolution in chassis design would immediately force anyone who wished to remain competitive to 'junk' their existing chassis. In more prosperous times it wouldn't matter so much, but at present it could split up an otherwise crowded lead bunch. Superkarting has never looked as good as it currently does - as a spectator, I hope it stays that way!

See you at Donington - it should be good ...

J.P.

Expected at both the World Cup and Donington - Dino's transverse rear engined machine ...





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remained virtually unscathed! The cause of this dramatic retirement appeared to be a coming together between him and Samy Hunt, the pair of them having been dicing with each other for some time as they climbed up the race order, Steve trying to get inside Samy out of the pits hairpin and being firmly discouraged as they approached the kink before the start line, the subsequent contact of their wheels throwing Steve into the air. It was just one of those things that can happen in the heat of battle and there was no suggestion that either of them was driving dangerously.

After a short interval the race was restarted for the balance of its distance (20 laps) in single file in the order in which they were running when the race was stopped. Once again Plato surged ahead, leaving Banks, Murphy and McWilliam going for second place, shadowed closely by Hunniset, then after a tiny gap Cuff, Charnell N., and Chapman clear of Ivan Turner and the rest. Try as he might Murphy didn't quite have enough to get past Banks and in turn McWilliam couldn't see any likely gaps round either of them while he was busy fending off the attentions of Hunniset. This lasted for five laps until, approaching the sharp left hand Dog Leg, Murphy made a dive for the inside, realised he couldn't make it and braked sharply just as McWilliam made his own bid to take advantage of the situation. All this took Hunniset slightly by surprise because the other three left him there, spun to a standstill to rejoin right at the back. Three more laps of this and it surely couldn't last, the inevitable occurring as they came out of the far hairpin. Murphy got alongside Banks, the two karts touching and slewing sideways right across the path of the unfortunate McWilliam, who found himself climbing over both of them to finish off the track and inverted. Banks somehow kept going, though dropping to 7th behind Nick Charnell, but Murphy had to restart after Hunniset and Jamie Beasley had got past him right at the back of the field. Amazingly Craig McWilliam scrambled out from under his kart, had a quick look at it, and promptly got back into the race though losing three laps in the process.

This left Plato with a huge lead, well away from David Price who now had a delighted David Cuff pressuring him hard, these two a few feet ahead of Gary Chapman. All was not well with Bank's kart as he seemed to have slowed a bit, losing a couple of places to Jason Elliot and Allan McNish, while Piers Hunniset was working hard to make up ground until he came off again at the far hairpin, this time re-starting to complete his race in 17th place.

David Cuff was trying everything to get past Price, but Nick Charnell and Samy Hunt looked as though they might be able to close the gap to this pair, Samy moving into fourth in the

shuffle as they lapped a backmarker, but this was how they finished, the chequered flag finally coming out to Jason Plato in the 'second' race. Ivan Turner did well to take seventh ahead of McNish, Elliot and Banks.

Results

1st Jason Plato
 2nd David Price
 3rd David Cuff

MM3/Arrow
 DAP/T80
 Sprint/Arrow



HE'S WON TWO IN A ROW NOW,
 WE'D BETTER START CALLING
 HIM 'DUAL CARRIAGE WAY' NOW,
 INSTEAD OF 'LANE'

As usual the final event of the day featured a (slightly bigger) field of Internationals led out by John Herbert (pole) and Alan Gates, once again sticking his TKM in front of the numerous Komets. With Championship leader Lane on the second row their positions didn't look too safe and in fact Lane managed to get past Gates to challenge Herbert after only one lap had been completed. Lap three and Simon Wright's competitive challenge bit the dust as Martin Leach dived inside him at the Dog Leg, hooking Simon off the track but continuing happily himself ahead of Ricky Grice. A few seconds later Herbert slid a fraction wide coming out of the chicane, dropping a rear wheel off the edge, and this was all Lane needed to take the lead, easing clear for his second win of the Series. The battle for second though was frantic, with Herbert leading Gates, Leach, Ricky Grice and now John Alcorn, then

a slight gap before Richard Smyth appeared with Donaldson, Ward and Mark Bailey for company.

A small piece of comic opera then took place as Richard Smyth somehow got the front of his kart hooked up on the back of Marc Donaldson's. They drove round half a lap like this, both trying frantically to get free but eventually Mark drove into the pits, dragging the hapless Smith behind him, so that they could get untangled! ...

For some time Herbert hung on to second, scant inches ahead of Gates, Leach and Alcorn, these four pulling slightly clear of Grice, while Mark Bailey was now starting to appear in the picture, closing quite rapidly on Ricky Grice. Gates tried everything he could think of until, on his 14th time into the pits bend, he darted for the inside, got it wrong and spun off, miraculously without collecting anyone else in the process. Bailey certainly seemed to have found something special after a trip to the IAME factory, because his speed at the end of the straight was remarkable, eventually sweeping effortlessly past Grice to take fifth and rapidly close up on the second place group. Next on Bailey's list was Alcorn who got despatched at the same place as Grice, and then Leach too found himself relegated. This left Herbert only between Bailey and the race leader and, just a half lap later Mark shot inside John at the pits hairpin, got chopped off and in the inevitable collision Herbert executed a dramatic looking roll, though he was able to restart well out of contention after a fine showing. In the middle both Leach and Alcorn got their places back, and Grice was able to close right up again. They may have been team mates but John Alcorn really was putting Leach under a lot of pressure, finally forcing him wide at the pits bend to take second, Bailey too taking advantage of this to snatch third as they streaked into the chicane, and then second a lap later.

Mark immediately pulled a long way clear and it began to look as though Lane's lead could be in danger! He was certainly gaining slowly, but the decision was made for him as the chequered flag came out, mysteriously, after only 30 of the scheduled 36 laps had been run ... This really wasn't the Cumbria Kart Club's day!

Peter Wardle

Results

| | |
|------------------|--------------|
| 1st Alan Lane | Lane/Komet |
| 2nd Mark Bailey | Sprint/Komet |
| 3rd John Alcorn | Zip/PCR |
| 4th Martin Leach | Zip/Komet |
| 5th Ricky Grice | Lane/Komet |



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Lane Again

Lane cruises his second Stansted Green Man final. Bailey impresses again with second, from Alcorn. Junior races to Cotterill (Nat) and Plato (Britain).

Report: Peter Wardle

The tight confines of Rowrah's unique setting always tends to produce exciting racing with plenty of action, and Round two of the Stansted Green Man Championships on the 9th May proved to be no exception.

Practice on Saturday saw virtually all the serious competitors getting their equipment set up and it was quickly realised that the 135 Internationals were only lapping about half a second faster than the quickest Junior Nationals, while the fastest Britains were just getting into the late 28's, about a second slower. One rather puzzled visitor to the track was a technical representative from Dunlop's Racing Division who came along to assist anyone in trouble with the '82 Britain and National tyres. After spending most of the day going round the pits trying to find someone who had a problem he was left wondering what all the fuss had been about as everyone he spoke to seemed quite happy with the situation and the rubber! An innovation at this meeting was the new 'one set' rule for the two Junior classes which restricted the use of multiple sets by registering only one set of slicks for the meeting at Scrutineering. This proved very effective, being handled very sensibly by the Series Eligibility Scrutineer Alan Foster, and it looks as though everyone is now going to save significantly on the cost of competing.

The heats produced the inevitable crop of incidents as the difficulty of overtaking forced drivers to try just that little bit harder, but everyone made it through to the finals, even an unlucky Johan Dackner who hurt his arm earlier in the day bravely lining up on the grid for the Britain 'B' race to make sure he got his attendance points! With the Rowrah organisers arbitrarily deciding that the first six drivers would go through to the main race (apparently they no longer bother to read the Championship regulations which specify four only!) this race was not as tight as it might have been. Initially Fraser McEwen-King led, followed by Samy Hunt, both having had fraught heat results to end up in this race, and this was the order they held until the end, followed in by Andrew Wilson, Ian McLeish, Matthew Kemp and Robert Husband, the last two being the only other finishers and luckily joining in the main race thanks to Rowrah's own rules.

A 100 National race followed for local drivers and then there was a switch in the programme to give the Britain 'B' final qualifiers a bit more time for preparation, but which produced a hurried flurry of action from the Junior Nationals as they found themselves called to the grid rather earlier than expected.

Pole position for this, underlining his very competitive form this year, went to Nick Harvey, but beside him Martin Prior was starting as he left off at Three Sisters - second to Nick! Jeremy Cotterill and Ian Smith took up row two, while Charlie Brown and Steve Brogan filled the third row. After a rather ragged start the first lap was completed with Prior leading Harvey, Cotterill, Smith, Brown, Needham and Steve Dart, the rest inseparably strung out behind, but by the end of the second lap Cotterill made it to the front only to be forced back to second again by Martin for a couple of laps as he put a wheel off the edge exiting the chicane. This lasted for just two more laps

before Jeremy got everything right into the pits bend to take a lead that was never in any further doubt.

After this, although the racing remained as frantic as ever, there were very few place changes. First casualty was Ian Smith's misfortune as his exhaust became disconnected, forcing his early retirement after a very stiff challenge on Nick Harvey which had lasted for a dozen laps. Slightly earlier, Charlie Brown and Darren Needham had succeeded in tripping over each other at the pits corner, only Brown restarting a lap down to run round to the pits and retirement. Brogan, Phil Foster and Steve Dart were now providing the most excitement, circulating very closely together, though Nick Harvey was certainly not letting Prior relax at all a few yards in front of them.

Simon Collins meanwhile was fighting doggedly away in eighth place and moving steadily up the order. The race between Brogan, Foster and Dart suddenly became a two sided fight as on lap 21 Steve dove into the pits to have his silencer replaced, just as Ian Smith rejoined with his now firmly attached! Nick Harvey was now redoubling his efforts to snatch back second place from Martin Prior, looking for the tiniest of gaps all round the circuit. This went on for several laps before he thought he had it right and made a big dive for the inside approaching the Dog Leg. At the last moment he realised that there just wasn't room and, rather than ram Martin, he hit the brake hard, spinning his kart to a standstill and restarting back in seventh spot behind Kerry Thorpe and just managing to take him for sixth with a couple of laps to go. This left Prior with a very safe second behind Cotterill and ahead of Phil Foster, who had succeeded in pulling comfortably clear of Steve Dart, Steve running the whole meeting with his thumb well bandaged after his exciting looking accident a week earlier at the Global Cup. Simon Collins found himself fifth ahead of Harvey and Thorpe, while Simon Howarth completed the drivers still on the same lap as the leader as the flag came out.

Results

| | | |
|-----|------------------|---------------|
| 1st | Jeremy Cotterill | Sirio/Yamaha |
| 2nd | Martin Prior | Zip/Arrow |
| 3rd | Phil Foster | Wright/Yamaha |

The Britains were now waiting in the wings with a confident looking Jason Plato and Scott Bar at the front. Steve Murphy and Craig McWilliam filled the second row, then David Price, Piers Hunniset, David Cuff and Steve Key were all set to give the drivers in front of them a hard time. Right down at the back Steve Filkin and Samy Hunt were clearly not going to let the grass grow for too long.

Away from the start and Plato made no mistakes in taking an immediate lead that he was to hold and extend throughout the race. Evenly spaced behind him came Banks and Murphy, while McWilliam had a determined Hunniset on his bumper, followed along by David Price. David Cuff was leading a four kart train with Gary Chapman, Nick Charnell and Steve Key in close attendance.

This was pretty much the order for the next few laps until Steve Filkin found himself launched into an involuntary attempt at the low flying record, both he and his kart somersaulting violently down and off the track approaching the startline. With commendable speed the Red Flag was shown and the race was stopped as the St. John's crew rushed to Steve's aid and despatched him to hospital. In spite of going end over end a number of times his kart

A lot had transpired since the first round of the K & S series and the second round, at the South Yorkshire Kart Club's Wombwell venue. Not surprisingly it had, as usual, centred around tyres ... Following an almost unanimous request by first round competitors, the series was returned effectively to Goodyear tyres. Entries were on the up, the atmosphere in the pits was decidedly less agitated, and the same faces came to the fore as racing progressed, having spent considerably less pounds on rubber to do so. The situation thus seems to have settled and the Championship looks set to see out the remainder of 1982 in relative peace ...

Changes were also made to the SAM 100 Britain format, restricting each competitor to just the one set of tyres for the meeting. Apart from the hassle of actually having to police it, the idea gained general support.

Off-track matters aside, the racing itself was good, with two absorbing finals, and a resulting close points position at the top of both Championships moving onto round three. As usual, the promoting club had prepared well for the day, and a fair number of qualifying heats were run off right on schedule.

Experienced K & S campaigners know that there is more than just pace needed to emerge successfully from a round of this series. Mechanical reliability, plus the ability to complete the three qualifying heats competitively but without risking "incidents" is essential to even earn a position in the main final. Wombwell circuit makes this an even more daunting task, with its two long, engine-sapping straights...

Some of the expected favourites struck problems early. Defending Champion Graham Waldron was the first, unable to restart during his opening heat after a midfield collision, and finding himself well down the qualifying list after his three outings. Others to drop opening heats included Neil Hann, Roger Moth, and

Colson led most of the SAM race, with Cleveley right on his tail, but then...



Biding his time, Pete Elliott eventually won his second K&S race comfortably...

K&S 2 To Elliott

Cool K&S win to Pete Elliot. Moyrihan leads the series with a fine second, while Homer takes third, and second in the table. Charger Higgins out when in front. Rochford takes SAM race after leaders collide!

Report: Chris Lambden
Pics: Roger Calvert

local contender Lewis Marsden, while others spun away points, but nevertheless finished to salvage something.

So who was doing it all right? If pole position was anything to go by, then it was Nigel Edwards. The Club Chairman dropped only two points in taking pole, including a fine drive from the back row to second in one heat, but was still undecided as to the best combination to settle on for the final. Gary Moynihan backed up his first round showing with another

equally classy effort to share the front row, any doubt that his was a flash-in-the-pan opening round firmly dispelled.

Wayne Homer stayed out of trouble to occupy row 2 along with Ray Wright, having his best K & S outing for a long time. Graham Kershaw surprised by heading the next row, along with Pete Elliott. The latter had exhibited the perfect example of quiet confidence, confiding after Saturday practice that his engine felt very good, and if he could stay out of trouble in the heats and collect say grid 5 for the final, he could win it. Well, he got it wrong - but only by one, and grid 6 was to prove ample.

The other likely front runner to make the final, Derek Higgins, was on row 5 - an "off" while disputing the lead with Simon Sutton in his opening heat keeping the aggressive Formula Ford debutant back.

As usual the "B" Final proved a tough race, with the action over the last laps centreing around fourth place - the last qualifying spot. In the end Ian Williams took this last vital spot at the expense of Mick Bryant, to join winner John Gravett, Brian Hooley, and Paul Carr at the tail of the main final.

Poor Gary Prior's usual luck had continued, managing to set a new peak of uniqueness in his final heat by actually having both rear tyres deflate during the one race! Norman Box and Mark Sayer just missed out on qualifying, while 1981 placegetter Simon Sutton seized to end his day's effort.



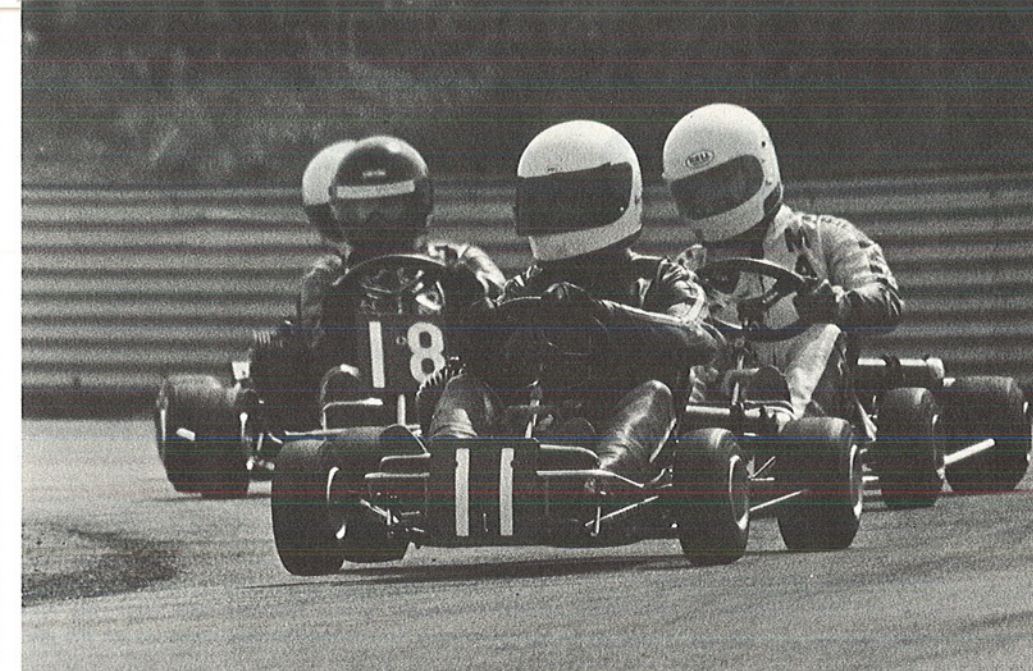


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Rochford's Benefit!

Before the main K & S final, the 24 SAM finalists came out for their 30 lap final, with Mark Beddall having taken pole from Andrew Colson, with British Champ Cleveley lurking menacingly on row two, accompanied by Adrian Cotterill.

Colson made the best of the start to lead to the field as it wound back up the long straight for the first time. Behind him, Cleveley slipped by Beddall to begin a lengthy cat and mouse chase for the lead, due to last most of the race.

Beddall was left to fight off the early attentions of Andrew Clark, until the latter spun to a halt at the end of the straight. This left Peter Rochford to challenge Beddall, and the pair circulated nose-to-tail for nearly half the race before Rochford broke clear in third.

Up front meanwhile, Cleveley was shadowing his young rival. Lap after lap, until on lap 16 he made a move at the end of the long main straight. Colson was by no means finished, and stayed right there, occasionally nosing alongside. Rochford was now easing clear in third, with Andy King moving forward to challenge, and eventually pass, Beddall.

Into the late stages of the race, and with Rochford now closing to within two seconds, the lead duel intensified. Would Rochford

Pics. Left: Rochford was closing on the lead pair as they both went out. Above: Higgins (37) charged through past early leader Edwards (87), but then blew up. . . Right: Moynihan (11) lifts off as he and Homer (18) encounter backmarkers at Wombwell's famous brick wall corner.

catch them? It became academic a couple of laps later as the leaders barrelled into the far lap side-by-side. No-one gave, and the inevitable happened, the pair colliding and spinning to a smoky halt!

This left a delighted Rochford in a surprised but comfortable lead, some six seconds up on Beddall, and able to cruise to the finish.

Beddall though was under heavy pressure from King and with two to go, hindered by a backmarker, succumbed. Cleveley and Colson had both restarted, some distance apart, but retrieved fourth and fifth spots before the chequered flag appeared ...

1st Peter Rochford **Barlotti/Hewland**
2nd Andy King **MM3/MM Hewland**
3rd Mark Beddall **Reema/Hewland**
Championship Points: Cleveley 241, Colson 227, Beddall 219, Keith Bains 206, Paul Browning 199.

Elliott Takes His Time

And so the 24 main K & S finalists rolled out for their 30 lapper:

| | |
|----------|-----------|
| Edwards | Moynihan |
| Homer | Wright |
| Kershaw | Elliott |
| Mace | Bridgeman |
| Higgins | Price |
| Till | Teatum |
| Stephens | Murphy |
| Watts | Fox |
| Tillett | Giddings |
| Lilley | McCallum |
| Gravett | Hooley |
| Carr | Williams |

Steve Tillett (10) moved through well. Here he leads George Price in the early stages.

Edwards made certain of the jump, and as they completed the opening lap scramble, already had a small ten yard gap over Moynihan and Homer. The man making the rapid progress was Higgins, hurtling past both Wright and Elliott at the end of the straight to slot into an early fourth.

Another lap, and Higgins had eclipsed both Homer and Moynihan, and was starting to look into the two second gap to leader Edwards. Almost unnoticed, Elliott on consecutive laps slipped by Homer and Moynihan also, and not long after Higgins latched onto Edwards' bumper, joined the pair to make it a three-way tussle.

With Moynihan and Homer still locked together, Wright now led the bunch, with at this stage Kershaw and Till for close company.

Back to the front, and Higgins now led, having squeezed inside at the notorious brick wall. Nose-to-tail the threesome circulated for three or four laps before Elliott too slipped by Edwards to keep in contact with Higgins. These two gradually inched clear, leaving Edwards to fall into the clutches of the Moynihan/Homer duel. Further back, Kershaw had spun out of contention, but had been replaced in this scrap by Steve Tillett. A gap then existed before Murphy headed Price, Gravett, and Carr, circulating in close company.

The last major change came dramatically, a shroud of tyre smoke indicating the end for Higgins' engine. A bitterly disappointed young driver stormed back to the pits ...

The race for the lead was now effectively over. Elliott's calm approach had paid off and it was now just a matter of continuing to be careful to the finish. Behind him, some three seconds away, Moynihan, Homer, and Edwards completed the last laps in line astern, while

Wright was fairly comfortably in fifth, Till, Tillett and Murphy some vital few yards back. And that's how it finished — a popular win, and the Championship points position finely balanced! ...

| | |
|--------------------------|---------------------|
| 1st Pete Elliott | TKM/Parilla |
| 2nd Gary Moynihan | Lane/Parilla |
| 3rd Wayne Homer | Dart/TKM |
| 4th Nigel Edwards | Zip/DAP JM |
| 5th Ray Wright | Cobra/DAP |


TOP 40 POINTS TABLE AFTER TWO ROUNDS





| Position | Driver | 1 | 2 | Total |
|----------|---------------------|-----|-----|-------|
| 1st | Gary Moynihan | 132 | 130 | 262 |
| 2nd | Wayne Homer | 128 | 128 | 256 |
| 3rd | Nigel Edwards | 116 | 132 | 248 |
| 4th | Gary Till | 122 | 117 | 239 |
| 5th | Steve Tillett | 118 | 114 | 232 |
| 6th | Paul Carr | 115 | 106 | 221 |
| 7th | Ian Williams | 118 | 96 | 214 |
| 8th | Steve Bridgeman | 198 | 102 | 210 |
| 8th | Norman Box | 121 | 89 | 210 |
| 10th | Derek Higgins | 104 | 102 | 206 |
| 10th | John Gravett | 95 | 111 | 206 |
| 12th | Peter McCallum | 95 | 110 | 205 |
| 13th | Mick Bryant | 117 | 86 | 203 |
| 13th | Paul Mace | 101 | 102 | 203 |
| 15th | Peter Giddings | 101 | 98 | 199 |
| 16th | Peter Stephens | 84 | 110 | 194 |
| 17th | Stephen Sykes | 103 | 79 | 182 |
| 18th | John Knell | 101 | 79 | 180 |
| 19th | Graham Waldron | 123 | 55 | 178 |
| 20th | Gary Matthews | 108 | 69 | 177 |
| 21st | Simon Sutton | 97 | 79 | 176 |
| 22nd | Robin Hooker | 92 | 77 | 169 |
| 23rd | George Price | 62 | 102 | 164 |
| 23rd | Marck Sayer | 104 | 60 | 164 |
| 25th | Ray Wright | 31 | 126 | 157 |
| 26th | Graham Kershaw | 40 | 107 | 147 |
| 27th | Gary Prior | 60 | 82 | 142 |
| 28th | Stuart Watts | 24 | 107 | 131 |
| 29th | Peter Elliott | — | 130 | 130 |
| 30th | Nicholas Parrington | 65 | 64 | 129 |
| 31st | Charlie Royston | 108 | 16 | 124 |
| 31st | Brian Hooley | 18 | 106 | 124 |
| 33rd | Mark Allen | 69 | 49 | 118 |
| 34th | Robin Chuter | 40 | 75 | 115 |
| 35th | John Percy | 74 | 40 | 114 |
| 35th | Ian Murphy | — | 114 | 114 |
| 37th | Neil Hann | 64 | 47 | 111 |
| 38th | Robert Owen | 107 | — | 107 |
| 38th | Pat Featun | — | 107 | 107 |
| 40th | Mike Mulhearn | 59 | 42 | 101 |
| 40th | Nick Smith | 66 | 35 | 101 |

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