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by **ZIP**

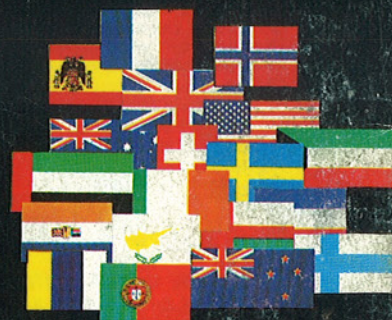


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The relatively stable Superkart fraternity has, over the past couple of weeks, been hit by a disturbing number of rumours concerning the use of high octane aviation fuel by some competitors. At the centre of the problem seems to be the loose wording of the CIK rule on the subject as opposed to the watertight RAC regulation. With Superkart racing in the U.K. governed by CIK regulations, an interpretation of which is claimed to allow the use of this higher octane petrol, some competitors have it seems done so.

At this stage, nobody can really be accused of cheating — merely taking advantage of a loosely or badly worded regulation is not cheating. However, the first signs of ill feeling have emerged, between those apparently taking that advantage and those who have quite happily abided by the "spirit" of the regulations and used normal pump petrol.

The good news is that fortunately this potential problem is being handled in the way all such problems should be — rapid clarification of the appropriate regulation and implementation of it. By the time you read this, it should hopefully be all over. CIK President Buser has, asked for a clarification, stated that his reading is that aviation fuel does not come under the rule, and a full CIK meeting in a few days time is expected to officially ratify that.

Comprehensive fuel checks over the next few meetings are likely to follow, just to ensure that the problem is over. But such is the general spirit within the class, that definite clarification of the rule will be enough to do that.

CHRIS LAMBDEN

## FRONT COVER

Discovery of the International season so far is Otto Rensing. The young German, driving a chassis built by engine builder Hetschel, finished second at the Jesolo Champions Cup, and currently holds fifth place in the European Championship points standings.

(Pic: John Pudney)

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# KART AND SUPERKART

Monthly

No. 43

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## NEXT MONTH\*

WORLD JUNIOR EVENT  
CADWELL SUPERKARTS  
100 BRITAIN CHAMPIONSHIP

PUBLICATION DATE: 5th AUGUST

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





## Wilson Wins German 135

Since Jesolo, the third European 135 GP has taken place — in Munich. This venue provided the scene for the return to winning form for IAME works pilot Mike Wilson, who held off a fierce late challenge from Terry Fullerton to take the maximum points.

Only the final itself was held in dry conditions, the wet timed practice surprisingly proving the undoing of Fullerton, with a bad time. Whilst he worked to move up during the heats, Wilson compiled a fine front row winning performance, along with team-mate Forsman.

This pair went clear as the final began, with Fullerton emerging from the fourth row to challenge. Having passed Forsman, the Englishman moved in to Wilson's rear bumper with a couple of laps remaining. World Champion Wilson was however equal to the occasion and held on to win — by two feet. Peter De Bruyn, a consistent sixth, still leads the European points tally at half distance.

1st	Mike Wilson	Birel/Komet
2nd	Terry Fullerton	Zip/PCR
3rd	Lars Forsman	Birel/Komet
European Championship Points:		
De Bruyn 286, Andskar 285,		
Haase and Forsman 280, Rensing 279		
Fullerton 271		



Out of luck at Jesolo, but a maximum in Munich — Mike Wilson.

The same meeting saw the first of the new look European Team Championships. Without the regular top names of recent seasons, the event lost a lot of its former excitement (remember the days of the Fullerton/Allen/Lane/Wilson/Smart teams ...). A strong Swedish team took the title, with Finland runners up. The British team — Alcorn, Little, Waldron and Ward — finished sixth.

## Green Man Changes

Following disagreement over administrative costs, Green Man series promoter Peter Wardle resigned from that position following the third round at Clay Pigeon. In retrospect, the pence involved seem rather negligible in terms of most people's Green Man expenditure, and it is rather a shame that three years of Green Man co-ordination by Peter Wardle should end somewhat acrimoniously. It can be a thankless job, and no one can deny the level of effort put into this year's series.

The mantle of co-ordinator has been taken over by Bob Herbert, assisted by Alan Evans. Information on the remaining Green Man events can be obtained from either. Telephone numbers are: Bob Herbert — (0708) 41294 (evenings); Alan Evans — Merstham (07374) 2456 (day) or 3012 (evenings).

## From the Trade...

● Bridgestone have announced the release of a new compound tyre. Designated the YBH, the new tyre is designed for use under conditions when heat build up is too severe for current YBE compounds. The tyre is not CIK stamped, and thus as a non-homologated tyre, is seemingly aimed at the Superkart market.

As a guide, Bridgestone indicate that the YBE compound should operate within the 40 to 100 degree (Centigrade) range, with the optimum at around 80. The YBH's range is 80 to 120, with an optimum of around 100.

First tyres are due to leave the factory in July, and Zip Kart advise that a limited quantity will be brought in by air in time for the Silverstone G.P. Normal 7.5 and 5.5 widths and dimensions apply.

● Following a recent burglary at their home, Brian and Eileen Wilson returned from seeing son Mike win the German 135 meeting to find a fire had gutted the Wilson Racing premises in Stoneyford Road. All stock was lost — even that normally in their trade van, which had been unloaded into the shop for security. Unfortunately, it seems that arson may be suspected.

The Wilsons have asked us to thank everyone who has rallied round to assist, especially Wombwell Club Secretary Alice Wright who organised a collection. By the time you read this, they expect to be operating business as usual.

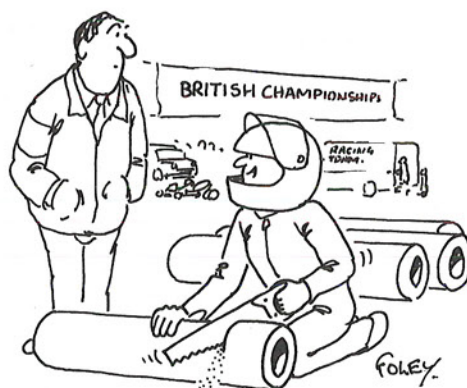
Our best wishes go to them that they can speedily overcome this unpleasant setback.

● Montala Motors, Motoplat importers, also offer the complete range of Motoplat garage testing equipment and tuning machines. Included in the range are things like coil testers etc.

## Tyre Changes To Come?

The Restricted Tyre saga rolls on. The subject again occupied most of the recent Kart Committee meeting, and it would seem that some positive step has been taken. Unfortunately, no statement is to be made by the RAC about it until 1st July — too late for inclusion in this issue. However, the very fact of this embargo on releasing the news does suggest that changes of some note have been made ...

One news item which was for obvious reasons released immediately was that due to the short supply of Dunlop K1/K2 tyres in the country, the RAC 100 National Championship — taking place as this is printed — would carry a restriction to one set of tyres per driver for all heats and finals. The RAC also undertook to guarantee that enough new sets would be available at the circuit to enable each competitor to buy one set if necessary.



IT'S OUR WAY ROUND THE 'ONE SET OF TYRES' RULE — JUST CUT OFF AS MUCH AS YOU NEED.

## Superkart World G.P. Series Likely

On the Friday evening before the European Championships, CIK officials, RAC officials, and invited drivers gathered together to discuss the ways in which Superkart racing can best be developed.

Various topics were touched on briefly, including the need for more stringent licensing qualifications and technical controls.

Perhaps of most interest was the general agreement that a series of GP events should combine to make up the first World Superkart Championship in 1983. Exactly what format this will eventually take is open to conjecture, but after viewing the Donington event, CIK President Buser's proposal is interesting. He foresees a series of four races, but in order to ensure its success in the first year, is of the opinion that all four could best be held in England — at venues such as Silverstone, Brands Hatch, Donington, etc.

European CIK delegates will probably view this with mixed feelings, but Mr. Buser's intention to personally seek the major commercial sponsor to enable start money, etc. to assist the travel costs, may well hold sway. It looks promising ...

## Kalendar

### JULY

- 4 FELTON (8 miles north of Morpeth, on A1)
- HEMSWELL (6 miles east of Gainsborough)
- 11 CHASEWATER (Pleasure Park, Brownhills, off A5)
- ROWRAH (nr. Frizington, Cumbria)
- CLAY PIGEON (Midway Yeovil/Dorchester on A37)
- KIMBOLTON (10 miles s.w. of Huntingdon)
- TILBURY (Dunlop Road)
- WOMBWELL (Dorothy Hyman Stadium, nr. Barnsley)
- 18 CLAY PIGEON (Midway Yeovil/Dorchester, on A37) RAC 100 Britain Championship.
- ELLOUGH (2 miles south of Beccles) East Anglian Championships
- NUTHAMPSTEAD (On B1368 Cambridge-Ware Road)
- SHENINGTON (8 miles from Banbury)
- 24 BRANDS HATCH (Off A2, nr. Farnham, Kent) RAC Long Circuit Championships, Round 4. All classes.
- 25 LLANDOW (4 miles s.w. of Cowbridge, off A48)
- DUNKESWELL (6 miles from Honiton, Devon)
- FULBECK (8 miles from Newark)

### AUGUST

- 1 CADWELL PARK (8 miles from Horncastle, on A153) RAC Long Circuit Championship, Round 5. All classes.
- FELTON (8 miles north of Morpeth, on A1) RAC 100 Junior Britain Championship
- SNETTERTON (19 miles from Norwich on A11) Round 4, K&S 100 National Championship and SAM Britain Championship.
- LITTLE RISSINGTON (Air base, near Stow-on-the-Wold).
- HEMSWELL (6 miles east of Gainsborough)
- 3 SISTERS (Off Junction 25, M1)
- CRAIL — West of Scotland K.C.
- 4 CARRICK FERGUS Road Race — Ulster K.C.
- 8 CLAY PIGEON (Midway Yeovil/Dorchester on A37) Round 5, Green Man Championship.
- CHASEWATER (Pleasure Park, Brownhills, off A5)
- KIMBOLTON (10 miles s.w. of Huntingdon)
- SILVERSTONE (nr. Towcester) Daily Express Hermetite British Kart Grand Prix (Qualifying heats previous day).

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## Shenington

16th May 1982

### Results

<b>Junior Britain</b>		
1st	Mark Lawson	Sabre/Arrow
2nd	Adrian Chapman	Zip/Arrow
3rd	Dominic Wishlade	Stratus/DAP

<b>Junior National</b>		
1st	Kevin Clarkson	Sirio/DAP

<b>100 Britain</b>		
1st	Adrian Cottrell	Barlotti/Arrow
2nd	Craig Booth	Dart/Arrow
3rd	Eric Butler	KEG/Arrow

<b>100 National</b>		
1st	Robert Owen	Sprint/Parilla
2nd	Stephen Wright	TKM/TKM
3rd	Ashley Browning	Sirio/TKM

<b>125 National</b>		
1st	Roger Goff	Goff/Rotax
2nd	Martin Wall	Zip/Rotax
3rd	Ray Robinson	Barlotti/Rotax

<b>210 National</b>		
1st	Colin Poole	Zip/Villiers
2nd	Derek Randell	Barlotti/Upton
3rd	Steve Thornhill	Barlotti/Villiers

<b>250 National</b>		
1st	Patrick Tomkinson	Dino/KTM
2nd	Chris Tomkinson	Dino/Yamaha
3rd	Pete Umney	Zip/Bultaco

<b>250 International</b>		
1st	Malcolm Burnett	Zip/Rotax

Footnote: The Senior Britain class at Shenington is currently being split between Carlisle and Dunlop tyres. At this meeting all the drivers were racing on Carlisle tyres.

Maggie

## Snetterton

23rd May 1982

Despite the inclement weather on Sunday, 23rd May, the eighty drivers at Snetterton Kartway produced some of the most exciting racing yet seen at the Norfolk venue. After the heats had been run in a mixture of wet and dry weather the circuit dried during the interval and the rain just held off long enough to run the trials on a near perfect racing strip.

With the Club's next meeting coinciding with the K&S 100 National Championship, drivers, including Gary Prior, Wayne Homer and Roger Moth took the opportunity to 'drop in' and 'weigh up' the circuit, at the same time giving us a display of what is to come on August 1st. Nice to see you lads!

### Juniors

Saville led Webb, White, Wilson, Kyriakides, Nicholson and Wenn round for the first lap of the final. Webb spun on lap two allowing Wilson and Kyriakides to close on Saville. On lap four they both succeeded in passing Saville and this is how they stayed as Wilson took the chequered flag with Kyriakides in his wheel tracks, Saville third, White fourth, Caswell fifth and Nicholson sixth.

210/250

Symonds powered off the line in the final to lead from Papworth, Jackson, Austin, Starling, Trayhurn, Waters and Banthorpe. Papworth held off Jackson until lap three but by then Symonds had pulled out a safe lead and took an untroubled win. Jackson finished in equally safe second ahead of Papworth while Trayhurn and Starling swapped places before finishing in that order.

### 100 National 'B'

Harris and Gomeche occupied the front row of the grid for the final but at the end of lap one it was Crinks from row two and Smith from row three who had taken first and second ahead of Samuel, De Souza, Gomeche, Sillett and Mulhearn. It was all change on lap two as De Souza moved through to take up the lead from Smith, Crinks, Samuel, Sillett, Mulhearn and Gomeche. Smith challenged De Souza as Crinks held on to third while Samuel came under pressure from Sillett. Sillett passed Samuel finally on lap seven, but by then it was too late to make any impression on the front three which stayed in the order of De Souza, Smith and Crinks to the finish, while Mulhearn passed Samuel to take fifth.

### 100 Britain

Wiltshier and Germain sat on the front row of the grid for the final with the rest of the grid lining up in the order of Pollard, Tinworth, Goodyear, Smith, Rapier, Wake, Sheldon, Elkington and Shute.

At the raise of the flag Wiltshier took the lead with Germain glued to his bumper with Pollard, Tinworth, Goodyear and Smith next in line. Wiltshier and Germain pulled away slightly from Pollard who was under pressure from Goodyear, while Sheldon started to climb up the lap chart. Germain hustled Wiltshier and the vital mistake finally came on lap five when Wiltshier lost it on the crown of the hairpin, so close was Germain that it was amazing that he missed the stricken Wiltshier who could only sit and watch the field pour by. Goodyear also spun on the same lap making the order behind the new leader Pollard, Smith, Sheldon and Tinworth. Germain cruised in to take the chequered flag while the order behind remained unchanged with Goodyear recovering to finish sixth.

### 125 National

Barrington, looking for a hat trick of wins this season, trailed Croxford off the line at the start of the final. For three laps he pulled out of Croxford's 'slipstream' on the main straight only to have his late, late braking manoeuvres beaten off by Croxford. Again Barrington tried the same pass on lap four and with the very latest of late braking he took the lead. Sapey also passed Croxford on lap four but Barrington held onto his lead easily to take his sought after third consecutive win. Mick Pope filled fourth place ahead of Cook and Gary Rueben-Kitchen.

### 100 National 'A'

Pole position for the final was occupied by Smith with Homer alongside. Behind these two came Prior, Chenery, Woodhouse, Hardinges, Adams, Jones, Reynolds, Kett, with the rest somewhere in the distance.

Off they went, with Smith snatching the lead from Prior, Homer, Adams, Chenery, Woodhouse and Hardinges. Lap two and Reynolds had passed Hardinges and Woodhouse while Kett and Townshend were locked together in combat behind Woodhouse. Smith

still held the lead with Prior stuck firmly to his back bumper and enjoying every second. Homer still held third from Adams and Chenery. Townshend shook off Kett, passed Woodhouse and Hardinges in turn and latched onto Reynolds. Lap six saw Smith still there soaking up all the pressure from Prior, Chenery had taken Homer and Reynolds had passed Adams. Adams retired on lap seven letting Townshend through to once again challenge Reynolds. The first six were nose to tail and a great final third of the race looked in prospect. We weren't disappointed. Homer and Chenery got into a high speed tangle and as Reynolds slowed behind them Townshend darted through into third. Homer and Chenery sorted themselves out to fourth and fifth respectively with Reynolds just behind. Into the last lap and Smith was holding the lead and looking a likely winner. Prior set himself in for a final charge at Smith but as he did so he was surprised by Townshend who had taken the perfect line out of the second corner to get the drive down the inside to the next corner. The excitement didn't end there because Homer and Chenery also went by Prior. Prior recovered his composure to retake Chenery, but there was no stopping Smith who crossed the line a jubilant, fist saluting, winner. Second was an equally happy Townshend with Homer a close third, Prior fourth, Chenery fifth and Reynolds sixth.

Phew! What a race! Two splendid performances from our regulars, but well done to everyone else for making it such a superb final.

There we are then, thank goodness we have a month's break before our next meeting - we should just about have our breath back by then. As always, a big thank you to our hard working officials, see you again soon.

Derek Calver

### Results

<b>Junior Britain</b>		
1st	Andrew Wilson	CORD Wright/Arrow
2nd	Nicky Kyriakides	AKR/AK DAP

<b>Junior National</b>		
1st	Ian Saville	Dart/Parilla

<b>100 National 'B'</b>		
1st	Gilmar De Souza	Birel/TKM
2nd	Haydn Smith	Sprint/Parilla
3rd	Paul Crinks	Sprint/Parilla

<b>100 Britain</b>		
1st	David Germain	Kestrel/DG Arrow
2nd	Chris Pollard	Dart/Arrow
3rd	Patrick Smith	Dart/Arrow

<b>250 National</b>		
1st	Dave Symonds	Zip/KTM

<b>250 International</b>		
1st	Steve Papworth	Eaton Karting Zip/Yamaha
2nd	Ron Banthorpe	Eaton Karting Zip/Yamaha

<b>125 National</b>		
1st	Roger Barrington	Zip/Rotax
2nd	Colin Croxford	Sprint/Rotax

<b>125 National '82</b>		
1st	Mike Sapey	Magnum/Rotax

<b>100 National 'B'</b>		
1st	Robert Smith	Zip/Parilla
2nd	Miles Townshend	Lancer/Parilla
3rd	Wayne Homer	Dart/DK TKM

## Green Man 4

Round four of the 1982 Stansted Green Man Championships took place at Wombwell on June 20th. A wet/dry final produced an interesting first GM win for Gary Ward, with Junior victories going to Jason Plato (Britain) and Mark Jennings (National). Full coverage next month ...

### KART AND SUPERKART CHAMPIONSHIP ROUND FOUR ENTRY INFORMATION

**Venue:** Snetterton Kartway, Snetterton Circuit, Norfolk. On A11 London - Norwich Road. 90 miles from London, 19 miles Norwich, 35 miles north east of Cambridge.

**Date:** Sunday 1st August 1982.

**Official Practice:** Saturday 31st July 1982 (£5.00). Practice on previous days by arrangement with circuit management. Tel: 095 387 303.

**Entry Fee:** £10.00 (please enclose first class stamp)

**Entries to:** Derek Calver, 13 Debenham Road, Crowfield, Ipswich, Suffolk IP6 9TD.

**Entries Close:** Monday 19th July 1982.

**Camping:** Available on Kartway.

### In a Word . . .

● Congratulations to our own John Pudney who was recently sworn in as a Justice of the Peace. Well done Sir. And no, dear reader, we can't get you off your parking tickets. . .

● TKM works driver Alan Gates recently made his Formula Ford debut at Silverstone. Starting down the field, he moved up to an eventual third place and Driver of the Day award.

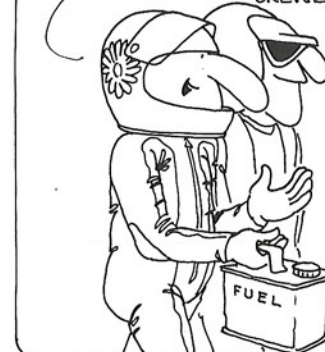
● Clay Pigeon are to run a supporting grid of 100 Nationals at the July 18th 100 Britain RAC Championship. Entry fee: £8.50.

● Walthamstow Building Society are to sponsor the Cambridge Club's meeting at Nuthampstead on 18th July. All classes are invited to compete for superb trophies, to be presented by Paul Rinamer, Bishops Stortford Branch Manager of the W.B.S.

● A reminder that Lydden Hill circuit near Dover is hosting long circuit racing on 11th and 18th July. Entries are still available.

## FRIGGIT

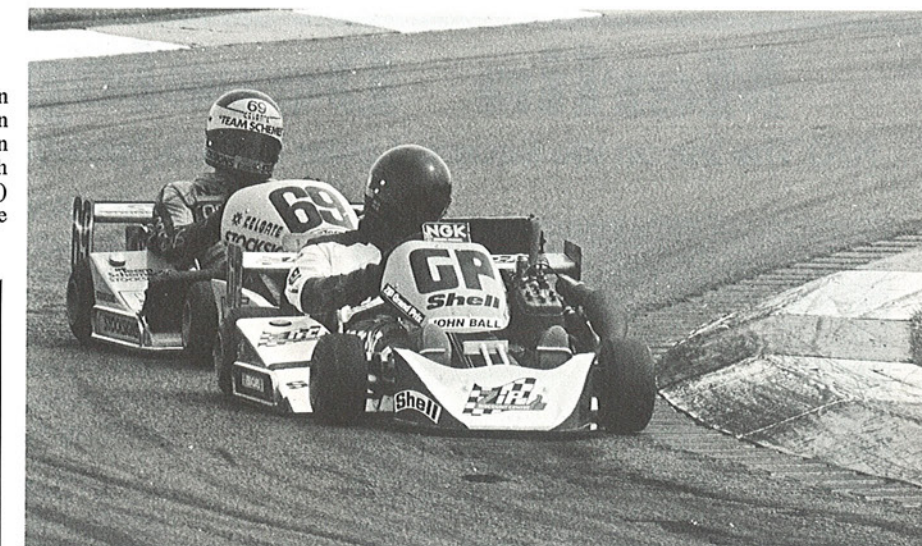
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... ARE SO SILLY - IF ONLY PEOPLE KEPT TO THE RULES AND ONLY USED COMMERCIALLY AVAILABLE PETROL SOLD AT THE PUMPS THEN...



... WE'D ALL BE LEGAL.



Ball and Smith tussled it out ferociously, but as at the European, Butty won! (Pic: J. Grindrod)

## FSO TV Series Ends

The third and final meeting in the FSO TV Challenge series for Superkarts took place on June 19th, and was due for showing on ITV's World of Sport on the 26th, as we go to press.

As now seems normal, both recorded races produced spectacular stuff, with some fairly physical dicing dominating the first race. A four sided Buttigieg/Ball/Smith/Lambden scrap was resolved in that order at the last corner, with the latter spinning away fourth.

● The Blackbushe circuit is closed again - as an indirect result of the legal hassle between the club and circuit owner. In contesting the club's case, the owner has amassed some £4,800 solicitor's fees, and taking the view that the club is the cause of him having this bill, has stopped the use of the circuit until the club reimburse him for it! At that stage he will negotiate a 12 month licence.

The club are now setting about raising the money, plus some £4,500 owed to its own solicitors. The latter poses its own additional complications in that default of the money would seemingly tender the club's three trustee members liable, leaving them to reclaim their money from the membership.

Anyone wishing to help ensure the future of the venue is asked to send cheques (payable to Camberley K.C.) to Dave Currie, 15 Grange Road, Camberley, Surrey.



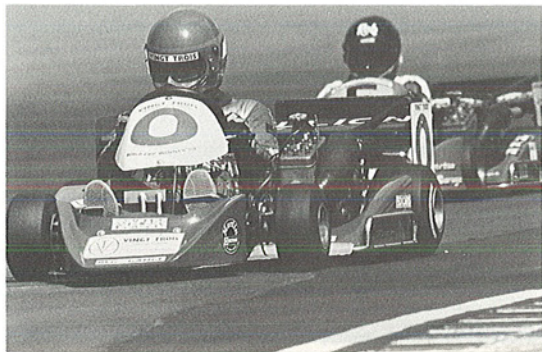
125 National driver Mark Webster recently received part of his Merseyside Kart Club "Driver of the Year" award - a day's tuition in a Formula Ford at Aintree's Peacock Racing Drivers School...

BY BARRY FOLEY



# Merlin Developments

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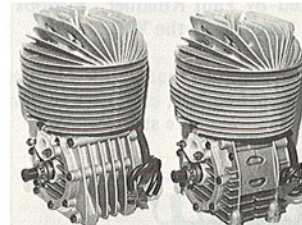


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## CLUB SCENE

then passed by a charging Bob Kett, but managed to hold second with a masterful piece of driving. Robbie Adams came third and Ian Beaumont fourth. Heat three was Bob Kett's race all the way with Robbie Adams a race long second. Shaun Read (Dino/Sirio) held third for three laps, but succumbed to pressure from Miles Townsend third, Shaun fourth and Ian Beaumont fifth.

Final: To say Robbie Adams won the final is an understatement. He walked it, but behind him the race was really on. Miles Townsend held second for three laps, but went out handing over to Gordon Chenery who also held second for three laps. Gordon got tangled at the chicane letting in Robert Smith. Gordon then got away again, managed to get to fourth behind Trevor Woodhouse who was third.

Many thanks to all concerned in a very successful meeting.

John Davies, P.R.O.

### Results:

210 National  
1st Ian Jackson (Aero/Upton)  
2nd David Freeman (Barlotti/Villiers)  
3rd Tim Ayres (Lancer/Upton)

250 International  
1st Roy Gallant (Zip/AC Yamaha)  
2nd Mark Perry (Dino/WC Yamaha)

125 National  
1st Peter Tippell (Lancer/Rotax)  
2nd Boyd Barrington (Lancer/Rotax)  
3rd Roger Barrington (Zip/Rotax)

100 National Novices  
1st Gilmar De Souza (Birel/TKM)  
2nd Nigel Cuttill (Dino/TKM)  
3rd Les Gomeche (Barlotti/Manx)

Juniors  
1st Colin Duncan (Dart/Arrow)  
2nd Steven Webb (Lancer/Arrow)  
3rd Dean Caswell (Lancer/Hewland)

100 National  
1st Robbie Adams (Dart/Arrow)  
2nd Robert Smith (Zip/Parilla)  
3rd Trevor Woodhouse (Mustang/Parilla)



The 100 National Grand Prix went to Kenny Fitzpatrick. (Photo: H. Moffett)

Ulster Kart Club's Vice Chairman Raymond Jordan, the meeting was probably the finest racing seen in Ulster for at least five years. Not having been around karting that long, I can only say it was the most competitive and skilful racing I have ever seen ...

The Junior Britains started the programme with ten finalists lining up. From the start, the trio of Francis Stewart, Gary Jordan and Gordon Duncan pulled away in front with another trio of Nigel Allen, Gavin Cairns and Colin Finlay following fast. Jordan took a rough tumble in the paddock chicane and was taken to the ambulance but recovered to race again later. Finley's brakes failed causing him to take out Cairns, but they were both restarted to finish almost a lap behind the winner Stewart. This set the standard of races within races, each a spectacle on its own.

Fastest man in the 125's had been Dave Vance on a very quick Rotax but a 'wee nudge' from behind and a broadside shunt brought a broken carb and exit, leaving Harry Crossan to take the lead and hold it to the finish pursued by two Honda men Cushman and McAlonan. Terry Wilkinson was expected to do better than fourth but may have been preoccupied with preparation for Donington and the Euro Championships.

A good sized field of 100 Nationals got away to a perfect start but two drivers pulled quickly away from the rest of the field and all else was forgotten — even Ricky Smith's burst tyre seemed to go unnoticed as from lap one to lap 20 David Allen tried all he knew to pass Ken Fitzpatrick, never more than half a length behind, sometimes touching. The pressure on Kenny must have been tremendous knowing that one slip and Allen would be away, but Fitzpatrick took the flag and the cheers.

It was the 250 Nationals' turn next and they began to drop out 'till only six remained possibly due to the unusually hot weather being unkind to engines more attuned to cold and wet! Joey Morton, with a well prepared Honda, sped to a very popular win.

Gary Jordan returned to the track for the Junior National final, but his usual speed into and out of the corners was obviously diminished but even so he held second to a runaway Graeme Wright, Gary Duffey of Dublin being kept off by Woodside taking third.

The big race of the day, for which the sponsors Isaac Agnew and Spanjaard had provided the bulk of the prize money, the 250 Internationals, turned into a Rotax versus three Yamahas. Jim Buggy, another Dublin visitor, seemed to have the edge, his compatriot Mike Whelan not producing the expected challenge. Buggy's Rotax purred along in the lead but a plug cap came loose and he dropped back behind Bell. He recovered front position but again plug trouble recurred and this time Davey Bell never gave Jim another chance.

And so to the Cobweb Crumlin and well earned 'jar and wedges', distribution of G.P. plates and prizes. Congratulations are due to Frank Stewart and his team for superb organisation. Only one small disappointment — we would have enjoyed more visitors from across the water. Those who did come will undoubtedly spread the word for next year. Lastly, I should like to apologise for short coverage of the 250's — being primarily a 100 man, I don't know enough about the 250's yet! Give me time ...

T. Fin

### Results

Junior Britain  
1st Francis Stewart Kestral/Weir Hewland  
2nd Gordon Duncan Kestral/Weir Hewland  
3rd Nigel Allen Zip/Weir Hewland

Junior National  
1st Graeme Wright Chariot/Weir Hewland  
2nd Gary Jordan Zip/Parilla  
3rd Mike Woodside Zip/Hewland

100 National  
1st Ken Fitzpatrick Chariot/Parilla  
2nd David Allen Chariot/Weir Hewland  
3rd Ally Kirkpatrick Zip/Cirio

125 National  
1st Henry Crossan Zip/Rotax  
2nd Walter Cushman Barlotti/Honda  
3rd Alan McAlonan Barlotti/Honda

250 National  
1st Joey Morton Barlotti/Honda  
2nd Dick Curran Barlotti/Montessa  
3rd Lindsay Graham Barlotti/Montessa

250 International  
1st David Bell Dino/Yamaha  
2nd Jim Buggy Aero/Rotax  
3rd Johnny Cupples Barlotti/Yamaha

## Nutts Corner

The First Irish Kart Grand Prix Friday 28th of May, Nutts Corner and the first heat about to start. Juniors on the grid and the first drops of rain fall, too late to change tyres. Junior Brits slither and slide their way round the circuit, whilst in the pits, frantic activity, as wets are put on. It was a great show for the spectators but for those who spun off and bent things or had them knocked off it meant an anxious night of furious repair in readiness for Saturday's further two heats and finals! Of our visitors, Barry Benham clocked 42.7 and then blew his best Parilla, Doug Cartwright's ignition systems failed but by courtesy of team Vance he was "re-motoplatted" overnight. The Dublin boys, a little more used to the conditions, seemed set for good placings on the final grid.

Saturday was a complete contrast. The sponsors Isaac Agnew (Mallusk) and Spanjaard Lubricants were delighted. The sun would bring out the spectators, produce fast driving and make it all worthwhile. Their optimism was well founded. In the words of the



## CLUB SCENE

### NORTH OF THE TYNE SCHOOLS KARTING ASSOCIATION CHEVIOT ENDURO IN ASSOCIATION WITH CASTROL MAY 15th 1982

With the help of Messrs. Castrol, who supplied the track equipment for track marshals and other officials, the North of the Tyne Schools Karting Association ran its May Cheviot Enduro at the County School's Kart Track at Brunton by kind permission of the owner of the land. Seven school groups from North of the Tyne competed with a visiting group from Pontefract, Yorkshire. Some very competitive racing took place in the first hour-long event for combined 100ccs High Power and Low Power Direct Drive karts, with a grid of 18 karts with three drivers for each, in five lap spells for the 60 minutes. The results, based on the maximum laps, were as follows:-

#### 100cc High Power

1st Kart 58 from Seaton Burn HS with 73 laps  
2nd Kart 28 from West Denton HS with 70 laps  
(Private Owner)  
3rd Kart 72 from Whitley Bay HS with 57 laps

#### 100cc Low Power

1st Kart 3 from Astley HS, Seaton Delaval with 67 laps  
2nd Kart 44 from Coquet HS, Amble with 60 laps  
3rd Kart 59 from Seaton Burn HS with 57 laps

#### Gearbox Karts up to 210cc

(Event abandoned after 15 minutes due to all karts developing breakdowns!)  
1st Kart 60 from St. Wilfrid's RC HS with 15 laps  
2nd Equal Kart Nos. 11 and 14 from Astley HS with 10 laps

## Ellough

### May 16th

On Sunday 16th May, Beccles Kart Club held their third race meeting of 1982 at Ellough. This was a 'Special Trophy' event for the 210 class. Ten drivers signed on, so it looked as though we were in for some good racing from that class. We again ran a separate class for 100 National novices as well as a full grid of 100 Nationals. BBC Radio Norfolk was in attendance with a photographer, recording several interviews with various drivers. We also had a film unit from the BBC. They recorded part of the racing for 'Eastern Sport' which was on 'The Box' on the following evening. This was the first time that Beccles Kart Club have had any coverage in this direction, and we were very pleased.

This meeting was also special for St. John's Ambulance, as it was their benefit meeting, for which we raised £150. All thanks must go to the marshalls, lap scorers, scrutineers and all the rest of the officials, as they donated their money to this worthy cause. Thanks must also go to Elaine Beaumont who organised the raffle, and all the proceeds also went to the same cause.

The heats took place under blue skies, but in the interval the heavens opened to a terrific thunderstorm, so it was wets all round for the final, which was very disappointing.

Just a bit of a short phone conversation 210 driver Ian Jackson will be sure 'pleased' to hear: Mrs. Jackson: "Could I book Ian in for Sunday?" Mrs. Barrington: "Yes, certainly - Novice?" Mrs. J: "No, veteran" Mrs. B: "Oh, I've got one of them!" (Just a little something from our 'Ladies Lines' from the programme...)

#### 210 National and 250 International

Heat one was a good pointer to what we could expect for the rest of the day in the 210 National class, with Ian Jackson (Aero/Upton) winning after leading all the way, and surviving early pressure from Chris Prue (Barlotti/Villiers) who retired on lap nine leaving second place to Ralph Howard (Zip/Villiers) with David Freeman (Barlotti/Villiers) third and Tim Ayres (Lancer/Upton) fourth. Heat two saw Chris Prue round in first place on lap one, but was outbraked on the hairpin by Ian Jackson on lap two. By lap three it was obvious that Chris had problems as he was passed by Ralph Howard and David Freeman then went missing on lap four. This left Ian and Ralph first and second with Neil Starling (Zip/Villiers) third. Heat three had only two 210's, so if it wasn't for the 250 Internationals on the rear of the grid we would not have had much to watch. Ian Jackson once again came first with Neil Starling second and 250 International Mark Perry (Dino/Yamaha) third and Roy Gallant (Zip/Yamaha) fourth.

Final: After the torrential rain in the interval it was Ian Jackson once again treating us to a masterful display of driving in the wet, with another flag to flag win, lapping everyone else in the field. David Freeman came second despite pressure from Tim Ayres who was third and Neil Starling fourth. The 250 International final was won by Roy Gallant, who incidentally used to race at Banff and Moray, but now lives in Yarmouth, so we hope to see more of him.

#### 125 National

Heat one was a win for Peter Tippell (Lancer/Rotax) after a last minute move past Club and Osel Champion Boyd Barrington (Lancer/Rotax) who had led from the start. Geoff Hodge (Zip/Rotax) finished third after sneaking past Colin Croxford (Sprint/Rotax) on lap five at the pit corner. Heat two: This time Peter Tippell got off the line in front and stopped there despite intense pressure from Boyd Barrington. These two went away from the dice in third place, which a late starting Roger Barrington (Zip/Rotax) held for one lap only, after tangling with the eventual third place man Colin Croxford. Mick Beaumont (Dino/Rotax) was a lonely fourth with Geoff Hodge fifth. Heat three saw Boyd Barrington lead off the line until Peter Tippell passed him after making a bad start on lap eight. Mick Beaumont held second for three laps until his motor went sick and he pulled out on lap six. Geoff Hodge managed to slip past Boyd Barrington on the last lap to take second place leaving Boyd third and father Roger Barrington fourth.

Final: This one went to Peter Tippell from flag to flag with Boyd Barrington slowly dropping, except on lap seven when Peter did a nasty on the pit corner. He lost about ten seconds getting it facing the right way again. These two went on to lap third place man Roger Barrington and fourth place Stirling Morley (Zip/Rotax). Once again the rain turned what could have been an exciting race into a bit of a procession.

#### 100 National Novices

Heat one was a win from pole position for

Gilmar De Souza (Briel/TKM) despite pressure from Brian Mulhearn (Zip/K88) who fell by the wayside on lap seven. The eventual second place man Nigel Cuttall (Dino/TKM) and Haydn Smith (Sprint/Parilla) was third after fighting his way through from mid-field. Heat two was led by a fast starting Paul Dickerson (Birel/K77) until lap eight when he dropped out. He handed the lead to a delighted Steven Sillet (Lancer/BM) who had made a bad start, but came through the pack like a rocket. Third place went to Simon Overret (Mustang/TKM) who also came through from the back of the grid with Brian Mulhearn fourth and Les Gomeche (Barlotti/Manx) fifth. Heat three became a bit processional after John Green (Lancer/TKM) dropped out on lap six when he was second, pressuring Haydn Smith who was in the lead, and who in fact went on to win, with the placings not changing from lap three to the chequered flag with Nigel Cuttall second, Gilmar De Souza third, Les Gomeche fourth, Paul Dickerson fifth and Alan Goody (Zip/TKM) came sixth.

Final: With the combination of so many different heat places and the rain, this promised to be an interesting race. It was a case of who could survive the race and conditions. Gilmar De Souza put on a terrific drive to win the race from a very close Nigel Cuttall and a hard pressing Les Gomeche. These three lapped fourth place Paul Dickerson and fifth place John Green.

#### Juniors

Heat one saw Colin Duncan (Dart/Arrow) go off into the lead only to be passed on lap five by the eventual winner Steven Webb (Lancer/Arrow). Colin went on to held second place from Shaun Nicholson (Wright/Arrow) and George Cubitt (Mustang/Sirio) came fourth. A still recovering Dean Caswell (Lancer/Arrow) finished fifth. Dean had a nasty shunt at our last meeting when he turned over after losing yet another chain, sliding down the track upside down and lost a lot of skin off his hand. We hope he soon feels 100 per cent again. Heat two was a repeat of heat one with Colin holding the lead till lap six, when his engine expired. He handed the lead to a delighted Steven Webb, with Ian White (Lane/TKM) second and Dean Caswell third. Heat three had a different winner, George Cubitt, leading from flag to flag, with Steven trying to find a way round. He didn't succeed and had to settle for second and a real dice for the next three places going in favour to Dean Caswell third, an off song Colin Duncan fourth and Ian White fifth.

Final: Steven Webb made a bad start in the final and came round in last place, but by lap five he was into third. He continued his charge to take second on lap seven, but he couldn't pass Colin Duncan, so spent the last four laps snapping at his back bumper to no avail. Dean Caswell had grimly held on to second for seven laps, finished third, which was a stirring effort after his previous meeting's mishap, and was a proud moment for his father.

#### 100 National

Heat one had Ian Beaumont (Bullitt/Parilla) take the lead, but lost it on lap three to Miles Townsend (Lancer/TKM). He then took back the lead on lap four when Miles retired. He was then demoted by Bob Kett (Mustang/Parilla) with Gordon Chenery (Dart/Arrow) second. These places were held to the flag with Robbie Adams (Dart/Arrow) fourth. Heat two was Miles Townsend back from retirement in the first heat to take the lead for six laps. He was

● The Northumbrian Club advise that practice is now available at Felton on the day preceding the 100 Junior Britain RAC Championship, from 11 am. The club are also hoping to arrange camping facilities nearby. For further information contact the Competition Secretary, G.R. Sugden.

## Letters

Dear Sir,

Putting pen to paper these days I find very difficult, both from a time and motivation angle. However, reading Keith Mortimer's letter re Britain tyres has forced my hand into motion.

Where these people get their information from at times entirely baffles me. I'm sure they must dream a lot. I know of no-one else who has ever claimed that the SL Dunlop would outlast a Carlisle, but what it does give is a good performance, coupled with an exceptionally long life for this type of performance tyre.

With reference to the SAM meeting at Clay Pigeon - who used four sets of tyres? The "one set of tyres for SAM" rule was introduced to keep performance of all drivers equal over a race meeting, and has nothing to do with tyre wear. It's a well known fact that all new tyres (with the exception of Carlisles) perform better when new, hence the use of more than one set. It's a lesser known fact that Carlisles perform better when at the end of their life, and in previous years some "SAM" drivers have had new Carlisles for every round and machined the majority of the tyre away - hardly economical! ... Top drivers who claim to have only used a set of tyres all season are just not telling the truth.

Mr. Mortimer's figures on the Wombwell petition were incorrect, and for his information an entry of 34 for SAM is about average. The following round at Fulbeck, still on Dunlops, was 39, a slightly above average entry. The likes of Mr. Mortimer have never supported the series anyway, so why try and blame the tyres for a situation which doesn't exist. The only facts he seems to know about are the 'fiddles' that have gone on in the past. As I'm not aware of these, perhaps he could enlighten me. At present the "one set" rule appears to be working perfectly, and the series has greater support than in previous years.

One of the major stumbling blocks for the Dunlops gaining popularity has been the reactions of persons like Mr. Mortimer, who have been anti the tyre from the offset without any real knowledge of it. I doubt if Mr. Mortimer has even driven on Dunlops, let alone worn a set out, so how can he possibly give a knowledgeable and unbiased opinion?

One hears stories of tyres wearing out in two races etc., but does anyone ever produce any evidence? Just vicious rumours, I suggest. Well, here's a fact, not a rumour - I supplied Jason Plato with a set of Dunlops early this year. He did all his practice, two club meetings, the Green Man at Three Sisters, the Green Man at Rowrah (which he won) and the Junior International Weekend at Clay Pigeon, all on the one set of tyres. He used the same tyres to practice for the recent Green Man at Clay Pigeon and they are still not worn out.

The problem with the Dunlop tyres is the supply situation, which is far from satisfactory and must be sorted out very quickly. Half the reason why split grids are not attracting entries on Dunlops is the fact that the drivers either haven't got any, or those that have are keeping them for major events.

Just one other fact before the cries of "he's got a vested interest in Dunlops". For those who don't know, the maximum trade discount on a set of Dunlops is 10%, but the discount on Carlisles can be over three times that amount. So there is no advantage in selling Dunlops, but perhaps one should note that there is a definite trading advantage in retaining Carlisles.

From a slick and tired ...

Neil Hann  
Montacule

Dear Sir,

May I, through your columns, take this opportunity of expressing on behalf of all the competitors in the European Kart Championships our sincere thanks to John Player and Sons for their sponsorship of this event, and for the magnificent trophies provided at the prize giving after the race.

During the four days our team was at Donington, several torrential rain storms made the job of keeping the circuit and Paddock areas clear quite a headache for the organisers and circuit staff, but despite this the circuit was - as is usual at Donington - always in excellent condition for racing. May I therefore thank all those involved in the organisation of the John Player European Kart Championship for making this such a pleasant, well organised and enjoyable event.

On a more personal note, I should like to express my sincere thanks to the Memorex Team, Peter Berry our engine man in particular for his hard work and efforts, especially just prior to the Championship final, when at one stage it appeared that we may not even have made the grid.

Dave Buttigieg  
Whittlebury

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# CLUB SCENE

continued . . .

three heats. Ricky Christo and Malcolm Ankrett both had two wins and a second. Mark Pritchard and Gavin Jones also had three good heats including one win for Pritchard. Other heats went to Steve Hall and Nigel Jukes (Nigel's first win in 100 National).

**'B' Final**  
Steve Pearce led for three laps before Neil Robinson took over and pulled away to an easy victory. John Everett and Novice T. Coates were the others to qualify for the 'A' Final.

**'A' Final**  
Ankrett led round first time from Christo, Pritchard, Jones, Jim Evernden and Phil Pattison. Christo took the lead on lap two and immediately pulled out a lead on the rest of the field. These positions remained the same until lap eight when Pattison took fifth from Evernden. Hall and Robinson were working their way through the field until Hall retired on lap 9. By lap 14 Christo was well clear of Ankrett who was clear of Pritchard with Jones trying everything to get past but with no success. Robinson was up to eighth by lap 16 and gained another place when Christo's exhaust came off and he was given the black flag. This left Ankrett uncatchable with only four laps left and he didn't let it slip. Evernden did though and spun when in fifth with only three laps to go. Robinson took Peter Turton to earn a very creditable fifth place.

## 210 National

With two heat wins George Wright was on pole for the final. Tony Haywood and David Bailey also occupied the front row. Wright made a fine start taking the lead from Haywood, Bailey, Steve Sweetman and Dennis Osborne. This order remained the same with Wright increasing his lead. On lap ten Haywood's exhaust came loose and Bailey and Sweetman began to close in. Haywood was passed by half the field and retired on lap 14. Wright remained in command but Sweetman finally took second on lap 18 from Bailey and this order took the flag with Dennis Osborne still in fourth.

## 125 National

Kevin Priest took the lead in the final from Ron Goulding, Richard Dennis and Mark Carnwell. Carnwell drove a fine race and took the lead on lap 14 and pulled away to an easy victory. Priest remained in second to the flag.

## 250 National/International

As usual Bob Kennings dominated the International heats and won his fourth race, the final, with great ease. Ted Harris raced with the four Internationals on his own in the National class.

Rob Cooper

## Results

### Junior Britain

1st Mark Lawson	Sabre/Arrow
2nd Phillip Andrews	Zip 981/Christo
	Arrow
3rd Jeremy Evernden	Sprint/Redhill TKM

## Junior National

1st Richard Johnson	Zip/DAP
2nd Vincent Young	BM/TKM

## 100 Britain

1st Mark Beddall	Beema/Christo Arrow
2nd Phil Langford	Zip/Arrow
3rd Richard Hartley	Lane/Arrow

## 100 International

1st Peter Walker	Zip/Komet
------------------	-----------

## 100 National 'B' Final

1st Neil Robinson	Esprint/Robros
	Parilla
2nd Steve Pearce	Zip 981/Manx
3rd John Everett	Sprint/FRED Parilla

## 100 National 'A' Final

1st Malcolm Ankrett	BM/TKM
2nd Mick Prichett	Sprint/Arrow
3rd Gavin Jones	Christo/Christo TKM

## 210 National

1st George Wright	Dale/Villiers
2nd Steve Sweetman	
3rd Dave Bailey	Barlotti/DMA Villiers

## 125 National

1st Mark Carnwell	Barlotti/Honda
2nd Kevin Priest	Zip/Rotax

## 250 National

1st Ted Harris	
----------------	--

## 250 International

1st Bob Kennings	Sprint/Yamaha
------------------	---------------

pursuit, as the six mentioned came streaming down the straight lap after lap, practically abreast. For most of the race only the lead remained constant with Johnston. The minor placings changed on every lap, and for most of the time the six in contention could have been covered by a travelling rug. It was thrilling stuff, and the crowd really loved it. On lap seven everybody was amazed to see Ricky Smyth take the lead from Johnston coming out of Dunlop, but it was a short-lived lead, and wily old fox Johnston took over again and took a well deserved chequered flag and all the goodies which went with it. Eamonn Bates was second man home, followed by Jim Flannigan, Ricky Smyth and Tommy O'Connor. And so ended what was probably the best 100 cc race ever seen in Mondello.

After the thrills of the feature race the supporting races seemed tame, but nevertheless they were far from dull.

**Juniors:** After Gary Duffy had won the first heat from another Dubliner, David Maguire, Fergus McGee of Rush took the winner's spot in the second heat, again from David Maguire. However, in the final, Alan O'Leary from Dublin, who had been having a quiet day was a decisive winner from Fergus McGee and Gary Duffy.

**125cc National:** This was decided by three races, the best two to count. Former 210cc exponent, Andy Delaney from Kilkenny made his first appearance in two years with a new Rotax powered Zip rig, and won the first and last race, with John Cassin of Clonmel winning the second. And so Andy Delaney was overall winner from John Cassin, with Paul Heavey of Naas taking third spot.

**250cc International:** This class has been most disappointing this year, with all the quicker drivers being plagued with mechanical

troubles of some sort. And this was again to be the case. Race one started with a great flourish with Jimmy Deery from Monaghan leading away, hotly pursued by brothers Peter and Eamonn. Lap times were good, starting at 62 seconds, improving to 61 on the third. But then Jimmy Deery's gremlins took over, and he retired with ignition gone. Brother Eamonn then led until the last lap, when he slowed to let Peter take the flag from him, with Don Murray third. Peter Deery then won the second race, with both his brothers gone. John Buggy in his ex Steve Styron Aero/Rotax was second from Michael Whelan.

The last race was won by Buggy, which meant that Peter Deery was overall winner, with John Buggy second, and promising novice Andrew Keeley taking third.

David Glennon

## Results

### Juniors

1st A. O'Leary	Cobra/Arrow
2nd F. McGee	Cobra/DAP
3rd G. Duffy	Cobra/Arrow

### 100cc International

1st Alan Johnston	Ferrari/Parilla
2nd Eamonn Bates	Chariot/Hewland
3rd Jim Flannigan	Cobra/Arrow

### 125cc

1st A. Delaney	Zip/Rotax
2nd J. Cassin	Zip/Rotax
3rd P. Heavey	Barlotti/Villiers

### 250cc International

1st P. Deery	Zip/Yamaha
2nd J. Buggy	Aero/Rotax
3rd A. Keeley	Barlotti/Yamaha



After starting at the back, Buttigieg has just relieved Smith (69) and Ball (GP) of the lead ...

# Butt E-E-E...

Dave Buttigieg dominates the European Superkart Championship. Ball and Smith scrap for the places. Hines fourth from Lambden and Swede Sveneby. Tense final as Buttigieg charges from the back. Supporting classes to Ziemelis (125), Boston (210) and Stoney (250 Nat.).

Report: Mike Smith

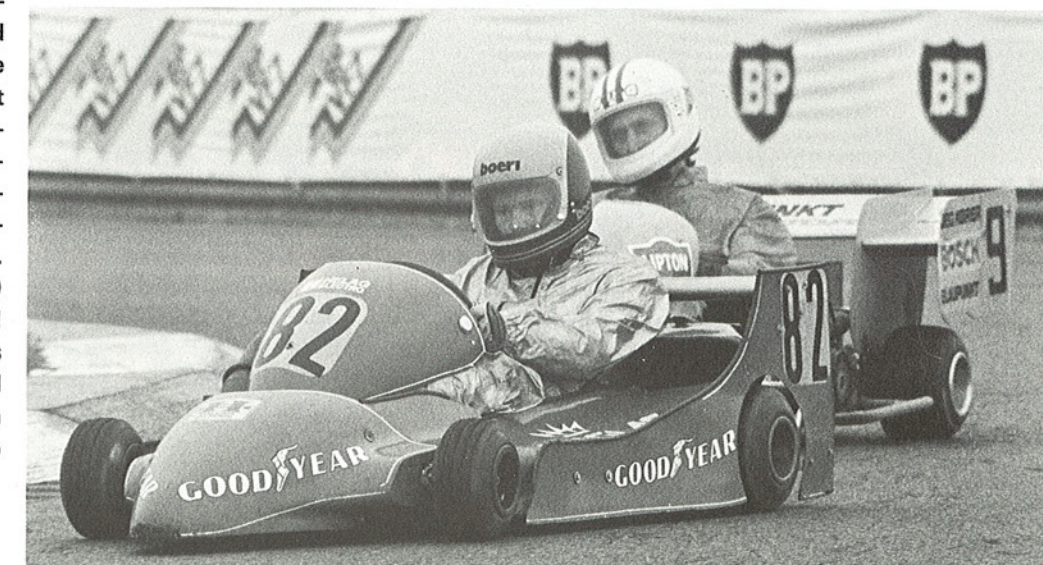
Pics: Roger Calvert

The superb Donington Park circuit in Derbyshire was the venue for the 1982 CIK European Championship for 250cc Intercontinental E — better known as Superkarts to those on the right wave-length ... The weekend of Saturday/Sunday 5th and 6th of June was very hot, if at times a little wet and stormy. Friday evening produced the worst of the storms with the paddock resembling a water sports arena, but once it was realised just how serious it had become the fun stopped and with the help of the Fire Brigade a massive clearing up operation got underway!

The event was promoted by Donington Park Racing Ltd. and the organisation was in the hands of Bert Hesketh and his crew from the Blackpool and Fylde Kart Club. All the other Long Circuit classes were on the supporting programme, with around 100 entries between them. The main event entry contained just over 100 names, with 27 non-British drivers representing eight countries. So the home based lads (and Carolynn) outnumbered the visitors by three to one! All five previous winners of the E plates were present: Dave Buttigieg ('76 and '78), Martin Hines ('77), Poul Peterson ('79), Lennart Bohlin ('80) and Rob

Kerkhoven who won the event at Sweden's Mantorp Park only nine months ago. Following their involvement with the previous weekend's World Cup meeting the John Player girls were on hand to add a touch of glamour here and there ...

The CIK system almost makes this Championship an endurance event. Each driver has three timed laps (the best one determining which group he or she is placed in) then groups come together two at a time over six five lap heats. The leading 44 names go through to the first of two 'finals' with a second chance five lapper deciding the last six places. The finishing order for this first final then becomes the grid order for the European Championship Final over ten laps. Still with me?



Once the timed session got underway it very soon became clear who was setting the pace, Dave Buttigieg with the Memorex Tapes' Zip/Rotax putting in a lap of 1m 13.96 secs, and the word went round the Paddock — Butty was flying and looking very much the man to beat!

At the end of the session the time sheets made interesting reading, with some well known names quite a way off Butty's pace ... The Memorex driver was the only one to get under 1m 14secs and only four others got within one second of his time. Owen Jones with the John Watkins Zip/Rotax was a surprise second fastest (1:14.09); Chris Lambden had the LBF Zip/Rotax motoring really well to take the third place on the list (1:14.40) just shading Wigan Kart Centre's Derek Price (1:14.8) and Hermetite Zip Boss Martin Hines (1:14.9). Gange, Ball and Dixon were next with the quickest of the visitors being Jan Sveneby of Sweden with ninth fastest time on his Dino/Rotax. Jan has previously raced snowmobiles in Sweden but certainly looked good on tarmac and was without doubt enjoying his visit.

Denmark's Poul Peterson with his self-designed chassis and Yamaha power was a couple of seconds off the top just behind Carolyn Grant-Sale, Nigel Smith, and Sandy Dalgarno. Carolyn was having a troubled weekend and after securing 12th fastest, things just got worse and these three timed laps were as much as she managed. The disappointment was obvious. Stocksigns' Nigel was also in a bit of bother, feeling the Waddon-Ehrlich Rotax was down on power and unable to pinpoint the cause. The RKR camp were also a little down with Sandy and Rob being 10th and 16th respectively. Defending Champion Rob felt perhaps the team had done too much racing, leaving themselves short of productive testing time.

Even lower down the list was Super Swede Lennart Bohlin with the SRS Rotax centrally mounted in the Aero 2000. He too was unhappy with the general handling, although seemingly well satisfied with the motor.

The new World Cup title holder Allan Kronow found the circuit to his liking, but his equipment obviously more suited to the short circuit scene, and the 'O' plate was in 66th place on the time sheets! By Saturday night a seizure and fuel feed problems saw the Dino secured to the roof rack and Allan was a spectator ...

The next best thing to actually racing was indeed to spectate so Allan still had plenty of excitement to come. The next part of the mammoth qualifying process was six five lap heats which produced some great drives from a number of individuals.

Leading foreign contender was Jan Sveneby, here leading former Champion Poul Peterson.



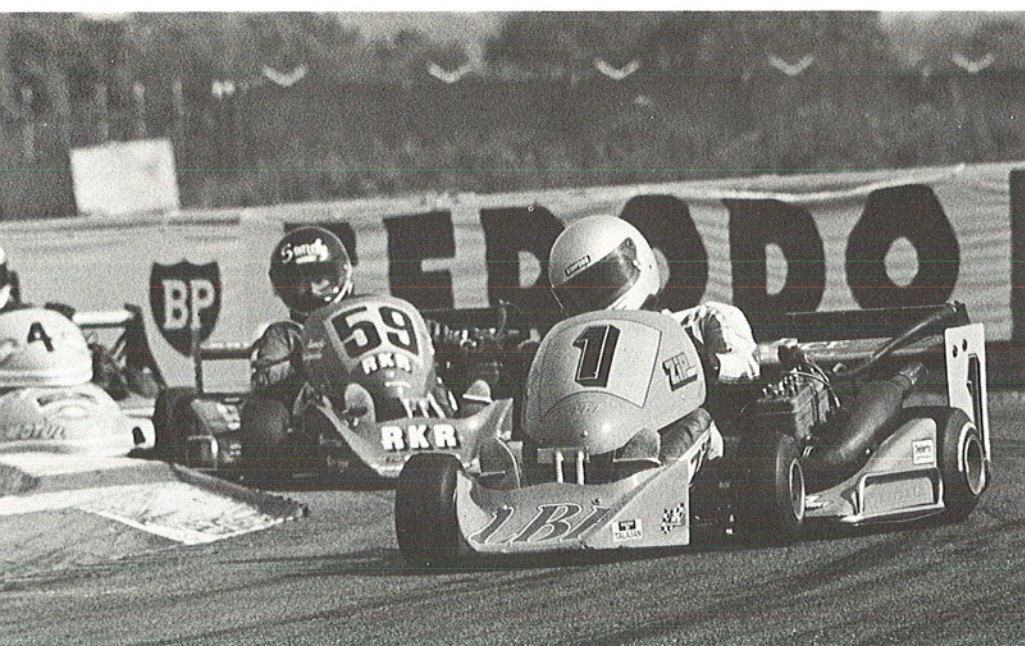


continued...

The man in black — Dave Buttigieg — was a the top again with three decisive heat wins twice lowering his qualifying time and leaving the fastest lap at 1:13.67, a speed of 95.65 mph. His progress was certainly rapid and he appeared to have no problems in safely securing pole position for the first final on Sunday. From my vantage point around Craner Curves and the Old Hairpin during the Saturday heats, he was certainly flying and not giving an inch, kerb clipping and opposite lock showing the familiar Buttigieg style! Next in the order for the first final was Zip Discount Centre's John Ball with a win, a second and a fourth to his credit. John had trouble all weekend in getting off the line as quickly as he would have liked, but once the Rotax cleared he was really having a go, so much so that in the third heat he almost lost it at Craner whilst dicing with Chris Lambden. That was only a heat! ...

Current British Champion Lambden was having a challenging weekend and netted an excellent second and third on Saturday. His good fortune deserted him on Sunday however when in trying to avoid a troubled Gange, Chris hit a wet patch and found himself on the mud and out of the heat. That little incident relegated him to a lowly seventh row spot for final number one. Gange's problem was a primary gear breakage and after leading the heat for three laps, he dropped to 21st place at the finish. A fifth and a sixth from his other heats, at a circuit Reg admits to not really liking, put the Vingt-Trois' Zip on third row.

Chris Lambden (1), having just passed Dalgarno, came from the seventh row for fifth overall.



Phil Ansell (40) hit form, the front row, and led early on with the FSO machine, only to have engine failure ...

The Hermetite Zip Team certainly had mixed fortunes with poor Carolyn out of the action completely. Martin Hines ran well as you would expect to take a second and fourth only to pull out of his third heat with clutch failure. The best final grid placing for the team went to newest member Simon Mercer who sat on the third row after steady heats had earned him a sixth, seventh and a tenth.

Defending Euro Champion Rob Kerkhoven languished towards the back after dropping a heat with sticking brakes, whilst team mate Sandy had a fourth row spot. Phil Ansell, now with FSO Cars' sponsorship, was really working miracles with aged equipment and a distinct lack of spares to line up on the fourth row.

The visiting contingent was again, as in the timed session, headed by Sweden's Sveneby to take a front row spot after good heat drives had earned him a second, fourth and a fifth. Poul Peterson was on the second row as was Torje Kleppe. Sitting between these two was our very own Nigel Smith, running as hard as ever, but still not 100 per cent happy with the situation. Completing that all important front row were Owen Jones and Derek Price. Owen, another to have only a limited budget, working well to put the John Watkins' Zip so high up the order. Derek was only the fourth driver to have a heat win over the weekend and took a third and a fourth in the other two heats.

So on to Sunday afternoon. After a last chancer had decided the last six places the scene was set. The band played, the finalists lined up behind their respective flags held aloft by the attractive John Player girls and strolled up the

track to be presented with their commemorative medals and plaques. Then came the funny bit; out of the blue we found three Irish competitors — "Brendan" Buttigieg, "Seamus" Smith and "Liam" Lambden!! It certainly brought a smile to a number of faces! ...

Back to the serious stuff — the first final over six laps, the result of which would decide the places for the main ten lap final which would then produce a new European Champion. As the lights flickered on it was Derek Price who got a flier with, yes, you've guessed it, Butty right with him. Through Redgate they poured 'en masse' and as the pack descended on the Old Hairpin Butty was at the head, but then the unthinkable happened. The Memorex Zip was off by Starkey's Bridge, the Rotax having seized and thrown the race wide open. Sitting it out, Butty was asked "Who's going to win it now?" That was perhaps just the extra spur Dave needed for the Grand Finale, but his pit crew were left wondering where was he, and why? ... By the time one lap was completed Nigel Smith had the lead and was being pressed by Sveneby with Collier, Ball (after another slow start), Price and Peterson. For five of the six laps Smith hung on to a slender lead with Ball taking Sveneby to settle in second place. The drive of this 'pre final' belonged to FSO Cars' Phil Ansell who was driving like a demon to settle in fifth place at half distance. Behind Phil, Dalgarno, Hines, Gange, Arnold and Price were disputing the places. Chris Lambden was in ignition difficulties and circulating in the middle of the pack, spoiling his chances of a good main final grid.



The last lap, and Ball made his move past Smith to grab victory and take pole position for the big one. Phil Ansell had battled on with that old Zip and took an excellent third at the end. A good fourth place was the property of Collier ahead of Sveneby, Hines, Gange, Dalgarno, Arnold and Price completing the top ten. Non-finishers, and therefore placed on the back of the Final grid, were Butty, Owen Jones, Simon Mercer, Mick Haith, Rob Kerkhoven, John Ashe and Richard Hope.

At about 4.30 on Sunday afternoon, 50 of the best Superkart drivers in the world assembled with their machines and pushers in the pit lane to await the signal for the course car to lead them into the rolling lap. The almost breathless Memorex crew had worked like beavers to replace the seized Rotax and Butty took up his place on the penultimate row. Battle was about to commence! ...

As the horde of colourful machines approached the line slowly, the marshalls beckoned them on and on and on, then it was all action as Stan Holmes flicked the lights to green and they screamed off the line in unison. The yellow PVP of Poul Peterson got the jump, but by half a lap and down to the Old Hairpin, FSO Cars' Phil Ansell astounded everyone by snatching the lead. The pace was HOT and as everyone fought for positions the first three laps produced three different leaders; at the end of one lap it was Ball, lap two Ansell, then lap three Smith.

Butty meanwhile was screaming through the field at a tremendous pace, and as Smith led

Kart & Superkart

## CLUB SCENE

Kerrell Kennedy was fourth. This group circulated together for the complete nine laps in that order. However there could only be one winner and that honour went to Brian Kennedy. 100 National: David Allen, recently up from Junior Britain racing, led from the start for three laps. Then Ken Fitzpatrick took over at the front and pulled out a considerable lead. Behind him Percy Jordan was now second and young Allen third. On the last lap Alan Vance got through into third and then drama set upon the scene. Fitzpatrick slowed to allow his team-mate Jordan to take victory. A very unselfish gesture from Fitzpatrick or perhaps he's just very good at taking orders, unlike some well known Grand Prix drivers!

So ended a fine evening's entertainment. Mayor Gaw presented the trophies and thanked all who took part in the event.

Charles Johnston

Results:

250 International  
1st Bill Kinnin Barlotti/Yamaha  
2nd Bill Smyth Star/Yamaha  
3rd John McFadden Aero/Yamaha

250 National  
1st Brian Kennedy Zip/Montesa  
2nd Joey Morton Barlotti/Honda  
3rd Trevor Roberts Barlotti/Montesa

125 National  
1st Forde Fitzsimmons Barlotti/Rotax  
2nd Alan McAlonan Barlotti/Honda  
3rd Harry Crossan Zip/Rotax

100 National  
1st Percy Jordan Cobra/PCR  
2nd Ken Fitzpatrick Chariot/DAP  
3rd Alan Vance Dino/Hewland

## Chasewater

Chasewater's June meeting was supported by over 100 drivers and spectators saw some very good, close racing.

Junior Britain

Heat wins and places were spread amongst the drivers and Phillip Andrews was the only driver to finish in the top three in two of his heats. Obviously the final was going to be anyone's race. After one lap of the final it was Mark Lawson, followed by Phillip Andrews, Jeremy

Evernden and Tim Knight. Lawson and Andrews pulled away from the rest who were still tightly bunched. Steve Watkiss passed Knight on lap five and was pushing Evernden for third spot. On lap ten Watkiss overdid it going into T-Bar bend leaving Knight to contest fourth with Paul Holley. On lap eleven Andrews took the lead but Lawson came back to put him under great pressure for the remaining laps. As they took the last bend on the final lap, Andrews made a slight mistake and Lawson tried to take the inside line. They went down the straight side by side but Lawson just had the edge to win by about a wheel length, with Andrews a very close second and Evernden third.

Junior National

Neil Cunnington had two heat wins but Vincent Young was on pole with three seconds. Cunnington led the final from Young, Ian Robinson and Richard Johnson. On lap seven Johnson passed Robinson and took Young on the next lap to take second place. Cunnington increased his lead until lap twelve when he rolled to a halt on the back straight. This left Johnson clear in front and he maintained his lead to the flag. Vincent Young continued his consistency with his fourth second place of the meeting.

100 Britain

Peter Phillips won heats one and two and Mark Beddall followed a second and third with a win in heat three. Into the final, and Dave Malpass had a good start but Beddall took the lead at the first bend. Phillips had a bad start from pole and dropped to fifth after one lap. Phil Langford took Malpass on lap four to take second place but Beddall was pulling further away with every lap. Malpass spun when he tried to retake Langford and this left Phillips in third and Richard Hartley in fourth. Hartley eventually took Phillips but could not catch Langford who finished a long distance behind Beddall.

100 International

Peter Walker beat Steve Cowell by a kart length. Cowell did his best to get past, but just couldn't manage it. As there were only two entries, these raced with 100 Britains.

100 National

With another large field (42) there had to be seven heats to enable all drivers to have their

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## CLUB SCENE



**continued . . .**

the field, and handing the lead to 'Zipper' Routh. This let Ken Spooner up into second and Dave Green and Tom Angell were the next pair. Further back, Dave Stocks was setting a blistering pace as he carved his way through the field, after a combination of problems in the heats had left him way down the grid for the final. At the end of the first lap he was twelfth, then on successive laps eighth, seventh, fifth and third. Kevin was by now in a fairly unassailable lead, but Ken Spooner was under pressure as Dave Stocks relentlessly closed the distance until Ken had to give way and Stocks went up to second. Ken's luck was really out, as just a couple of laps later a misfire dropped him further and further back through the field, letting Dud Martin, who had also carved his way forward, into third with Tom Angell fourth. Dave Stocks continued to close on Routh for the remainder of the race, but there were too few laps and too much distance to make up. So Kev Routh ran out the winner, Dave Stocks second, Dud Martin third and Tom Angell fourth. First Novice home was Trevor Jumeaux who finished eighth overall.

## Ireland

### 3rd JUNE '82

A beautiful Mediterranean type evening attracted a huge crowd of spectators to the annual Ards Festival Kart Races organised by the karting division of the 500 Motor Racing Club of Ireland.

Billed as a mini Monaco Grand Prix the meeting certainly lived up to expectations with the best ever racing around the Ards Town Centre circuit.

#### Heats

**250 International:** Tim Allen led from start to finish with Brian Beattie passing Robert Elliott near the end of the race to take second. These three circulated closely for the complete race, ahead of the field. This was a particularly good result for Allen after his disappointment at the Irish Grand Prix the previous weekend when the clutch cable expired when victory looked imminent.

**125 National:** A large entry in this class augured well for a fine competition. Harry Crossan the

Dave Stocks came through to claim second in the 210 final (Pic: J. Arnold).

#### 250 National and International

Ron Ridley took all three heats in convincing style. Alan Mugglestone, Rick Butler and Robert Rafferty filled the 'lesser' places, all on National outfits.

In the final, it came as no surprise to see Ron Ridley streak away from the Union Jack, and barring accidents he looked set to take first place. Alan Mugglestone and Phil Smale gave chase to Ridley. The drivers in this class really bore the brunt of mechanical failures for the day as the pace began to decimate the field. On virtually every lap after the first four, a driver dropped out for one reason or another. With just two laps to go, Ron Ridley's outfit expired handing the lead to Alan Mugglestone. On the same lap, Fran Roethorn and Adrian Lumb also disappeared from the circuit leaving just four out of the original twelve starters to complete the race. Alan Mugglestone was first home, Rick Butler was second, Andrew Scott in the only surviving International was third and Novice Robert Rafferty came in fourth.

#### NatSKA

Two classes of the NatSKA ran at the meeting,

current GP plate holder in this class, displaced Dave Vance after two laps as the leader. Then on lap five Crossan coasted to a halt and Vance inherited the lead which he held to the finish ahead of Forde Fitzsimmons. Northern Ireland Karting Association Driver of the Year Alan McAlonan came third, the first non-rotary valve powered kart to finish.

**250 National:** At the end of lap one Brian Kennedy led Joey Morton and Trevor Roberts. This order was maintained to the end of the heat although further down the field Kerrell Kennedy was progressing towards the front. At the conclusion Kerrell had moved into fourth just behind the leaders. In fact the leading bunch were so close that a handkerchief could have covered them.

**100 National:** This heat was karting's equivalent of British Rail's APT. Percy Jordan, Ken Fitzpatrick, Trevor Barr, David Allen, Alan Vance, Carl Ashfield and Richard Smyth circulated for seven laps nose to tail. At the finish the karts were so close that a photograph was almost necessary to sort out the places.

#### Finals

**250 International:** From the start Brian Beattie led with Tim Allen 'glued' to his rear bumper. On lap two exiting Conway Square, Beattie's

and had their own heats and finals. In the 100cc Direct Drive Class, Greatfield High School took first and third places in the final and Marist College took second place. In the other Class, 50cc Gearbox, Bransholme were the winners of the final, followed by Greatfield and David Lister High School.

I hope the youngsters enjoyed themselves, in spite of the fact that the rate of attrition was just about the highest of any Class run on the day.

#### Official Results

**100 Junior National**  
1st Darren Scott BM/PatRon Parilla

**Junior Britain**  
1st Scott Banks Premier/WRE Arrow  
2nd Robert Wilson Premier/Arrow  
3rd Chris Gent Zip/Arrow

**100 National**  
1st Simon Tring DAP/TKM  
2nd Tim Lumb Lane/Arrow  
3rd Carl Dixon Premier/WRE Arrow

**100 Britain**  
1st Dave Bunn Jeta/Arrow  
2nd Chris Burns Premier/CBR Arrow  
3rd Chris Baker UFO/CBR Arrow

**125 National**  
1st Wayne Sandford Barloti/Chat Rotax  
2nd Paul Horner Zip/Rotax  
3rd Graham Marris Pit Stop Zip/Chat Yamaha

**210 National**  
1st Kevin Routh Barloti/Patterson  
2nd Dave Stocks Style A. Home Zip/Upton  
3rd Dud Martin Sprint/Villiers

**250 National**  
1st Alan Mugglestone Harworth Motor  
Spares Zip/Yamaha  
2nd Rick Butler Barloti/Hiro

**250 International**  
1st Andrew Scott CTRP/Yamaha

gearchange linkage broke and he coasted round to retire. Allen then led but once again fortune was not on his side. He found himself driving a machine with sticking throttles. Tim decided that discretion was the better part of valour and retired immediately. Robert Elliott, who impressed in the heat, then led for a short portion of the lap only to find himself with cooling problems which also forced him to retire. After all that excitement the race settled and Bill Kinnin produced a creditable performance on his air-cooled 247 Yamaha to win from Bill Smyth and John McFadden.

**125 National:** After the drop of the flag Forde Fitzsimmons just managed to beat David Vance into turn one. Alan McAlonan held third from Peter Baxter and Harry Crossan. This order was maintained for four laps. Unfortunately David Vance retired on lap five with a chain problem which allowed Fitzsimmons a comfortable victory. Alan McAlonan emerged in second position on his Honda powered kart ahead of Harry Crossan who had managed to effect repairs to his Rotax after retiring from the heat. **250 National:** The final in this class was just a continuation of the heat. Brian Kennedy led from Joey Morton, the current GP plate holder in this class. Morton headed Trevor Roberts and

them through Park Chicane to complete four laps, the Memorex Man was up to an unbelievable fourth place with Price in his sights for the taking!

Behind all this excitement, Sveneby, Collier, Hines and Lambden were holding their own with Chris having made rapid progress from his lowly start position. Gange, Jones, Heerey and the rest were still racing hard, but on the fringe.

Lap six and Butty was on "fast forward", taking the lead in spectacular style out in the country to lead Smith and Ball at the end of the lap. Sveneby was still a game fourth, but beginning to suffer from a serious loss of stopping power, not pleasant at this sort of pace! Price and Hines were next then a small gap before Collier and Lambden appeared. The great effort by Ansell had ended when the Blackpool driver suffered big end failure, and his hopes of glory went with it.

The remaining four laps belonged totally to Butty as he pulled out just enough ... three to four kart lengths ... to keep Ball and Smith at bay. These two were having a ding dong battle for second place, perhaps allowing Butty that little breathing space as they battled bumper to bumper throughout the second half of the race. Hines and a very much on form Lambden were still making progress with Chris longing for a stab at the Works Zip and fourth place ...

The last lap, and the three leaders had an appreciable gap over fourth placed Hines with Lambden having followed through on Sveneby, the Swede really struggling with those brakes but still grimly battling on. Collier was next up with Gange running a lonely race in eighth place ahead of Jones, Heerey, Dean and Butterfield. All eyes were focussed on Park Chicane as the leaders appeared under the Dunlop Bridge with Butty at the head. But John Ball is nothing if not a fighter, and in a last desperate effort, he tossed the red and white Discount Zip down the inside - smoking tyres under tortured braking. A brave attempt, but as he overshot the apex, Butty was back in a flash, powering out to take the European Championship and those 'E' plates for an unprecedented third time!

A truly remarkable and well deserved victory, with Dave having dominated the weekend with "Memorexexcellence" ...

John Ball and Nigel Smith had put up a great fight for second with the GP plates of Ball having the edge at the finish. Spare a thought though for the unfortunate Rob Kerkhoven - having held the title for only nine months, Rob didn't even make the start, pulling off after the rolling lap with a blown plug! ...

**1st Dave Buttigieg Memorex Zip/Rotax**  
**2nd John Ball Discount Centre Zip/Rotax**  
**3rd Nigel Smith Stocksigns Zip/Waddon-Ehrlich Rotax**  
**4th Martin Hines Hermetite Zip/Rotax**  
**5th Chris Lambden LBF Zip/Rotax**  
**6th Jan Sveneby Dino/Rotax**

**Winner's Time:**  
**12 min. 32.69 sec. (93.61 mph)**  
**Fastest Lap (Buttigieg)**  
**1 min. 13.75 sec. (95.54 mph)**

Amidst all the euphoria surrounding the CIK European Championship all three RAC National classes competed, having four heats and a ten lap final each.

The 125 class was once again the property of Stuart Ziemelis with the Huntingdon driver piloting the SRS Aero and self-tuned Rotax to three out of four heat wins.

Bolton's Kurt Luby took the other heat with Stuart in second place. The final over ten laps was a good dice throughout with Luby at



European Champion Buttigieg had a few distractions as Dave Fern attempts an interview ...

the front for the first six laps. Ziemelis, Mike Doble, Jeff Johnson, Roy Wooldridge, John Cooke and Roger Goff were all disputing the places for the early part of the race. It didn't take Ziemelis long to make the break and join Luby at the front, leaving the others to their own dog fight for third place.

The two front men soon pulled away from the rest during the second half of the race with victory hanging in the balance almost to the flag. As the pair emerged from the chicane for the last time it was Super Stu who found that little extra to snatch the win by no more than a nose cone! Behind these two, British Champion Wooldridge had found form again to take third ahead of Doble, Cooke and Goff with Chris King joining in the fun to pull himself up to seventh.

**1st Stuart Ziemelis SRS Aero/SRS Rotax**  
**2nd Kurt Luby Zip/LDR Rotax**  
**3rd Roy Wooldridge Magnum/Merlin Rotax**  
**Fastest Lap: Ziemelis**  
**1 min. 22.85 sec. (85.03 mph)**

The poorly supported 210 Nationals resulted in some rather well strung out racing, with most of the action taking place at the front. The final soon developed into a two kart contest with Bill Longden and Richard Boston disputing the lead for the whole of the ten laps and pulling out a considerable gap before third placed Derek Avery appeared. John Newton and Robbie Kellett were enjoying a good clean

Martin Hines' mixed weekend resulted in fourth place at the finish.

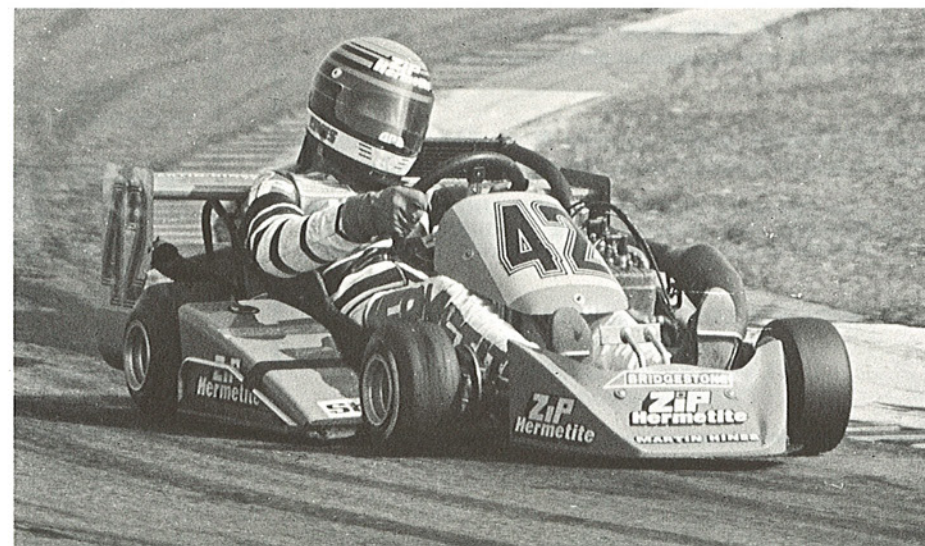
scrap for fourth place, again some distance ahead of next man Antony Bar. That was more or less the order throughout, with Boston just grabbing victory from Longden by a mere whisker.

**1st Richard Boston Zip/Longtune Villiers**  
**2nd Bill Longden Barloti/Longtune Villiers**  
**3rd Derek Avery Zip/SRM Villiers**  
**Fastest Lap: Longden**  
**1 min. 25.52 sec. (82.39 mph)**

The 250 National Class again produced a good entry of 36 and it was Chris Stoney and his rapid Yamaha showing the rest the way round yet again. He didn't have it all his own way during the heats, for Dave Cullimore and Derek Rodgers took a win each to push Stoney back to second place.

Only two laps of the final had been completed when the unlucky Cullimore pulled off leaving Stoney and Rodgers a long way ahead of the rest which were led by John and Paul Taylor, Kenny Homer and Brian Hill. Rodgers crossed the line at the end of each lap with his arm raised indicating some kind of trouble, but plugged on in second place for the whole distance leaving Stoney three or four seconds clear at the finish. Homer was next followed by John and Paul Taylor. Brian Hill, making a welcome return to the tarmac, ran well in the fight for third place but then found himself excluded for being underweight! ...

**1st Chris Stoney Barloti/CSK Yamaha**  
**2nd Derek Rodgers Zip/Peak Revs Yamaha**  
**3rd Kenny Homer Barloti/Yamaha**  
**Fastest Lap: Stoney**  
**1 min. 19.75 sec. (88.34 mph)**







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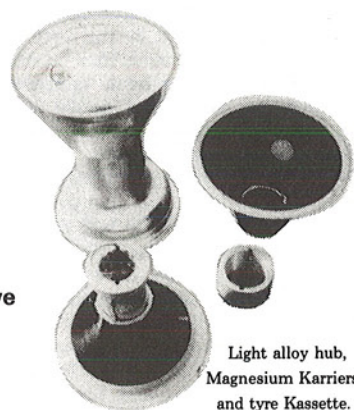
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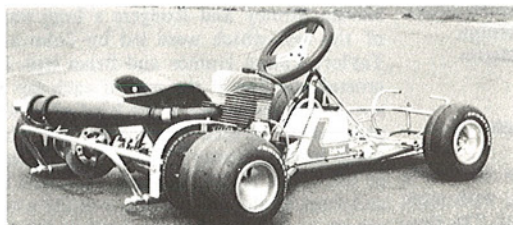
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## CLUB SCENE

### Hemswell

16th May

With well over 80 normal entries, plus 20 or more entries from the NatSKA classes, there was an exciting day in prospect at Hemswell for the Borders Kart Club's 16th May meeting.

100 Juniors

With only two National outfits entered, the junior classes were combined, not that the racing suffered at all. Darren Scott took the first heat but had to settle for a third and a second in the remaining heats as the flying Scott Banks took the No. 1 spot in these two races after coming second in the first heat. Ian Fishburn, Robert Wilson and Chris Gent were also going well. After failing to finish in the first heat Novice Gerard Lumb, at his first ever meeting, drove to two fine seventh places.

In the final, Scott Banks led the field away from the start, and despite some early pressure from Darren Scott never really looked like

being caught. Darren drove well, but could never get within striking distance of Banks. Behind this pair, Robert Wilson and Chris Gent fought over third place and, behind them, Paul Tate and Matthew Payne fought for fifth with the battle eventually being resolved in Matt's favour. The order of the first four remained unchanged to the chequered flag so it was Banks, Scott, Wilson and Gent. Gerard Lumb was the first Novice home in, what would seem to be his favourite spot, seventh place.

100 Britain

Each of the heats went to a different driver, with most of the field having a day of mixed fortunes. Adrian Williamson came first in the first heat but could only manage eighth and fourth in the other two heats. Chris Burns failed to finish in the first heat, but came back to take first in the second, and then could only manage sixth place in the third heat. Dave Bunn got his wrists slapped for a bit of over forceful driving in the first heat, finished sixth in the second and rounded it off by coming first in the final heat. Sheer consistent driving, with two seconds and a fifth gave Bernadette Stoney pole position for the final, and alongside her was Chris Baker who had two thirds and a fourth.

Bernadette Stoney led the field away from the start in the final, only to be deposed on the first lap by Dave Bunn, who had come through the field like a dose of salts. On the second lap, Chris Burns also found a way past Bernie, and the young lady was pushed down to fourth on the next lap by Chris Burns' team mate, Chris Baker. Dave Bunn opened up a small lead over Burns and Baker, but was then in a position where he couldn't afford to relax, and Chris Burns had to keep up the pressure just to stay in contact with the leader.

The order did, however, remain unchanged to the final flag with Bunn first, Burns second, Baker third and Stoney fourth. The first Novice home was Malcolm Barlow who finished tenth overall.

100 National

Stuart Innes-Smith took the first heat, then went on to finish third and seventh in the other heats. Simon Tring had a second place in the first heat, and then took the first spot in the remaining heats to earn himself pole position for the final. Local lads Mark Hotham and Nick Hornsby were also going well as were John Woodhead and Carl Dixon. Simon Tring and Innes-Smith led the pack away into the first lap, and this pair were followed by John Woodhead and Hotham. I can't be sure, but I think Woodhead and Hotham tangled somewhere on the second lap, and this dropped the pair of them way down the field. This let Tim Lumb and Carl Dixon up to third and fourth respectively. A couple of laps later, a combination of the warm weather and the pace started to take its toll on the field. The first noticeable absentee was Stuart Innes-Smith who seized

whilst lying second. This let Lumb and Dixon go one place further up the field, and let Nick Hornsby into fourth. The pace continued to take its toll, but not from the leading four, and by the end of the race just over half of the field was still running. Simon Tring was first, Tim Lumb second, Carl Dixon third and Nick Hornsby fourth. First Novice home was Gordon White, who just managed to avoid finishing last.

125 National

With all of the competitors using 1981 tyres this meeting, there was a lot of close and hard fought racing. Wayne Sandford took two firsts and a second, Graham Marris had a first and two seconds, Colin Kay, Mark Higgins and Novice driver Graham Barker were also going well.

Wayne Sandford led away from the start of the final, and was followed by Kevin Winteringham, Graham Marris and Mark Higgins. On lap 2, Higgins sneaked past Marris for third, but on the next lap Marris regained third only to find Winteringham having mechanical problems and slipped through into second. On the next lap, Winteringham dropped out of the race altogether leaving Higgins in third and Paul Horner fourth. With Sandford slowly increasing his lead over the second and third placed Marris and Higgins, attention was centred on Horner who, after having more than his fair share of problems in the heats, was making a really determined charge through the field. On lap 5, Horner powered past Higgins for third and then set about pressuring Marris for second. Just two laps later, as they approached the paddock hairpin, Horner pulled off a superb out-braking move to rob Marris of second place. Sandford, meanwhile, was blissfully unaware of all of this action and continued on in first place to take the chequered flag. Horner came in a close second with Graham Marris third and Mark Higgins fourth. The Novice Trophy went to the diminutive John McCann (small?! he's got turn-ups and mudflaps on his Y-fronts!) who finished sixth overall.

210 National

Again in this class the three heats produced three different winners. Kevin Routh took the first, Dave Green the second, and Brian Finn the third. Also showing well were Dud Martin, Ken Spooner and Rod Harpham. Kevin Routh had two second places in addition to his first place and this gave him pole position for the final, and indeed it was Kevin who led the Red-Plate brigade off for the final, only to be passed by Brian Finn and Ken Spooner on the first lap. Kev started to fight back immediately, and by lap two was back up to second place and pressuring Finn for the lead. Dave Green and Tom Angell were hovering behind the leading trio hoping for one of them to make a mistake. Sure enough, it wasn't long coming as Brian Finn spun, dropping himself way down

Ron Ridley leads the 250's (Pic: J. Arnold).



### Rissington

6th JUNE 1982

Results:

Junior Britain

1st Gary Chapman	Reema/Arrow
2nd Phil Andrews	Zip/Arrow
3rd Simon Richardson	Dart/Arrow

Junior National

1st Charlie Brown	Sirio/TKM
2nd Kevin Clarkson	Sirio/DAP

Senior Britain (Dunlop)

1st Darrell Beasley	Dart/Arrow
2nd David Pope	Dart/Arrow

Senior Britain (Carlisle)

1st John Bundy	Barlotti/Komet
2nd Mark Walters	Sprint/TKM
3rd Dave Boucher	Sprint/Arrow

100 National

1st Mark Tredwell	Premier/Parilla
2nd Paul Wilkes	Zip/DAP
3rd P. Reynolds	Dart/TKM

Royal Air Force - Motor Sports Association  
1982 Individual Championship

1st Chris Owen	
2nd= Benny Ball, Chris Whibley	
4th Liam Britten 5th Pete Irvine	
Best RAF Novice: Trevor Standford	

125 International

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

210 National

1st Derek Randle	Barlotti/Villiers
2nd Dave Ridge	Zip/Upton
3rd Ian Hunter	Zip/Villiers

250 National

1st Eddie Cortijo	Lynx/KTM
2nd Paul Klaassen	Crusader/Bultaco
3rd Chris Tomkinson	Dino/Yamaha

250 International

1st John Bradburn	Lynx/Yamaha
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July 1982



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PARILLA



By the end of the meeting the rubber deposits  
were thick, as Fullerton pressed on to easy  
victory. . .

After a couple of days testing at Parma on the  
way down, Terry Fullerton looked quietly con-  
fident before timed practice and indeed when  
times were posted Terry was a tenth of a  
second quicker than the surprise second man.  
This second man surprised quite a lot of people,  
because wily Toni Zoserl had pulled something  
out of the bag to beat young Otto Rensing by a  
hundredth of a second. Rensing had always  
looked very quick in general practice, so sur-  
prised no one, but Zoserl, who reckoned he  
hadn't driven a 135 before and only arrived on  
Thursday evening ...? Da Silva blew both his  
first and second chances in timed practice,  
putting himself on the back row for all his  
heats, whilst the best of the other Brits was  
Jackie Brown, 26th fastest, just ahead of  
Richard Weatherly with John Alcorn 30th.

# Home From Home...

Fullerton dominates the Champions Cup at Jesolo for a  
record breaking fourth win. German Otto Rensing emerges  
as a force. Zoserl quick on his 135 debut.

Story and Pics: John Pudney

## Timed Practice Results

Terry Fullerton	Zip/PCR	44.19
Tony Zoserl	Birel/Komet	44.30
Otto Rensing	Hetschel/Komet	44.31
Michele Wilson	Birel/Komet	44.33
Heini Sutter	Hutle/Komet	44.59
Harm Schuurman	DAP/DAP	44.73
Joakim Lindstrom	Birel/Komet	44.77
Peter De Bruyn	Tecno/Komet	44.78
Paul Guedel	Hutless/Komet	44.79
Jorn Haase	Sirio/Komet	44.80

Jesolo was being run on the new World Cham-  
pionship format. That is, with heats to decide  
grid positions for a pre final race, the finishing  
positions of which decide grid positions for one  
Grand Final. The idea of this is to make the  
event more easily understood by spectators and  
also more easily televised. The winner of the  
final is The Winner - no more will we have  
three confusing finals. Terry stroked home in  
both his heats looking firmly in command of  
the situation. As befitted his second fastest  
time, Zoserl notched up two second places  
while De Bruyn claimed third spot on the pre  
final grid with a win and a fourth. German dis-  
covery Otto Rensing drove consistently to get  
two thirds, ahead of a surprisingly good young  
Swede Joakim Lindstrom who managed a third  
and a fourth. Last year's winner Harm Schuur-  
man managed sixth grid position by dint of a  
sixth and a fifth. Mike Wilson dropped a heat  
with a seize to finish 18th, but second in his  
other heat behind Terry put him 12th on the  
grid. Lars Forsman blew both his heats to be  
relegated to the repechage, and as for "my  
man" Da Silva - he was just a looney! By try-  
ing to drive over, under and through the com-

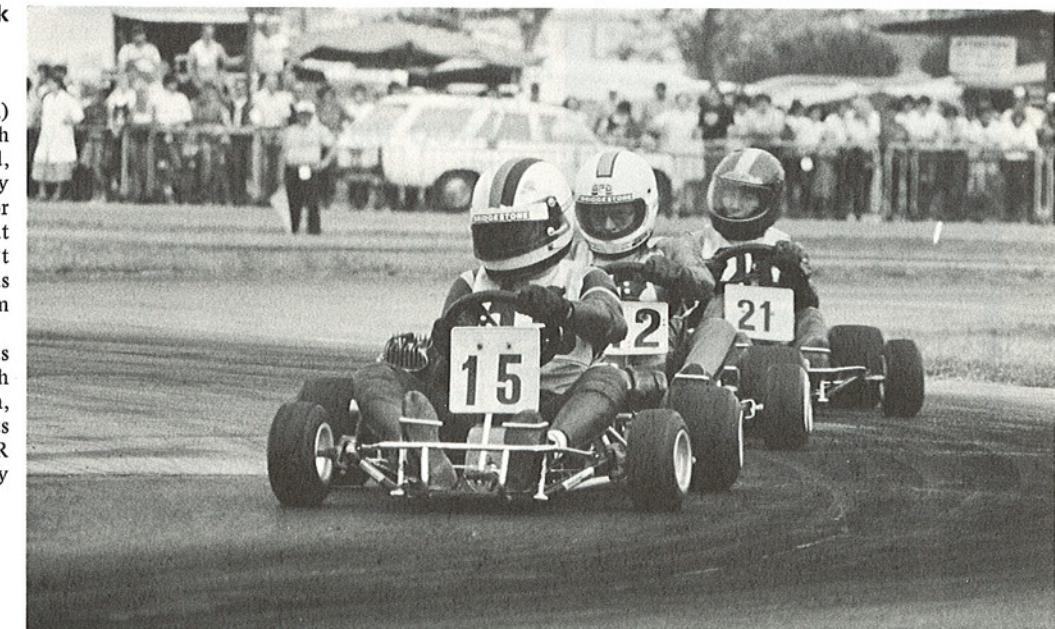
The annual Coppa dei Campioni held at  
Jesolo, and now in its eleventh year,  
historically attracts a very good entry.  
Firstly because it is relatively handy to  
get to from all parts of Europe; then  
because it is a pleasant holiday resort  
for wives and family; and also because of  
Bruno Grana's legendary generosity with  
prizes and trophies. Last Year a 135 event  
supported the main 100cc race, which  
Dutchman Harm Schuurman won from  
World Champion Peter De Bruyn. This  
year, with the official adoption of the  
135 class, Jesolo played host to the  
second round of the 135 European  
Championship, with a 100cc race as back  
up.

World Champion Mike Wilson and Lars Fors-  
man headed the IAME attack, whilst Ayrton Da  
Silva was once more having a break from car  
racing to lead the DAP factory attack, backed  
up by Schuurman, both on the new "A-frame"  
chassis. Peter De Bruyn flew the Tecno flag  
with Komet engines, but a surprise entry came  
from Austrian Toni Zoserl - "just here on holi-  
day" with a Birel/Komet, having severed his  
connections with Yamaha. With other quality  
entries from the likes of Paul Guedel (Switzer-  
land), Pierre Raphanel (France), Otto Rensing,  
ex World Junior Champion Bernd Schneider  
and Martin Bott from Germany, and Bollinghoff,  
Hasse and Larsen from Denmark, maybe Jesolo  
was going to be the making of 135's ...

New German name Rensing heads De Bruyn  
and Lindstrom in one of the qualifying heats.

The first round at Le Mans (won by De Bruyn)  
only attracted 30 or so entries in 135, although  
the supporting 100cc race was well supported,  
so all eyes turned to Jesolo to see how many  
135 entries Bruno Grana could arrange for  
"his" event. The final entry of 49 wasn't bad at  
all, especially when one considers that it wasn't  
particularly padded out with Italians, nor was  
there the customary large contingent from  
England.

Jesolo specialist and three times a previous  
winner, Terry Fullerton, headed the British  
entry, backed up as usual by John Alcorn,  
both on Zip/PCR's. The only other Brits  
present were Jackie Brown, also on Zip/PCR  
and Richard Weatherly on a Sprint with factory  
Komet.



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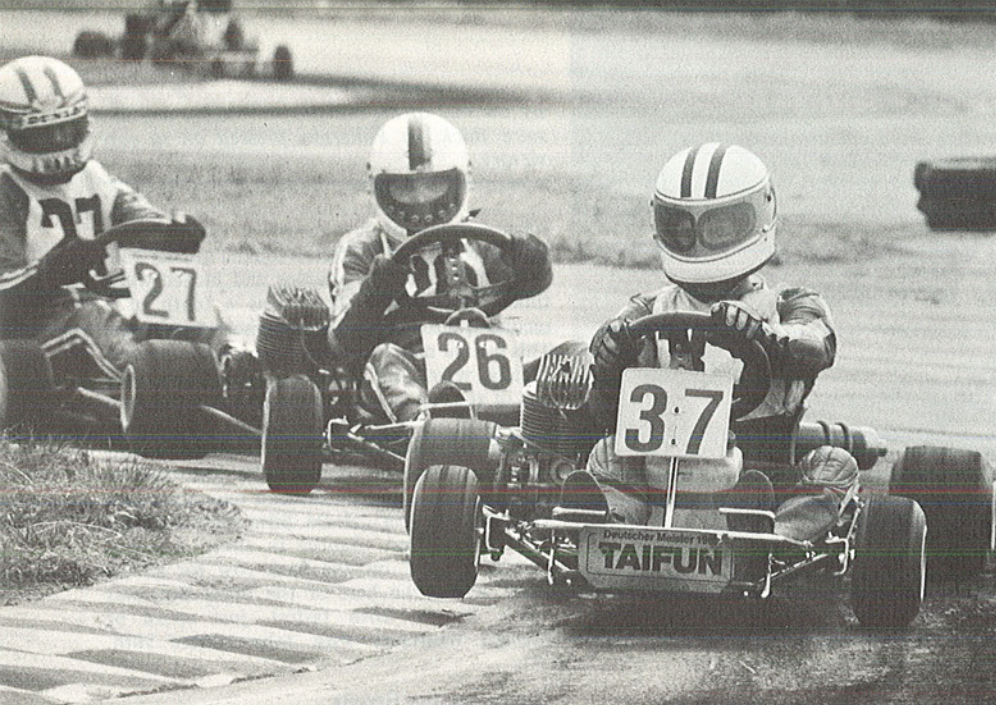
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Rene Bollinghoff copes with some excess grip as he heads Bott and Haase.

**continued . . .**

petition rather than round them, Ayrton also joined Forsman in the qualifier.

As for the Brits, Jackie Brown did well with a 15th and a 10th to qualify 16th and Richard Weatherly managed 20th, while John Alcorn just missed the main final to find himself on an unenviable pole position for the repechage race.

As is often the case in a last chance race, where there's nothing to lose and everything to

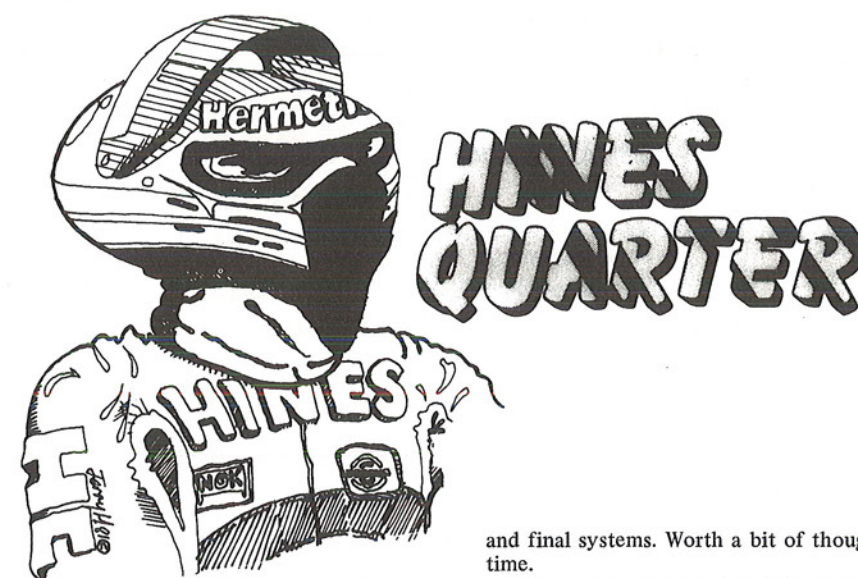
gain, it was a corker! Da Silva, from grid 10, could have breezed it, but chose once again to leave his brains behind in a frantic silly charge through the pack, although the accident which eliminated him was not strictly his fault. Forsman drove with his brain, and forged up through the field from grid 18 to take an easy win, using the power of his works engine to pass people on the straight. Behind him there was a frenetic dice for second spot between seven people. Poor John Alcorn was the meat of the sandwich in fourth, and one simple slip saw him drop four places to eighth. Although he got one back for seventh, he was still out of the final. The lucky five who qualified behind Forsman were Danny Demollin, Hansjorg

Hess, Mark Calvayrac from Monte Carlo, Bernd Schneider and Thomas Danielsson.

The Pre Final showed just how well sorted Terry was, because he simply stroked off into the distance, leaving Tini Zoserl in his wake. Both Peter De Bruyn and Mike Wilson indicated how hard they were trying, because they both seized their Komets, Mike on lap four, Peter on lap twelve, followed then by De Bruyn. Forsman once more showed controlled aggression by forging up from grid 28 to 14th at the end. Both Richard Weatherly and Jackie Brown looked good, netting 16th and 17th position respectively.

So with typical razzamataz, the 33 starters lined up for the main final — only 33 starters, because World Champion Mike Wilson had called it a day, not reckoning it was worth the effort for one race from 31 on the grid, although Peter De Bruyn was to prove him wrong ...

Up front, pole man Terry and Toni Zoserl got the usual "take it easy chaps" talk from starter Riva, and then there was great excitement from the timekeeper's box, because ex-karter and "home boy" Riccardo Patrese had just won the Monaco Grand Prix! After four rolling laps at scorching pace, Riva flagged the field away, unfortunately without Jackie Brown who, having driven so well all meeting, had the misfortune to strip the head studs on his PCR on the rolling lap and was out. But what was happening at the front? Instead of pulling out his customary gap, Terry was being pressed very hard by a seven kart train, and in fact looked a bit hairy. Schuurman's disastrous week ended on the second lap when he seized. Toni Zoserl was not looking quite as happy in second place as he had in the pre final and after six laps, Terry was suddenly starting to consolidate his lead. In usual style, TF's



Well done Butty. No matter what anyone says, you can't take the 'E' plate away from him. He gave the 100% effort needed to win such an event, and was equally well supported by his Memorex crew.

A run away victory it was not though, and in the end it was by the smallest of margins that Dave took it from John Ball, who can never be ruled out until the flag has finally come to rest.

All in all it was indeed a superb Championship, and the various CIK representatives present loved it. They now realise that Superkarts are now the greatest publicity machine the sport of karting has ever had. It now looks on the cards for a World Championship to begin in 1983. A series of four or five GP's is suggested, with perhaps one of them also carrying the European Championship tag — in order to keep the heavy cost of travelling down, especially during the first year.

Obviously it is hoped to find an overall sponsor for the Championship, in order that the possibility of start money and prize money could be considered. What the existence of this sort of series does do is greatly open up the chances of individual sponsorship becoming available — if you can tell a potential sponsor that you are part of a World Championship Grand Prix series — along the same lines as F1 — it becomes a much more viable proposition for international companies.

If I have one criticism of the European Championship — and it is meant to be constructive — it is the lack of information given to drivers concerning the structure of the event — how timed practice worked, the heats,

and final systems. Worth a bit of thought next time.

The most unexpected and dramatic turn of events was the flash thunderstorms which came on the Friday — shortly after practice. Such was the downpour that the slight dip in the centre of the pits suddenly became a waist high lake! It all happened so quickly that many were well caught out, and the damage done to some equipment was major. As the rain eased, tyres could be seen floating away, whilst cars and caravans were tipped up to empty gallons upon gallons of water out. And there, serenely completing 40 yards of backstroke through the lake, was the unmistakably unsightly body of Vaughan McNealy cooling off after the hottest day of the year so far ...

The effect on the circuit was unbelievable. In the morning, tons of silt had to be swept and washed away from the Old Hairpin, where the rivers had deposited it. Practice was held up for an hour whilst an army of helpers and the fire brigade did the job. Amazing ...

A pleasant surprise, for me anyway, came after the meeting, when after a break of ten years, Lennart Bohlin indicated the wish to race a Zip again. Lennart will thus now be piloting a production GP, with normal, left hand mounted Rotax. It was 1972 when Lennart last drove a Zip. Since then he has tried several other British and European karts, the latest being the rear engined Aero.

Lennart has a very good sponsorship deal with Loctite, and like most other sponsors, they like results. With the rear engined project likely to take up to a year to get competitive, and even then no guarantee that it would make the grade, Lennart obviously felt it necessary to obtain something tried and tested — and after all, he can now, I suppose, leave the

development work on the chassis to me! He will of course be back for Silverstone, and will be a force to be reckoned with.

Surprise number two came in the form of Steve Stylin. Now fully recovered from his nasty accident at Morecambe, where he debuted his Rotax 125 "double" Intercontinental 'E' machine, he has also taken delivery of a new Zip GP/Rotax set up and will, no doubt, be pushing up front at Cadwell as this issue is printed. Steve has unfortunately not been able to acquire a sponsor for this season, but I am sure that with his forceful style of driving he will catch someone's eye sooner or later.

The second part of the year is certainly going to be tough and exciting — especially the GP — as each week seems to see someone new coming to the fore. It's got to be good for the sport ...

It seems that a fair amount of Brits are travelling to the two French meetings, taking place as you read this, attracted by the £5,000 prize money over the two meetings amongst other things. Anyone wishing to race in Europe later in the year, don't forget Zandvoort and Zolder in September ...



I MUST SAY IT IS NICE TO SEE BILL WINNING — HAS HE CHANGED HIS PETROL STATION?

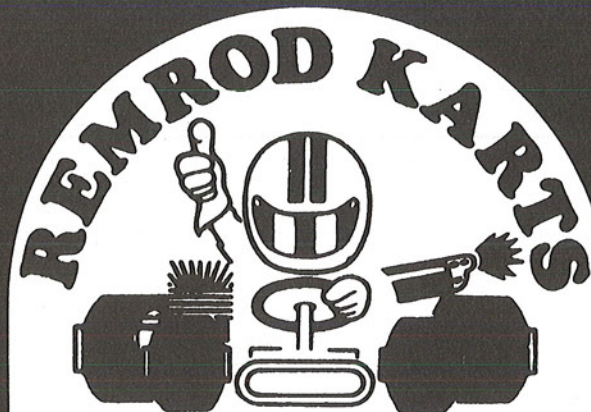
The arrival on the UK market of an octane boosting petrol additive has brought several enquiries about its legality. Under RAC rules, which are very clear, any additive is illegal. The CIK regs are currently less clear but even so, following discussion of the matter with the RAC, the rule is sufficient to definitely exclude any additives.

*Martin*





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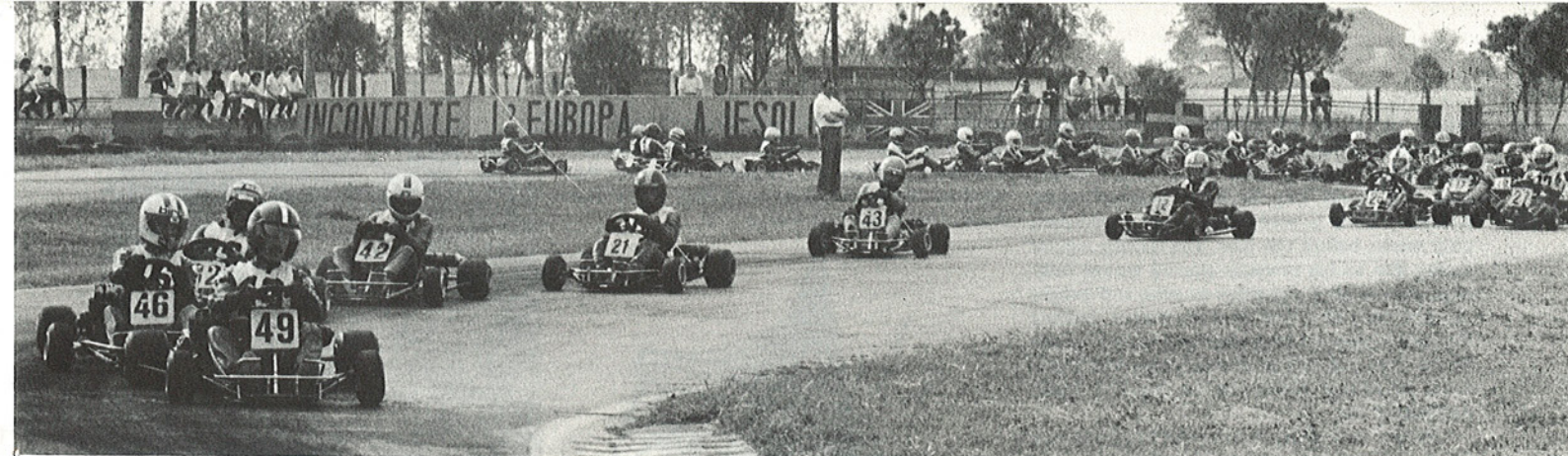
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The pre-final field winds it's way around the  
opening lap — Fullerton, Wilson, Zoserl, De  
Bruyn, Lindstrom, Forsman, Raphanel, Bott,  
Haase and the midfield bunch.

equipment was set up so that whilst his tyres  
came on, Zoserl's went off, and Toni slipped  
into the clutches of Otto Rensing. Poor Martin  
Bott was either nerfed or spun out of sixth  
place, but Peter De Bruyn was showing his class  
with a classic charge up through the field. Poor  
old Richard Weatherly retired cursing himself  
with, of all things, a loose exhaust manifold. He  
had forgotten to tighten it after the pre final!

Up front Terry now looked quite secure  
with a good seven second lead over Rensing,  
but Zoserl had lost another place, this time to  
the Dane Rene Bollinghoff. De Bruyn mean-  
while had caught up with Forsman and they cir-  
culated together for a few laps until, after a  
brief rattle of bumpers, Peter got past.

So a relatively uninspiring final came to a  
close.

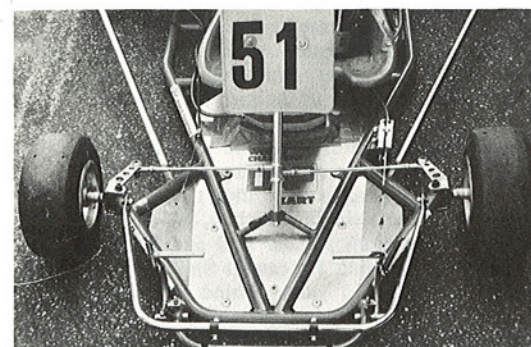
1st Terry Fullerton Zip/PCR  
2nd Otto Rensing Hetschel/Komet  
3rd Rene Bollinghoff Taifun/Komet

An excellent day for Britain as Terry domina-  
ted proceedings and stroked to his fourth  
Jesolo victory, and a good day for Germany  
too with Otto Rensing putting his name firmly  
on the international Karting map.

But by the same token, a disappointing day.  
Yet again the 135's, although obviously power-  
ful, failed to provide quite the spectacle and  
closeness of racing we have grown to expect  
from non-gearbox karts. The supporting 100cc  
event proved how exciting kart racing can be,  
with some incredible racing ... Let me not  
detract you from Terry's win, which was  
masterful and proved yet again just why he is  
the best driver in the world, but once again, like  
Parma, the winner did not have to overtake  
one single person in the heats or finals. Is that  
really racing? Peter De Bruyn however did  
give the racing some credibility with his great  
charge from 29th to 8th, proving perhaps  
that all is not lost. Maybe it is the race format  
itself that needs looking at?

It's funny — I had a chance to chat at length  
to De Silva during practice when I thought  
"blimey, what a careful thinking chap my hero  
is". Then he goes out and forgets his brain in  
the heats and the repechage and totally blows  
his chances. It's almost as if he was trying too  
hard. If Da Silva had a bad week, then Harm  
Schuurman had a worse one! He was late  
leaving for Jesolo because he got food poison-  
ing from some mussels he had eaten. As he put  
it "I think I was going to die." Then he  
couldn't get on a plane because of an air traffic  
controllers' dispute, and when he did get a  
plane some 12 hours late, it was re-routed to  
Lubiana in Yugoslavia! At two in the morning  
there were no hire cars available, so he took a  
taxi all the way to Jesolo — some 200 miles —  
at a frightening cost! The new DAP A-frame  
features some very Dino-like side nerf bars from  
just behind the front wheels, but Harm said  
they were nothing to do with him (remember  
he used to drive a Dino). DAP chose them off  
their own bat.

DAP's new A-frame. . .



## Jesolo Jottings

Jesolo looked decidedly different when we  
arrived, and I couldn't make out why until I  
realised that the huge trees along the back of  
the circuit had all been taken down. Added to  
this, all the tyres which used to line the circuit  
had also been removed (which was an improve-  
ment) making the circuit look a lot more like  
Parma, and much more dangerous for photo-  
graphers, because there was nothing to hide  
behind!

● Mike Wilson was obviously a bit sick about  
Le Mans where he oiled up on the rolling lap  
and where the field had been flagged away after  
only one rolling lap. Mike was on the front  
row, and by a strange coincidence there was a  
Frenchman behind him on the grid — but of  
course that never crossed the starter's mind!  
Mike said also that although he had had offers,  
there was no point at all in going motor racing  
unless he had proper financial backing, which  
in this day and age to do F3 properly means  
£100,000!!

● Ron Emmick and his mother Linda had  
come all the way from the States to do the  
100cc race supporting the main event. Ron  
never even made the final after all that, getting  
involved in a variety of shunts all weekend. He  
did seem to be having difficulty making himself  
understood to the DAP mechanics who were  
helping him, but then that's a perennial prob-  
lem! It's still a long way to come not to qualify.

The new DAP A-frame chassis looked good.  
It was like going back in time though — I  
remember trying an A-frame Zip, then a Bar-  
lotti in the early 70's, but I still reverted to the  
good old well-proven ladder frame. I'll eat my  
words if it does well next time out, though I  
suspect that DAP will want to forget all about  
the Jesolo week.

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to De Silva during practice when I thought  
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they were nothing to do with him (remember  
he used to drive a Dino). DAP chose them off  
their own bat.

● One joy of the new thicker tubed 135  
chassis is that they will take a really hard knock  
without bending. Richard Weatherly took a  
knock in practice which he reckoned would

have written off a 100cc chassis, but when he  
checked it, the chassis was perfect.

● Jesolo boasts one of the hairiest corners of  
any kart track in the world. The bend at the  
end of the straight is one of those corners  
which needs brakes, but is almost flat out.  
Added to the sheer speed of the corner, there  
are a couple of very nasty undulations which  
throw the kart off line anyway. The other  
problem is that you can't really see round it.  
Therefore if a quick guy, totally committed and  
set up for the corner comes across a lesser  
mortal halfway through, then the results can be  
drastic. This year, presumably to lessen impact  
with the barriers, sand had been put into the  
run off areas. Well, sand does work pretty well  
in stopping an errant kart, but it also spreads  
pretty well, so we had, all through Jesolo  
week, the funny situation of someone almost  
losing it on the way out of the corner kicking  
sand into the track, and the next "lap full" of  
karts arriving at the corner pretty well flat out,  
only to discover they have little or no retarda-  
tion for the next corner. The results luckily  
were funny rather than tragic, but at one period  
of practice I witnessed six karts flying off the  
track whilst marshals and spectators watched  
helplessly!

● I always laugh in retrospect, but why, oh  
why, is it so difficult to get passes out of the  
Italians when you have all the bona fides? I  
thought I had it sussed in Jesolo, but obviously  
not. On Thursday morning I went, complete  
with letter stating who I am, why I'm there,  
etc., etc. to race control to introduce myself.  
Also as a matter of course I take some maga-  
zines to give away as bribes ... whoops, sorry,  
perish the thought ... magazines to loan people!  
There's a nice lady there, and a couple of chaps,  
but they say, sorry come back this afternoon.  
Free magazines all round, big smiles, goodbye...  
Come the afternoon I go back again — sorry,  
must wait until Friday morning for passes.  
Okay, no problem, more free magazines, smiles,  
handshakes all round. Off I go ... Friday morn-  
ing, same thing — more magazines, come back  
at 2pm. At 2pm I go back to see the nice  
friendly lady and her two nice friendly helpers.  
Yes, they now have the passes, but who are you  
and where are your credentials? I say "you've  
already seen them", but show letter again and  
give more free magazines! ... There then follows  
big discussion and much shaking of heads — it  
seems that my credentials need credentials!!  
Just as I'm about to do my "now, look here"  
bit Mr. Grana walks in. What's the problem?  
Much pointing and gabbling in Italian and  
Grana looks at my letter then at the magazine  
and says "Okay, no problem." Then to me he  
says in his American/Italian accent, "It's a good  
magazine, but I don't like what you write!" and  
with that he grabs my nose with his thumb and  
finger and tries to wring it off! I hasten to add  
that all this is done in a mood of jovial good  
humour ... but it's lucky for Mr. Grana that he  
didn't try the nose wringing bit a week or so  
later, when the hay fever season started in ear-  
nest! ... it's s'not funny.



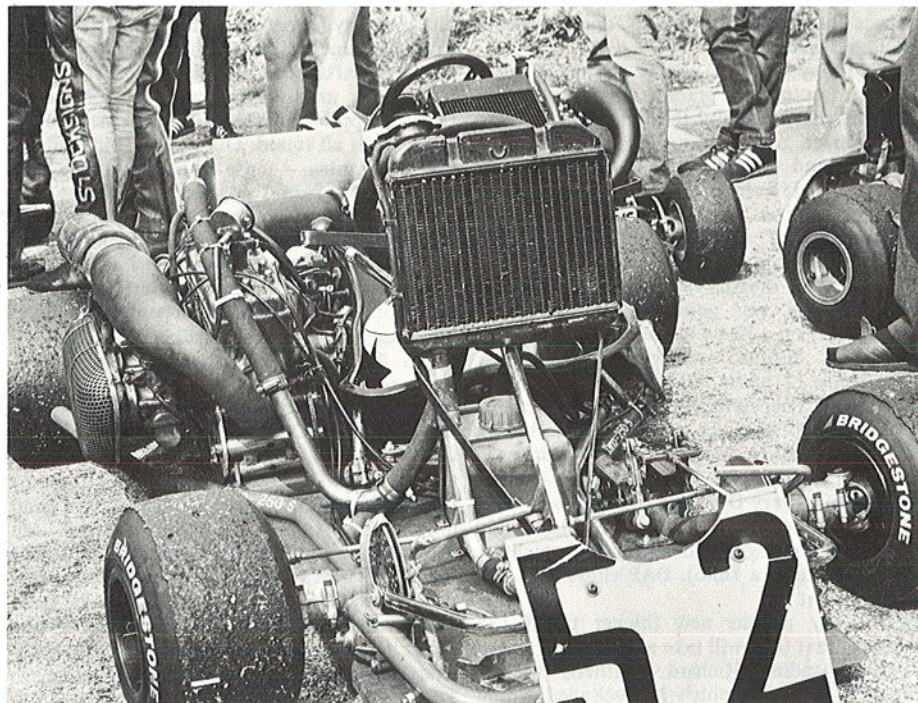
Gange was at his best, Derek Price gets better every time he appears, and yet a complete outsider, and virtual unknown to these shores, took the World Cup back to Denmark. Alan Kronow, with a secondhand kart purchased only weeks before the race, and lacking regular racing due to his recently started garage business, exuded all the genuine surprise and delight characteristic of a first time big winner, beating fair and square an acknowledged master of the World Cup, and left in second place this year's most promising newcomer to the 250 International circus.

Having said that, there wasn't anyone else there performing in any fashion likely to cause a threat. Nevertheless, the final from the outset lived up to the reputation it has of being one of the watchable races in the calendar. My pulse always races, and my nerves were as taut as when I used to race, as the karts were pushed down the hill to the start ...

So why does the Morecambe Classic receive less support each year from top drivers? Most drivers of consequence at some time or another have made serious attempts to capture the coveted 'O' plates, and the very nature of the event is one that rewards only those with the ultimate all round ability. It is sorry to say that the modern 250 Superkart has outgrown such circuits as Heysham — they undoubtedly have, like the Monaco G.P. circuit and the current generation of freakish Formula I cars. Yet to win the Monaco G.P. is always one of the key-stones of a driver's accomplishments. It isn't just the cost of kart racing that has caused the entries to dwindle — I feel it is the inward knowledge of eight or ten drivers at the top, that they don't have the very exacting ability to stand a chance of winning, whereas every four circuit meeting starts off as a sort of lottery between half a dozen high flyers, one of whom will just get it all together a little better than the other five or so, and end the day victorious. Now there's a challenge to enter next year's World Cup! — if there is a next year for the World Cup ...

There is a certain amount of "chatter" doing the rounds that with the likely prospect of a Superkart World Championship next year, based on a three or four round Grand Prix series, the relevance of the World Cup as well

*The immaculate conception — Danish style! Kronow's kart. (Pic: C.M.)*



would be relatively insignificant. Only time will tell. I still enjoy watching it, and haven't missed one since its inception, though I will agree that a lot of the atmosphere — at least in the Paddock — has long disappeared.



Yes, the recognition, long deserved by Superkarts, has at last neared the stage of the approval of a World Championship of Drivers. 1983 should see a Grand Prix series to produce a World Champion. One or two winners of the World Cup in the past have furtively regarded themselves as World Champions — not so — the CIK have never granted the ultimate accolade to this one race, and rightly so. The 1983 series may be confined to a selection of races in this country for the first year, as it is felt by CIK President Buser that this would ensure its success, whereas some of the other European nations are not quite yet ready to host such meetings. I am not sure what I think about that — the number of foreign competitors in a position to attend all the rounds if they are to be held in one country must be few, and a World Championship run within these confines must surely produce a somewhat hollow competition. Buser has also indicated



*Four heat wins and 15 minutes left as reigning World Cup winner — twice victor Reggie Gange. (Pic: C.M.)*

that whilst it is not his job to do so, he is so enthused with what he has seen of 250 racing that he will make every effort to secure substantial sponsorship for the series himself.

Current British Champion Chris Lambden had a good European event, but what was the highlight of his visit to Donington? No, not fifth place in the finish or third fastest practice time, but the sight of Alan T. Burgess walking through the Paddock avidly reading the latest issue of K & S! Their eyes met and exchanged a "laser look" for a bemused stare of disbelief, culminating in the Editor of "Karting" looking for a hole in the ground and the Editor of K and S prepared to swap the chance of a set of "E" plates for an instamatic camera! Where is your sense of humour Alan "T"? We all know that you and your solicitor do give our pages more than a cursory glance! Enough of the frivolities ...

I was sitting down talking to Peter Berry and Dave Buttigieg around about noon on the Sunday of the Donington meeting when Dave Player came into the Memorex camp and announced that "Butty" had one more "grid position" deciding race to do before the real final. Dave was blissfully thinking that all he had left to do was sit on what he thought was his pole position, push a few pedals, wiggle the steering wheel and the European title would again be his! There was as a consequence, much cursing and swearing all round. What a blessing in a very heavy disguise that additional race turned out to be. Had it not been part of the programme, he would have done less than one ignominious lap and then had the pleasure of watching John "Big Ones" and Nigel "Shirts" battle it out from the sidelines! Such is not the way of racing, and anyone fortunate enough to have been there was treated to a once in a lifetime virtuoso performance, which can now, regardless of any other achievements in the season, be looked upon as the greatest drive of the year.

One aspect of this race did puzzle me though, and that was considering the rate at which Buttigieg ploughed (he didn't care) his way through the field in five laps, he didn't then pull away from Messrs. Bull and Smith once he was in front. He caught Smith after exiting the corner 15 yards behind him, and then without bothering to slipstream John Ball caught and passed him as well on the same



*Junior Britain start, and Hunnisett (15) leads Scott Banks (97) and the rest into the hairpin. . .*

Darren Maple, though Hunt and Kavanagh were now chasing them hard.

Plato's hard work to redress the situation vis-a-vis Beasley was finally rewarded with just one lap remaining, and this was how they finished, Hunnisett taking a lucky win from Banks.

#### Results

1st	Piers Hunnisett	FSO Kestrel/Arrow
2nd	Scott Banks	Premier/Arrow
3rd	Jason Plato	MM3/Arrow

**Championship points:**  
Plato 155, Hunnisett 131, Banks 116

Surprise of the 135 International race was the front row, with Paul Knapfield taking pole and a very on-form Dave Mellish on 2, while right down the grid sat Championship Leader Alan Lane after a series of heat disasters that I think he would prefer to forget!

After a couple of extra rolling laps, while the grid decided to get things right to the satisfaction of the Starter, it was Knapfield who stormed into the lead ahead of Mellish, Grice, Fletcher, Alcorn, Ward, Weatherley, Leach, Wright, Herbert, Little, Bailey, Lane, Donaldson and Roy Austin, and it quickly became apparent that the leader had his sums right as he started to pull clear of everyone else. Ricky Grice wasn't going to wait around and he neatly outranked Dave Mellish at the hairpin to take second, though he slid wide at the exit allowing a determined Dave back past him again. In the middle of the pack a bit of shuffling down the straight found Martin Leach elbowing his way past Gary Ward, while Alan Lane's day got no better as he suddenly dropped a long way behind the pack.

Knapfield really had the bit between his teeth and it looked as though he was running really soft pressures in his tyres to get them to warm up very quickly. This certainly paid off handsomely in the early part of the race as he was able to pull well clear of the pack, putting in a few laps in the 35.7's, but would it last? Grice finally made it past Mellish to then pull clear, but for the moment he could make no impression at all on the leader. Mark Bailey meanwhile had spun exiting the hairpin and couldn't get restarted, so his day was completed as a spectator. When karts are running this close together only desperate moves will suffice in gaining a place and Leach had been trying for some time to pass his team mate John Alcorn, finally making a chancy bid as they braked for Billy's Blind, only to finish up off the track and well out of contention, leaving John with Gary Ward to worry about instead ...

was lapping him which produced a heartstopping avoidance and luckily nothing more!

Finally Grice did it, having wisely bided his time, by getting inside Paul through the kink on the pits straight and simply driving away in the lead with nine laps still to go. The rest of the field had become a bit processional with no one under attack, though Richard Weatherley did put on a spurt to catch Gary Ward, getting past him with only a couple of laps remaining, and Alcorn too found a little extra to catch Mellish, though every attempt to get past was successfully parried.

As the chequered flag finally came out on the first full length 135 Green Man final it was a delighted Grice who added the most to his Championship score, followed in a safe second by Knapfield, then Mellish, Alcorn, Weatherley and Ward, and with Paul Fletcher, Martin Leach and Marc Donaldson completing the top ten.

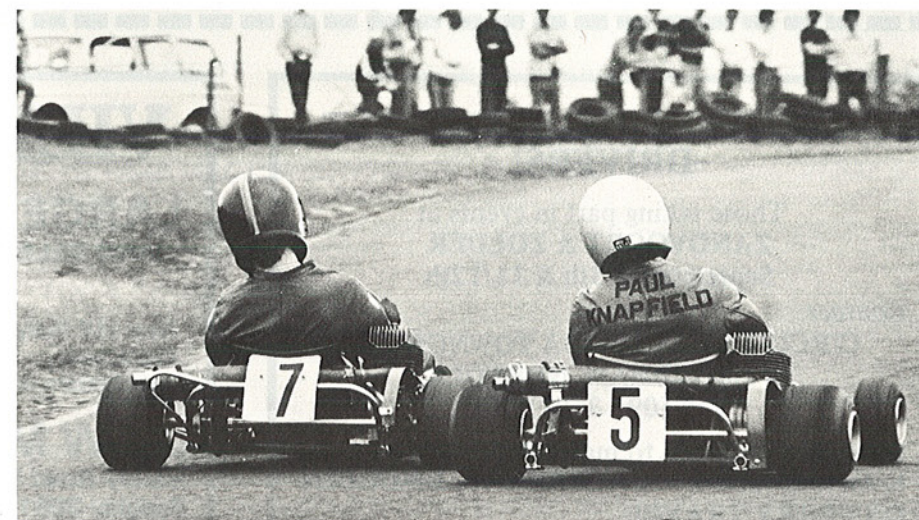
1st	Ricky Grice	Lane/Komet
2nd	Paul Knapfield	Sprint/Komet
3rd	Dave Mellish	Wright/Komet

**Championship points:**  
Lane 135, Ward 110, Leach 106, Grice 105

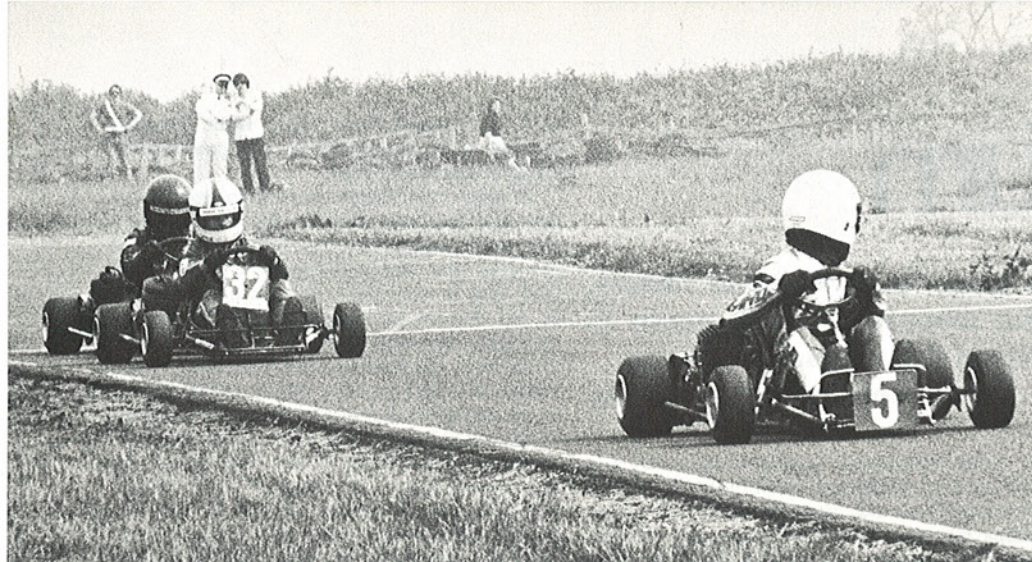
The next round is at Wombwell on the 20th June so by the time you read this all the Championship positions will have rearranged themselves again. In spite of some temporary organisational problems there can be little doubt that the Stansted Green Man offers the best racing in Britain — why don't you come and join in?

P. Wardle

*Grice (7) makes his move to pass leader Knapfield (5), while (bottom) Alcorn presses Mellish (3) for third.*







A quick glance back tells Brogan that Cotterill isn't far away. . .

**continued . . .**

his kart restarted having spun on the rolling lap while chasing back to the pack after a plug had been replaced. A fraction behind the leaders Murphy and Kavanagh were hard at it watched very closely by Gary Chapman, then Dave Cuff, ahead of Jason Elliot, David Price and Allan McNish, these drivers now pulling usefully clear of the rest being led by Andrew Wilson.

Banks was trying really hard and it didn't take him long to get second place back as he swept round the outside of Plato down the pit straight. Hardly had this been accomplished though when there was an audible gasp from the spectators as David Cuff's kart simply failed to follow the road as it kinked left before Billy's Blind, the section being easily flat out at

the fastest part of the track. He shot very hard into the safety barrier with no means of steering the kart after a ball joint had fractured (possibly the result of an earlier incident) and into instant retirement. That he was able to walk away from this dramatic accident is a considerable compliment to the wire mesh and tyre construction of the barrier for which more than one driver has had cause to be thankful.

Hunnisset still led, but now was coming under pressure from Banks who had pulled safely clear of Plato, but just behind them Kavanagh nearly got past Steve Murphy only to find that there wasn't quite enough track left and he too spun to a standstill, getting going again but right at the back. This delayed Steve slightly and he now found Chapman attacking him energetically, while Beasley suddenly found a bit extra to squeeze past Plato and take third for a time. Chapman really was pressuring Murphy mightily, more often than not showing his kart alongside, but his luck suddenly ran out at the end of the straight as

his motor seized, ending a good effort. After a number of attempts Scott Banks succeeded in getting inside Hunnisset as they both left the start hairpin, holding his line very firmly to take the lead at the centre loop.

Further back the spectators were getting good value from a lively six kart scrap between Andrew Reeves, Darren Maple, Mark Salter, Tom Radford, Matthew Kemp and Samy Hunt, mostly in that order, while this whole group were being closed on quite rapidly from a recovering Jamie Kavanagh. Hunt's efforts were rewarded by taking Kemp and Radford just as Kavanagh latched on at the back to have a go himself.

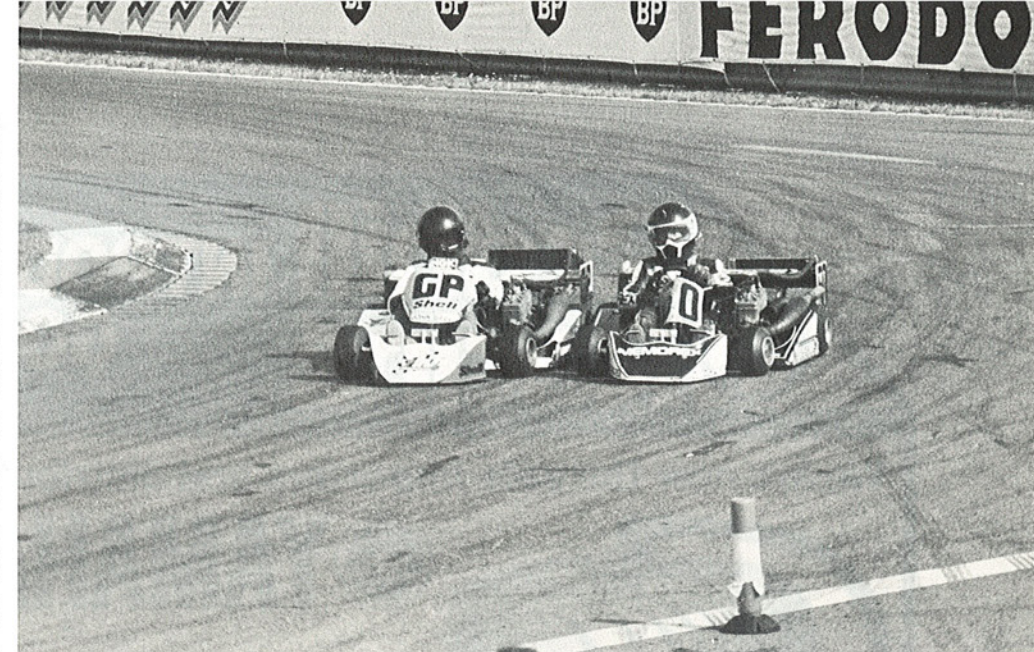
At the front though a new drama unfolded. Steve Murphy was suddenly missing from his fairly safe looking fifth place, restarting just a short distance in front of the leader. Just as he passed the pits his engine locked up and he slid across the bows of the unfortunate Banks, forcing the leader onto the grass on the right. Amid some alarmed glances from the photographers and officials standing on the infield who looked as though they might have to take sudden evasive action Scott did a tremendous job of keeping things more or less under control and regaining the circuit, but his lead was gone, Hunnisset rushing past him before Banks could do anything about it. Just sheer bad luck, but full credit to Scott in still hanging on to second after an alarmingly unexpected happening! Murphy did manage to just about keep going as his motor picked up again, but he wisely retired into the pits next time round. With only a few laps remaining the order behind Hunnisset and Banks was Beasley, Plato, then Andrew Wilson, Dave Price, Steve Key (doing well up from the 'B' final remember), Fraser McEwen-King ahead of Ivan Turner, then the group still led by Andrew Reeves and

straight before the chicane. As my picture illustrates, five laps later, Dave Buttigieg had not exactly established a comfortable lead! Nigel Smith wasn't far behind, and that was with his engine side rear tyre apparently affected by oil, spewed from the gearbox I gather. I quizzed John Ball about this and all he could say was that Buttigieg's superiority appeared to come from "grunt" out of the corners, but that he seemed to be entering the corners at a cautious pace. Now I translate that into being the difference between the two distinct approaches of Messrs. Smith and Ball, and that of Buttigieg. The former eminent couple tend to drive slightly more with their hearts rather than their heads, and gallop into corners as fast as they can, whilst still maintaining control, thereby saving a split second, whilst the new European Champion takes a little more time preparing the second half of each corner, for a perfect and more rapid exit, thereby maintaining a small percentage extra speed over everyone else on each following straight. When in front, he therefore held up Ball and Smith into corners and unwittingly gave them time to exit the bends in the fashion of the master, and consequently stay with him. Just a theory from an old timer, but probably true . . .

If Buttigieg had in fact started from the front of the grid rather than the back, he told me he was going to pull out as big a lead as possible straight away — in his words "a tenths effort" — to try and avoid the possibility of being taken off by anyone else's efforts. He considered his rear Burris tyres to be only slightly slower than the Bridgestones with which he demoralised everyone else in timed practice with his large margin of superiority. He used the American tyres on the rear in the final, hoping they may not let him down in the same fashion as he has been robbed of certain victory in the past on the Japanese rubber. Incidentally, Mr. Bridgestone, look to your laurels — Gange's four World Cup heat wins and consequent pole position were secured on Burris tyres. I hear incidentally that there are some new Bridgestones in the pipeline, which should be here in time for Silverstone.

A final postscript regarding the attempt to charge British competitors a controversial £20 entry fee for the European Championships, brought a smile to my face. Some competitors did indeed accompany their entry forms with the requested sum of money, while others, more sure of the fact that there were indeed no grounds on which entry fees could be charged for an International Championship, did not send a "remittance" And what happened? Shortly before the weekend preceding the European Championship, some of the intending participants who hadn't sent any "loot" received a surprise £20 through their letter boxes, compliments of the organisers. The more honest duly pointed out the Club's unintended generosity and gave the cheques back!

Unfortunately, the whole idea of attempting to have heats for the British entries, to select 90 drivers from them on the Friday to compete on Saturday and hopefully Sunday, totally backfired to the detriment of the meeting, and a big drop in the potential entry. There were, rather as I feared, only 80 or so home entries and this was largely due to the fact that based on the original concept of the meeting, the organisers had overlooked the fact that quite a large number of racers actually work for a living! The prospect of having Thursday off for practice if they had to race and qualify on Friday as well, made the whole meeting totally out of the question for them. The drivers in this category are in my mind the backbone of any meeting, and are the types who would dearly loved to have raced at such a prestige meeting,

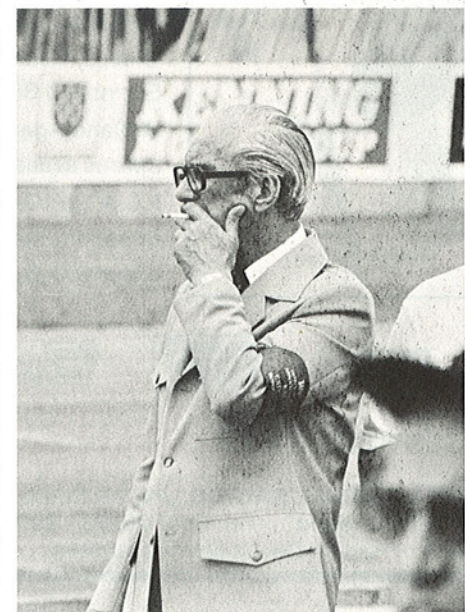


Last lap, last time through the chicane for Buttigieg and Ball. The "E" win was this close. . . (Pic: C.M.)

but are by their very nature responsible people who cannot neglect the source of their bread and butter for four days. I would have thought that as it has long been an acknowledged fact that even Saturday meetings are for this very reason less well supported than Sunday events, the idea of a three and a half or four day event would never even have been considered. I hope the lesson has now been learned.

I thought and hoped I would never have to say what I am about to say. On two occasions in the past I have vigorously refuted the groundless suggestions of any drivers using what is somewhat vaguely defined as illegal fuel. As I understand it, there are two categories of "illegal" fuel — one is that of a fuel of increased octane rating (over that of four star petrol) and the other is that of an oxygen carrying additive. The former enables cooler running and the potential of having a higher compression ratio without detonation (something encountered with the Rotax in particular when modified), whilst the oxygenate additive in fuel on any engine vastly increases the volumetric efficiency. The air content induced into an engine only contains about 20% oxygen by volume, the remaining 80% being nitrogen and other trace gasses, contribute nothing to combustion. So if

No smoking in the pits! Robert Langford, on illegal "fuel" — doing his best for JPS? (Pic: C.M.)



you can get oxygen into the engine in a far denser, atomised liquid form, the benefit is enormous. The oxygen carrying additives are indisputably illegal, but in some people's "book", higher octane fuels, which if as the rules say are "commercially available", are arguably legal. Clearly "Avgas" is what we are talking about and to my mind it is not within the spirit of the regulations, though it is available to all aircraft owners from the pump at airfields throughout the country. As far as I remember, "aviation fuel" is in excess of 120 octane, whereas "four star" pump petrol, although it varies slightly, is well below 100 octane, at around 96.

What a few people are supposed to be doing is mixing two parts "four star" with one part "Avgas", one assumes ending up with something in the region of 106 octane fuel. What is to be gained from this is, in my opinion, marginal. Whilst the advantage of this type of octane fuel gives a benefit to a four stroke engine, it has always been my contention that when oil is added to petrol to give a two stroke mix you virtually nullify any octane rating, due to the high burning temperature of lubricating oil. Some of you may remember that when the Japanese two stroke invasion took place in motorcycle racing circles, they used to run the high revving engines, giving unprecedented b.h.p. per litre figures, on two star petrol — about 89.90 octane! The anti-knock (anti-detonation) content of a fuel is how an octane rating is arrived at — the higher the octane rating, the slower the burning rate of the charge, and consequently the less there is the tendency to detonate. What has added to the speculation regarding one or two drivers using "naughty" fuel, is the fact that the importers of Del'Orto carburetors to this country have recently circulated details of an octane raising additive. The very fact that it is an additive makes it illegal for karting at least, though I gather that the attitude in bike racing to such things is more liberal.

I hope and expect that this damaging tendency will be clarified and stamped out before it gets out of hand. I have a great deal of respect for the top flight of 250 drivers, and don't want to lose my admiration for the handful of transgressors . . .

STOP PRESS! Lennart Bohlin won the first round of the Swedish Fast Circuit Championship — on a Zip. His comments afterwards — "It is very easy to drive" and now Steve Styrin has a Zip too — Formula Ford??

Chris Merlin

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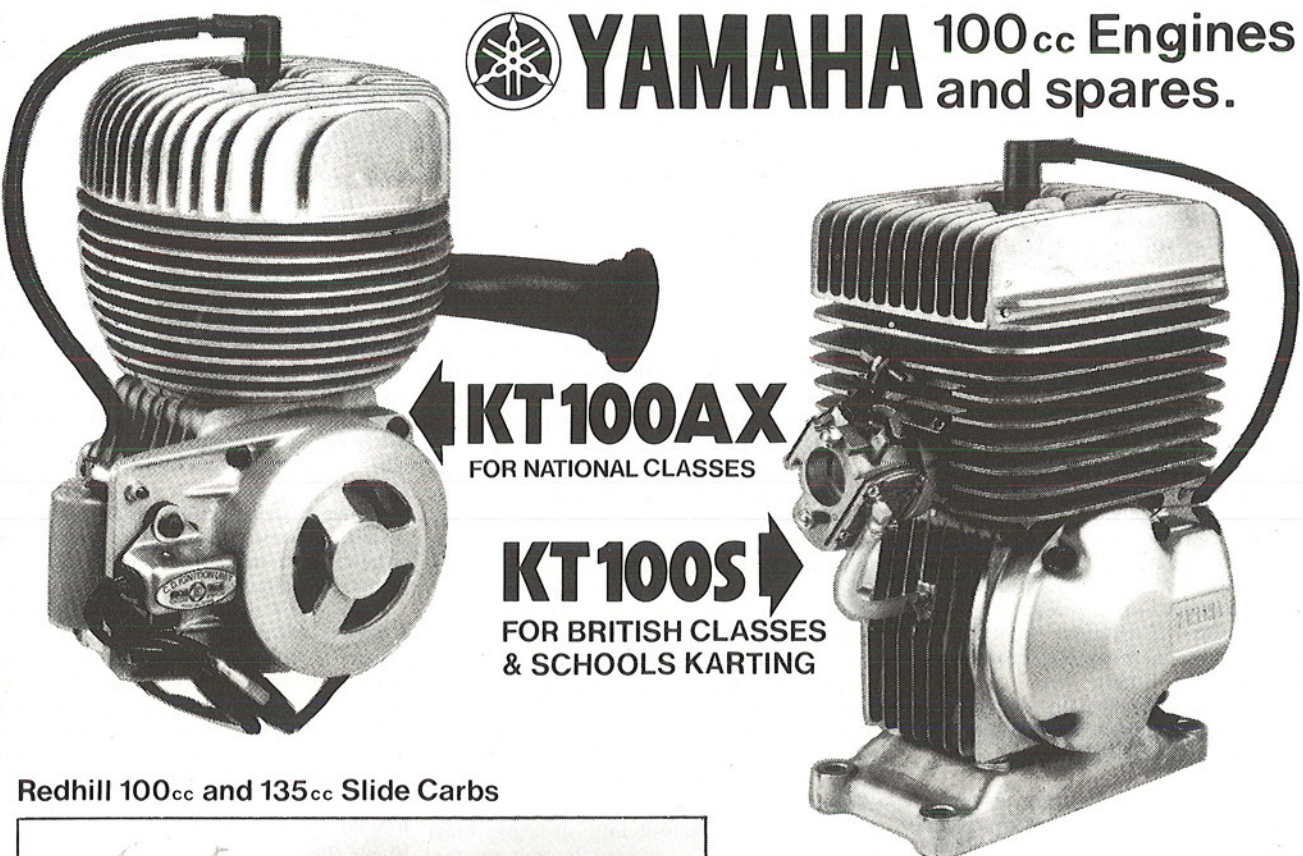
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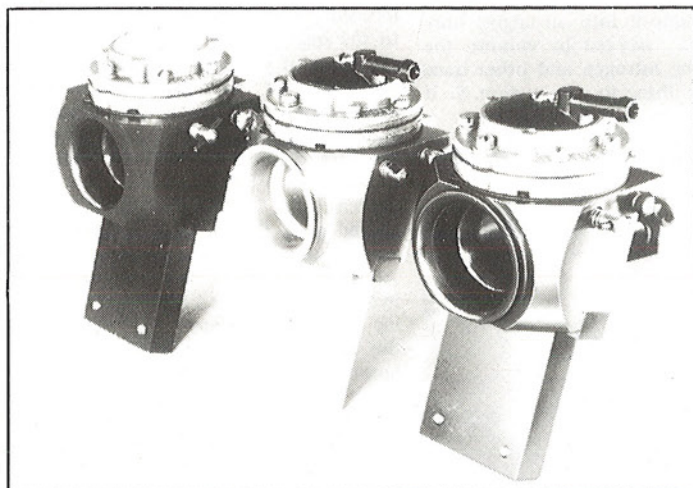


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## Ricky's Turn

Ricky Grice takes Green Man glory as Alan Lane falters. Knapfield and Mellish take the places. Cotterill again in Junior National, with Hunnisett on top in Junior Britain.

Report: Peter Wardle

A hot and sunny day, pleasant surroundings, karting at its very best featuring the most talented drivers in the country, surely a perfect formula for a fabulous weekend of Green Man racing. When it comes to the crunch though, karting 1982 style seems to have become caught up in some unnecessary petty politics which threaten to disrupt the future of most of the short circuit racing scene here.

Luckily none of this seems to have affected the standards of racing though, and Clay proved this in every event. The Organisers did their usual smooth job of running the meeting and, for the first time this year, we actually enjoyed a full length final for the 135 Internationals - and not one ran out of fuel...

Saturday practice indicated that the circuit was mysteriously slow compared to the Junior International event that had taken place only two weeks before, and this wasn't being helped by a continuing shortage of the right tyres. Some had arrived the day before but these proved to be insufficient for everyone to get them in spite of the one-set-per-driver policy in the Junior classes. Eventually most people seemed to get themselves sorted out for the meeting, though there were certainly a few drivers, particularly in Junior Britain, who were visibly handicapped through this shortage.

After the usual hurly-burly of the heats, the real business of the day was started by the Junior Britain 'B' final. Leading these out were Ivan Turner and GM newcomer Dene Roberts, and it was Ivan in fact who promptly pulled confidently clear in the lead and head for an assured place in the 'A' final. Behind him Steve Key had charged rapidly up into second spot, ahead of Tom Radford, while Matthew Kemp completed the four who would get some more racing in a bit later on.

Steve Brogan had worked to good effect in the heats to annex pole position for the Junior National final, and alongside him, well underlining his speed as well as consistency this season, Nick Harvey was starting from the front row for the third time in succession at a Green Man qualifier. Nick Crabtree and Jeremy Cotterill filled row two, then Steve Dart, Mark Jennings, Ian Smith and Charlie Brown led the rest of the grid out for their rolling laps. Championship leader Martin Prior was well down the grid for a change, but the look on his face indicated that this wasn't where he thought he was going to finish!

A bit of energetic door-shutting found Brogan heading the pack out of the first corner, but a few yards behind chaos reigned as a multiple misunderstanding left Darren Needham, Simon Collins, Kerry Thorpe, Charlie Brown, Richard Hunt, Ian Smith and Peter Woolford stationary instead of racing. At the front it was Brogan from Harvey, Cotterill, a small gap then Jennings, Crabtree, Dart, Phil Foster, Simon Haworth, Martin Prior (benefiting from the first corner fracas), Phil Mangerison, Rowan Dewhurst and Adele O'Hara (going much better at this meeting than ever before).

Billy's Blind on lap two, and Cotterill wasn't waiting for anybody as he dived past Harvey and set about the leader. Prior was trying everything to get up the order, apparently on both sides at once as he dodged about behind Haworth looking for a gap, then he thought he had one under braking for Billy's, only to overcook it and spin to a frustrated halt, frantically attracting the attention of the nearest pusher as he watched the rest disappear into the distance. Just as Martin had restarted Crabtree too repeated the mistake, trying to go inside Jennings, though he got restarted much more quickly as there was a pusher already on the scene by that time!

This then left the lead still in Brogan's hands, though not for want of Cotterill trying to wrest it from him, while Harvey kept a tight watch on the proceedings from just inches behind them. Crabtree's faux pas had opened out a bit

*Brogan (5), Harvey (17) and Cotterill (32) head the Junior National charge into the first corner.*

of a gap behind these three while Jennings avoided him, though Mark was comfortably ahead of Dart and Foster.

It didn't take Foster too long to figure out a way past Jennings which he accomplished in a very well executed move at Billy's Blind to set out after the leaders having previously taken Dart, and in fact Steve too was now weighing up his chances on Mark Jennings. Once again the action happened at Billy's, this time revising the order at the front as Brogan suddenly found himself demoted to third with Cotterill leading. In the kerfluffle Steve lost quite a bit of ground on the other two and looked as though he might be under threat from Foster, but he got his head down again and charged after Harvey. With five laps remaining of this 20 lap race Jeremy tried to ease away into the lead to remove any possibility of a challenge, but Harvey still wasn't letting go in spite of the growing threat again from Brogan. Further back Darren Needham was having an energetic go at finding a way round Nick Crabtree, both of them recovering from their earlier offs, and there were times when Darren seemed to be trying to go through rather than round, this policy eventually failing to pay off as he spun and restarted several places further back.

So the race ran out with Cotterill still ahead, but Brogan's determination bore fruit when he succeeded in getting into second place with only a few seconds of the race left. Foster and Dart came through next, ahead of Phil Mangerison, while Adele O'Hara had enjoyed a very encouraging race to make 7th, just holding her own in front of Crabtree, Jennings and Haworth completing the top ten.

1st	Jeremy Cotterill	Sirio/Yamaha
2nd	Steve Brogan	Dart/Hewland
3rd	Nick Harvey	Wright/Parilla
Championship points:		
Cotterill 146, Harvey 144, Prior 120		

As the Junior Nationals left the circuit to be scrutineered, the Junior Britain grid was already formed up and waiting, and a few minutes later they emerged, led out by FSO Cars driver Piers Hunnisett (pole) and Scott Banks, continuing to have a terrific year so far, beside him. Jason Plato and Jamie Beasley (looking much more confident than of late) took up row two, and they in turn were followed by Steve Murphy, Gary Chapman, Jamie Kavanagh, Sammy Hunt (these two once again side by side on the grid), and the rest, including of course the four from the 'B' final.

Away from the flag and Piers made no mistakes in taking a decisive lead, while Jason managed to outfumble Scott to grab second. Of the rest, Samy Hunt found himself suddenly stationary at the first corner, to be briefly joined by Kim Taylor before they restarted, while an unlucky Craig McWilliam couldn't get





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After the tyre rule amendment for the Kart and Superkart series had been announced, the Buxton Kart Club felt that they should abide by the N.W. Kart Association overall decision to run to the 1982 RAC rules, and thus had no option but to cancel their round. It was therefore with some swift re-organisation that the Lincolnshire Kart Club were able to put on the third round of the series at Fulbeck.

Whether through the financial problems we all face, the late change of venue, or the general tyre upheaval, the entry for the K and S class was a disappointing 50. Despite the lack of numbers the main Championship contenders were present and the meeting was sure to provide some 'hot' competition ...

Hot was indeed the word as temperatures soared into the 80's but with the ever present threat of a thunderstorm practice was completed just before one such downpour flooded the circuit. The first race was delayed in order for circuit officials to pump water from the infield, but the circuit remained very wet for the first two heats.

**SAM Britain — Result Unofficial**  
Five heats were required to sort out the 39 entries, each one providing different winners, namely Nigel Cleveley, Paul Browning, Andrew Wood, Miles Hall and Peter Rochford.

The 'B' final provided a classic flag to flag victory for Craig Booth, followed by Mark Wilkinson who qualified from grid 14. Keith Blackburn and Keith Baines fought out the remaining places. Unluckiest non-qualifier was Andy Clarke who had some hassle at the start and was last on lap one, but battled on to finally finish eighth.

### "A" Final Grid — 25 Laps

Hogg (UFO/Arrow)	Rochford (Zip/Arrow)
Hall (Reema/Arrow)	Beddall (Reema/Arrow)
Germain (Kestral/Arrow)	Cleveley (Barlotti/Arrow)
Stapley (Kestral/Arrow)	Browning (Gillard/Arrow)
Magee (Kestral/Arrow)	Wood (Jeta/DAP)
Smith (UFO/Arrow)	Pollard (Dart/Arrow)
Paricer (Lane/Parilla)	Poole (Sprint/Arrow)
King (MM/Arrow)	Eggleton (Bear/Arrow)
Negal (Dart/Arrow)	Burns (UFO/Arrow)
Cox (Kestral/Komet)	Faunth (UFO/Arrow)
Booth (Lane/Arrow)	Wilkinson (Sprint/DAP)
Blackburn (MM/Arrow)	Baines (Kestral/Arrow)

Surprise poleman Phil Hogg, had put his Fulbeck knowledge to good use by finishing second, third and fourth in his three heats and



Neil Hann survived constant pressure from Gary Moynihan to get his first K&S win.

# Hann At Last!

Popular win as Neil Hann finally gets his first K&S win. Gary Moynihan second again, and leads the series. Gary Prior back in contention with third. SAM win to Cleveley, but it's unofficial ...!

headed the series regulars. However his glory was to be short lived as he slipped to twelfth on the opening lap. Front row man Rochford had made a sharp start and was looking confident in front of Hall, Beddall, Stapley, Germain and Cleveley. Gary Paricer was making good progress from his poor grid and was quickly up to the leading contenders.

At the front Rochford had spun away his lead, leaving Miles Hall in front. The dice for second was now getting frantic as Beddall, Cleveley and Browning circulated in close formation, with Stapley ready to pounce in the event of any mistakes. Nigel Cleveley's pressure paid dividends as he eventually passed the very impressive youngster Beddall and set off after leader Hall. King and Germain were contesting sixth place, just in front of local driver Andrew Wood.

Within five laps number one was number one, and beginning to open out a healthy lead. Paul Browning had also moved up a place to third but had his hands full with the never-say-die Beddall and Stapley. The last few laps were reeled off with only one significant change — poor Miles Hall had gone missing on the 22nd lap and a very creditable drive came to naught.

With all the drivers "sweating buckets" they were glad to see the finishing flag, and what should have ended on a high note for the current British Champion Nigel Cleveley, unfortunately turned sour as the scrutineers were not happy with his Arrow at post race inspection. The matter is being referred to the RAC and unfortunately no trophies were given.

### Provisional 100 Britain Results

1st Nigel Cleveley	Barlotti/Arrow
2nd Paul Browning	Gillard/Arrow
3rd Mark Beddall	Reema/Arrow

### Hann Gets It Right

Six heats were required to sort out the National contenders. Although the weather was very warm, most drivers had to contend with two heats in the wet following a thunderstorm (water pumps being used by the organising club to speed up the drying of the circuit). The wet weather brought out various combinations of rubber and started a mild buzz within the National contingent. Dunlops, Bridgestones and Goodyears were of course used, all in varying combinations of size and width. One driver was heard to say "I never thought I would see the day when dry weather would be the ingredient to level drivers" — such is the way of our rules!!

Heat one: In atrocious conditions heat one was led by poleman Nigel Edwards until lap four when Series leader Gary Moynihan made full use of his Dunlop wets and opened up a gap. Gary Till had made a good start and was holding third place until the penultimate lap when both Gary Prior and Neil Hann squeezed by.

Heat two: Almost from the start, Derek Higgins showed a clean pair of heels to the others, his control in the wet conditions a joy to watch. Of the rest, Gary Matthews drove well to finish second with Norman Box following home third. Local ace and previous round winner Pete Elliot was struggling home in fourth cursing the lack of Dunlop wets.

Heat three: What should have produced points for Steve Sykes turned rather sour, as he suffered a chassis breakage on lap two and lost any advantage pole should have given. Gary Moynihan again showed his natural flair and was on his way to another heat maximum of 30 points. Second throughout was Robin Hooker followed by the ever consistent Gary Till.



continued . . .

Graham Waldron looked to be struggling and finished fourth, some compensation for his first heat non-finish.

Heat four: A start to finish victory for Paul Carr indicated that despite his lack of finance the "animal" was still alive and well! Peter Stephens was unlucky to fail to complete the distance after holding second on the penultimate lap. Taking advantage of the situation was John Knell who earned some well deserved points. A back grid start never deters Derek Higgins and this heat proved no exception as he carved his way up to third. Tied together in the next positions were Gary Prior and Neil Hann (destined to see more of each other later) ...

Heat five: It took Pete Elliot three laps to hit the front and from then on the victory was his. Were we in for a repeat of Wombwell? The southern duo of John Gravett and Wayne Homer took the places with early leader Peter Giddings finishing fourth followed by George Price.

Heat six: This was probably the heat of the day, with a three way scrap for the lead between Parrington, Hann and Prior. Places were continually being swapped and no one was giving a quarter. As things worked out it was a good indication of form - Neil Hall, thoughtful and decisive, first; Gary Prior, energetic and forceful, second ... Incidentally this was the third time these two had finished together during the day. Paul Carr had another respectable race finishing fourth. Graham Waldron's luck was well and truly out as he again failed to finish, and Gary Moynihan was caught out by a wet patch in the key-hole and was lucky to recover to finish twelfth.



"B" Final: As usual some top names could be found on the grid - Simon Sutton was on grid 16 but opted not to start; Ian Williams on 22; and languishing on position 20 was last year's Champion Graham Waldron ...

With 50 entries this was the only qualifier required with the top four being promoted to the all important "A" Final. John Knell was poleman and led the field round to the flag. His glory was short lived though as his carburettor died and the field swallowed him up. Peter McCallum made the most of the chaos and opened up a healthy lead, while Waldron, Nicky Fletcher and a flying Ian Williams were charging forward and looked likely qualifiers. Despite working up to second, Waldron was in no mood to stop there. He relentlessly pressed on, eventually overhauling McCallum and taking the

For a while, Miles Hall seemed to have the measure of the Britain race. . .

chequered flag. Nicky Fletcher was on top form and held onto third, in front of Ian Williams. Surprise, surprise! Yes it was true - Gary Prior had finished all three heats and claimed a very worthy pole - maybe his luck has changed ... Alongside was another driver long overdue for a good result - Neil Hann. Series leader under Gary Moynihan claimed grid three with just two wet heat wins, and lined up with Paul Carr. Good positions were also claimed by possible winners Homer, Elliot, Edwards, Till and Box. Derek Higgins and Graham Waldron were starting at the back of the grid, but were men to watch.



laps leaving Burns to lead from Doble. As is so often the case here, the race quickly settled and Burns gradually eased away to take a comfortable win. Doble left the fray at around half distance elevating John Haigh to second. The drive of this final was probably that of Short Circuit Champion Mark Allen who poured through from a lowly grid position to take a well deserved third place.

Sandwiched between the 210 and 125 Final was the 100 National Final and that was something else - at best a fiasco, at worst a diabolical exhibition of near lunatic driving! (An opinion shared by a number of spectators around my vantage point.) After numerous false starts they eventually got away to Sam Holmes' satisfaction only to be red flagged after five laps with the first of a number of incidents. The debris was cleared and once more they tried and yet again the red flag was out after 10 laps after an horrendous shunt involving the three leaders on the straight just past the timekeeper's box. We returned to sanity for a while allowing the 125 Final to be run and then the 100's came out again for a ten lap thrash in an attempt to complete their final. Despite the efforts of commentator David Bewley to drum up some excitement, I'm afraid the whole affair left me longing for the gearbox classes to return to the circuit. After all that, it was Phil Foster who finally took the flag after charging through from his original ninth row start with pole man Wolfenden taking second.

The current pace-setter in the 125 class, 23 year old Stuart Ziemelis from Huntingdon, secured pole position on the Aero, which for this meeting carried the short circuit No. 1

plates. Adrian Wilcox and his Dino had similar heat results of two wins and a second to line up alongside. Completing the front row was a third make of chassis, this one being the Magnum in the hands of its designer Paul Malloy. At the off it was "Super Stu" getting the power down first to get that much sought after early lead. Wilcox, Malloy, Bisp and Walker were next with the race again quickly settling to some sort of order. For 20 laps the leading trio stayed the same - Ziemelis, Wilcox and Malloy. At around half distance backmarkers were being encountered but those well used blue flags again helped the leaders through. Behind the front action, John Cooke and Chas Walker were having a rare old battle with Cooke having the edge at the flag to take fourth. For Stuart Ziemelis this was, perhaps, his last short circuit outing, and another fine win at that!

#### Supporting Class Results:

<b>100 National</b>		
1st Phil Foster	Ferrari/Wright DAP	
2nd Adrian Wolfenden	TKM/Parilla	
3rd Louis Di Resta	Premier/Parilla	
<b>210 National</b>		
1st John Burns	BH Zip/BH Upton	
2nd John Haigh	Barlotti/Peak Revs	
	Villiers	
3rd Mark Allen	Dino/Allen Villiers	
<b>125 International</b>		
1st Stuart Ziemelis	SRS Aero/SRS Rotax	
2nd Adrian Wilcox	Dino/Rotax	
3rd Paul Malloy	Magnum/Merlin	
	Rotax	

The 125 field winds around the warmup lap headed by Ziemelis (1), Wilcox (22) and Molloy (6). Walker (17) and Bisp (5) occupy row two.

One happy Dane - Alan Kronow, 1982 World Cup Champion. . .



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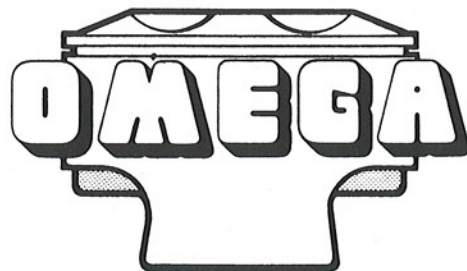
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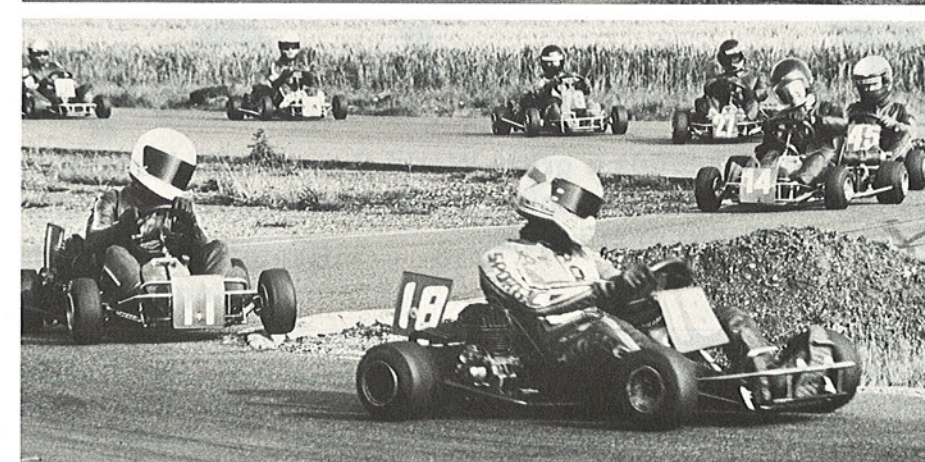
Gary Prior (Gillard/Parilla)	Neil Hann (BM/Arrow)
Gary Moynihan (Lane/Parilla)	Paul Carr (TKM/TKM)
Wayne Homer (Dart/TKM)	Peter Elliot (TKM/TKM)
Nigel Edwards (Zip/DAP JM)	Gary Till (Zip/Zip)
Norman Box (Birel/Parilla)	Robin Hooker (Reema/Arrow)
Peter Giddings (Dart/Parilla)	Martin Gilbert (Zip/TKM)
John Gravett (Dart/TKM)	Ray Wright (Cobra/DAP)
Gary Matthews (Sirio/TKM)	George Price (DAP/DAP)
Robin Chuter (Sprint/Arrow)	Ian Murphy (Premier/PCR)
Brian Hooley (MJM/Parilla)	Derek Higgins (DAP/DAP)
Graham Waldron (Zip/PCR)	Peter McCallum (Zip/PCR)
Nicky Fletcher (TKM/Parilla)	Ian Williams (Premier/Arrow)

Three rolling laps were required before the starter was satisfied. This seemed to suit Hann as he got the jump on Prior, and pulled Carr through with him. Prior slotted into third followed by Moynihan and Homer. The leaders were safely round the pit complex when chaos reigned in mid-field and we had a multi-kart pile up. Taking advantage of this was a fast starting Higgins, fouled by Nicky Fletcher and Peter McCallum. Waldron's jinx continued as he got involved and derailed the front of his Zip.

The leading action continued unabated. Pete Elliot was handily placed in third and was beginning to close in. Gary Prior had slipped to fourth with Homer fifth and Edwards, now in front of Carr and Till, in sixth. Hann, Moynihan and Elliot circulated in close formation some 20 metres clear of a battling Prior, Homer and Edwards, the first two renewing past battles with some hard driving.

Derek Higgins had been storming through the field and was now well in contention, but as often happens, his exuberance took control and in trying to pass two drivers at once in the chicane he had no option but to take to the infield, ending up undignifiedly in a puddle.

The race pattern remained the same until mid distance with Neil Hann working hard to hold off Moynihan, and Elliot holding station in third. It was the latter who got caught out on a damp patch in the key-hole and spun out of contention. Prior, Homer and Edwards were still scrapping over what was now third place,



Top: Hann (18) leads the field into the first corner with Carr, Prior (14) and Elliot (45) in line behind. Middle: The tail end of the field managed its usual multiple opening lap shunt. . . Bottom: The field begins to spread and it's Hann (18) from Moynihan, Prior, Elliot, Carr, Homer, Till and Edwards.

with Prior seemingly getting the upper hand. Gary Till was next up followed by Giddings, Fletcher, Box and Carr.

As the race ran into its final quarter, Hann appeared in control and heading for the elusive first K and S win which he has chased for so long. Series leader Moynihan showed good form

and was destined to increase his overall Series lead by finishing second. Gary Prior worked hard for third place, and was overjoyed to be back in the limelight. Homer finished fourth, Edwards fifth, and Till sixth. So the spoils of victory went to a popular winner, at last backing up his undisputed speed with reliability and a change of luck.

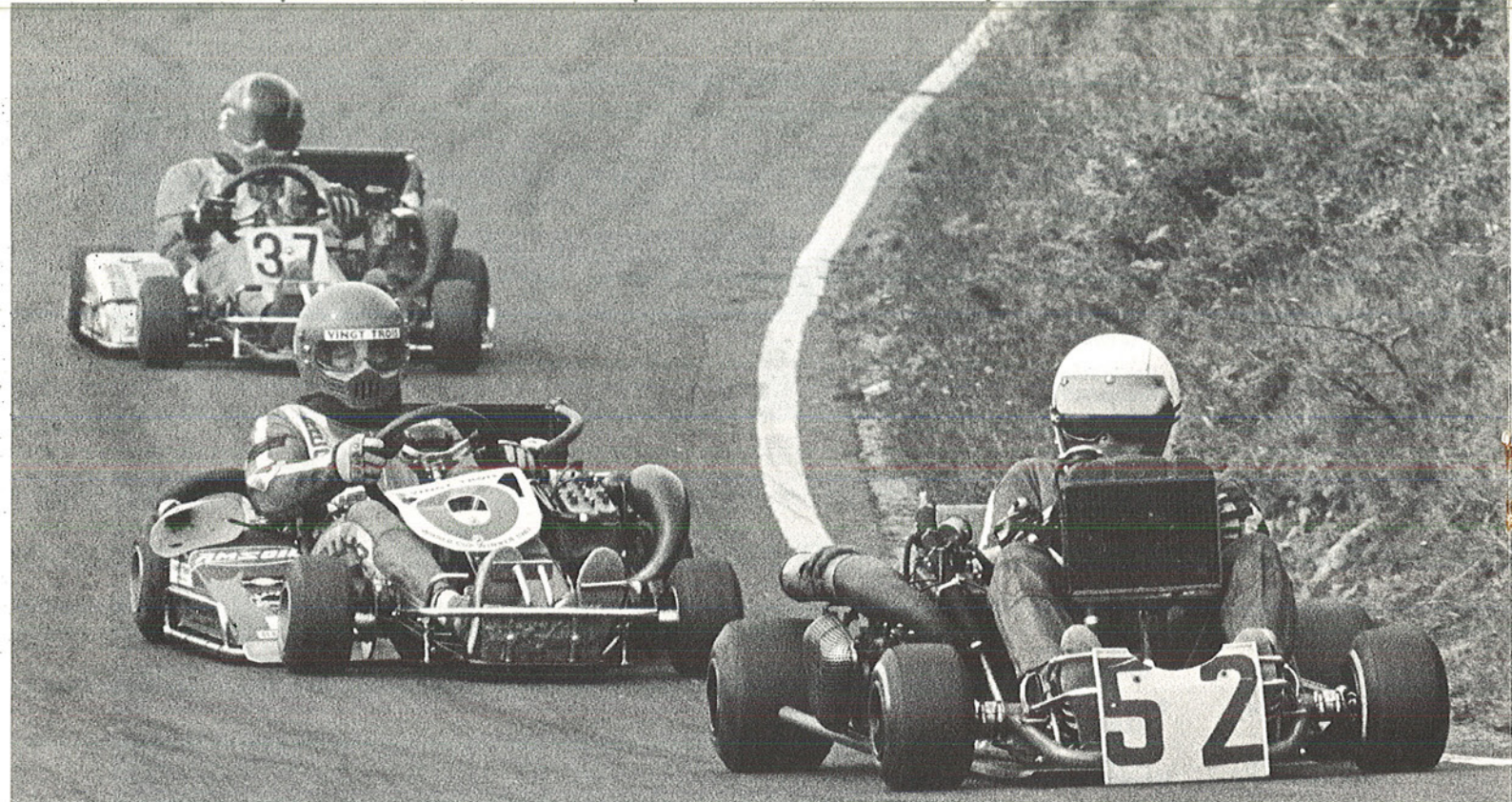
1st	Neil Hann	BM/Hewland
2nd	Gary Moynihan	Lane/Parilla
3rd	Gary Prior	Gillard/Hewland
4th	Wayne Homer	Dart/TKM
5th	Nigel Edwards	Zip/DAP JM
6th	Gary Till	Zip/Zip

The Lincolnshire Kart Club must be thanked for their efforts (at short notice) in running the event, and are hoping for a regular round in 1983. The Series leader, young Gary Moynihan, now has three impressive scores and is riding high at the top of the points table after three rounds. Will his superiority be broken at the next round? And by who? The venue is Snetterton which is new to the K and S Series, so anything could happen ...

C.K.W.

Leading Points After Three Rounds					
Pos.	Driver	1	2	3	Total
1	Moynihan	132	130	126	388
2	Homer	128	128	122	378
3	Edwards	116	132	117	365
4	Till	122	117	115	354
5	Carr	115	106	117	338
6	Box	121	89	112	322
7	Gravett	95	111	107	313
8	Giddings	101	98	112	311
9	Matthews	108	69	113	290
10	Higgins	104	102	83	289
11	McCallum	95	110	75	280
12	Prior	60	82	130	272
13	Hooker	92	77	96	265
14	Wright	31	126	104	261
15	Williams	118	96	46	260
16	Tillett	118	114	26	258
17	Price	62	102	92	256
18	Knell	101	79	64	244
19	Hann	64	47	132	243
20	Elliot	—	130	108	238
21	Waldron	123	55	52	230
22	Sykes	103	79	44	226
23	Sayer	104	60	60	224
24	Sutton	97	79	47	223
25	Hooley	18	106	90	214
26	Bridgeman	108	102	—	210
27	Chuter	40	75	92	207
28	Murphy	—	114	92	206
29	Stephens	84	110	10	204
30=	Bryant	117	86	—	203
30=	Mace	101	102	—	203
32	Royston	108	16	72	196
33	Watts	24	107	59	190
34	Farrington	65	64	56	185
35	Gilbert	—	77	102	179
36	Percy	74	40	60	174
37	Allen	69	49	53	171
38	Vincent	—	82	71	153
39=	Keenan	46	41	61	148
39=	Fletcher	—	66	82	148





Early stages, and Kronow (52) heads Gange (0) and the closing Price (37) down the hill to the hairpin.

# Kronow's Cup

Alan Kronow scoops a gritty World Cup win for Denmark. Gange challenges, but spins to third behind Price. Ansell, Dean, and Smith next in line.

Report: Mike Smith  
Pics: Roger Calvert

The Spring Bank Holiday weekend signalled the annual pilgrimage to Heysham Head for the 15th World Cup, organised by the Morecambe and Heysham Kart Club. Bert Hesketh must have had access to a crystal ball for even before the collapse of last year's Sponsors, Laker Skytrain, he had persuaded John Player and Son to return to an event they had been associated with for the first ten years of its life ...

The familiar black and gold of JPS was a welcome addition to the Heysham scenery with the enthusiastic Keith Chisholme doing a fine job in the Company's hospitality caravan. Jacqui Smith and the John Player girls also did the Company proud on its return to karting. It was nice to hear Keith Chisholme speak of his hopes for the future involvement of JPS in karting, a branch of motor sport in which current Formula One driver Nigel Mansell began his climb up the racing ladder. Nigel of course still retains a keen interest, having recently opened a karting showroom in Alcester, and was in fact amongst the large crowd present on the Monday.

The entry list unfortunately showed a staggering drop of around 40% on the 1980 figures, with the 210 class reduced from 90 to 39, a loss of 56%! The 125's suffered least, but still showed a fall of 25% with 46 entries this year against 61 of two years ago. The World Cup Class, 250 International, was 30% down with 56 entries this year compared with 79 in 1980 and 74 in 1981. The one stable element in the entry list was the 100 National class, with the last three years throwing up almost identical figures. Many and varied reasons were put forward for this decline in numbers, and more than one driver felt that the present breed of man and machine was more than happy to concentrate on the ever growing number of long circuit meetings rather than put up with the time and cost of equipment changes necessary to do both short and long circuit. Another factor on this fast but tight Heysham circuit is obviously speed and the lack of run-off area when needed. The sickening thud when some unfortunate driver hits the fence can be heard almost all round the track! ...

However, I will accept that for many the World Cup weekend is one not to be missed and although I have some misgivings as to its total safety, I certainly enjoy the whole weekend, and the overall atmosphere, particularly on the afternoon of the Finals seems to make it all worthwhile. Like the French and their frogs legs, you either love it or hate it; I love it!

The prize at the end of it all is that much coveted 'O' number plate which in the previous fourteen years had been won by only six different drivers: Graham Liddle (4 times), Bohlin (4), Butty (2), Hesketh (1), Cullimore

(1) and of course the ever popular Reg Gange, the holder at the start of the meeting and 1973 winner. Would the Vingt Trois pilot, a self confessed World Cup addict, retain it for a second year? Who else was likely to offer the greatest threat?

Perhaps by around 4.45 on Sunday afternoon one could be forgiven for thinking that the 'O' plate was staying within these shores. Race 20 on the programme, and Reg Gange lined up for his third heat having already stamped his authority on earlier proceedings with two storming wins. This one was different - Reg was the last man on the grid with it all to do from the back and had almost resigned himself to go just for a finish, knowing he had another crack on Monday from the front of the grid. However the sun shone, Reg shone even brighter, and his third heat win was safely put to bed in a charge well worth seeing. So far, a repeat of his domination of last year! Monday morning and Reg made it four out of four with pole position his once again. Who could follow that? ...

The smaller than usual number of top home-based drivers nevertheless contained some names likely to get near to that level of performance. An obvious one was a relative newcomer to the 250 scene, Wigan Kart Centre's Bolton-resident, Derek Price. Derek is certainly no stranger to Heysham, having competed at all previous World Cup meetings and twice won the 125 class. Running on Burris tyres, as indeed were one or two other notable home drivers, Derek set about the job in fine style taking a second place in the first heat on Sunday, shattering the lap record in the process. A fourth place resulted from his second heat after a broken chain only yards from the flag robbed him of what had been certain victory. Somehow Derek managed to coax the rolling machine over the line. Around five o'clock on Sunday afternoon and the lap record was lowered again by the Bolton Boy in notching his first win. Monday morning and his last 12 lap thrash secured a front row position for the Final with another popular win.

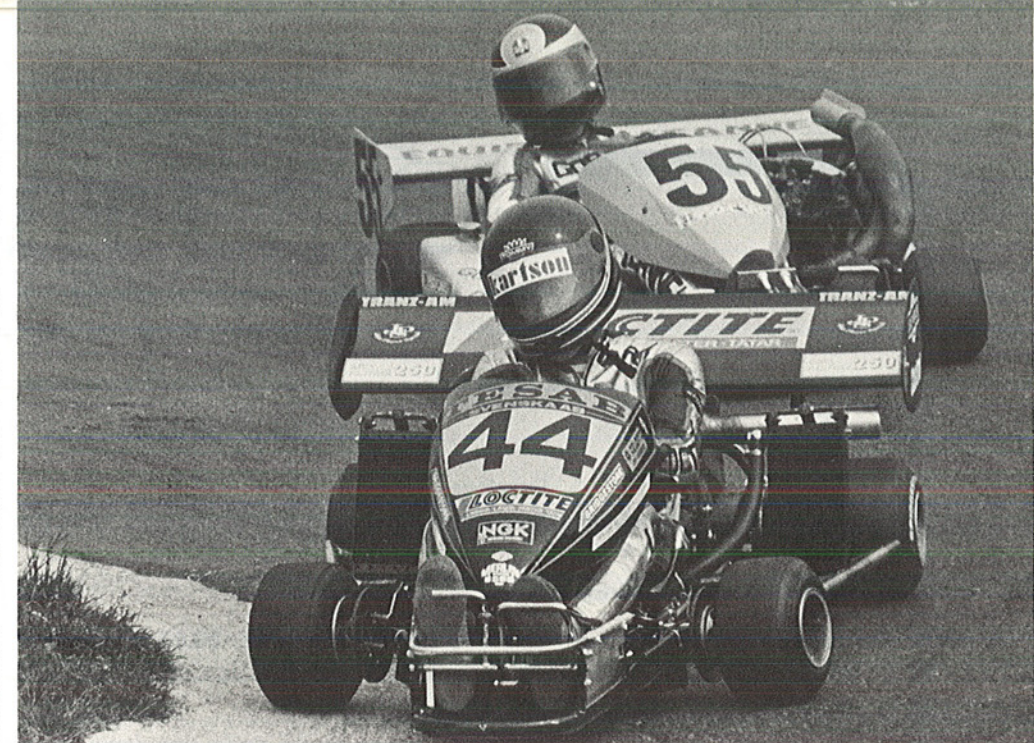
As the weekend unfolded it became clear that the biggest threat to the home drivers was No. 52 in the programme, Allan Kronow from

Denmark. A very likeable, extrovert character, Allan's speed around the circuit was evident for all to see, although his style was, to say the least, a little erratic at times and often spectacular! Denmark's answer to our own Sideways Nigel Smith? ... The 26 year old Dane, Scandinavian Champion in 1980 and twice Danish Champion, has just returned to racing after a year's break to establish his own motor repair business, his Dino/Rotax being purchased only a couple of weeks before this meeting. With 16 years of karting experience behind him, mainly on the shorter European circuits, his set up certainly seemed to suit the venue. A fourth and a fifth place at the World Cup in 1976 and 1977 had been his best previous performances in this country. At close of proceedings on Sunday, Allan had a win and two second places under his belt. The first heat on Monday and he had to settle for second yet again as Gange took that fourth win of his.

So that was the front row - Gange, Price and Kronow - and with the initial blast off the line so important at Heysham, a cracking final was in prospect. Richard Dean, who had a fine fifth place in last year's final, was on the second row of the grid with his best three heats being a win, a second and a fourth. The RKR duo of Rob and Sandy had mixed fortunes with Sandy lining up on the second row after a steady performance netted him a second, two fifths and a fine victory on Monday morning. Rob, due to defend his European crown six days after this one, was having a troubled weekend, a fourth and a seventh in his heats putting him in the 'C' Final with a lot to do. That was almost as far as the Worcester driver managed, pulling off at about half distance in the 'B' Final leaving Kleppe, Coward, Houghton, Reader and 'C' Final winner Swede Arne Johansson to go forward to the back of the main Final.

Other 'notables' through to the World Cup final by virtue of their heat performances included Nigel Smith, the extrovert Stocksigns driver enjoying himself despite threatened protests from Norway's Kleppe. Torgje claimed Nigel had purposely removed him from a heat, which Nigel strongly denied, but fortunately the matter appeared to be somewhat amicably resolved without the need for expensive official protests! Sharing the third row with Nigel was Swede, Carl Eric Engman, and here was something different! The exhaust system on the Dino/Rotax was, as scrutineer Ron Brassey so aptly put it, "a plumber's nightmare!" Completely encircling the chassis, it looked most weird ... but it seemed to work! Perhaps the most notable of the Swedish visitors, Lennart Bohlin was not having it all his own way this time. Now Aero mounted, and a centrally situated Stuart Ziemelis Rotax to boot, Lennart won his second heat but two sixth places were the best he could muster from the remaining two. Monday was even worse, for a comprehensive seizure put him out of the heat and the Loctite Aero lined up in fourteenth place on the final grid.

So at about 4 o'clock on Monday afternoon, 20 drivers lined up to do battle over 25 laps. As the flag dropped it was the Dane, Allan Kronow, screaming off the line first with Gange, Price and the rest almost as one. For seven laps Kronow was at the front with Gange in hot pursuit and Price hanging in there, waiting. The three of them had soon made a break from the rest which were headed by Dalgarno, Dean and Nigel Smith. Phil Ansell was battling hard to stay in touch and at quarter distance was around seventh place. Lap eight and Reg made his move - out of the hairpin to a great roar from the crowd Reggie had the lead, but not for long. As they flashed past the commentary box Kronow was back



in front and the battle was really hotting up! Price meanwhile was still going strong - one slip from the leading pair and Derek was poised.

Four more laps and the leading three had consolidated their positions with Richard Dean in charge of the rest and backmarkers making lap scoring even more testing. Gange had his strategy worked out; the hairpin was the place to make another effort to snatch the lead. Enter it very tight, thought Reg (Allan was going a little wide) then hopefully exit side by side and hope that little bit extra can be coaxed from the Rotax up the hill to get by the Dane. Alas it was not to be, the tight line was accomplished, but too tight and Reg was gyrating, giving Price the chance he had been waiting for to nip through to second. Reg sorted it all out and powered off up the hill in hot pursuit, probably knowing that it had been his last chance? ... Derek Price now seemed to have that extra bit of urgency about his driving and was closing on Kronow, with Gange now just out of touch in third. Dean, Ansell, Dalgarno and Smith were next with Bohlin finding himself on the wrong lap!

Kronow hung on to his lead for the remaining laps but not without a few anxious moments with Derek Price pushing him really hard. Once more Derek had the satisfaction of fastest lap, and indeed a new record, knocking 2/10ths of a second off his earlier time. Another couple of laps and who knows? That is motor racing - full of ifs and buts, the fact is that the coveted 'O' plate is on a Dino with a Danish driver. Well done Allan and thanks for the after race hospitality! ...

Former Champion Bohlin unveiled his rear engined challenger, but finished in mid-field. ...

As for the losers, especially Derek and Reg, let's leave the last word with Nigel Smith, who said "It's better to have tried and lost than not to have tried at all" ...

1982 John Player 250 International World Cup

1st	Allan Kronow	Dino/Rotax
2nd	Derek Price	WKC Zip/WE Rotax
3rd	Reg Gange	VT Zip/Merlin Rotax
4th	Richard Dean	Zip/Rotax
5th	Phil Ansell	Zip/Rotax
6th	Nigel Smith	Stocksigns Zip/Rotax

Winner's Time (25 laps): 9 min 47 sec.  
Fastest lap:  
Derek Price, 21.47 sec. (lap record)

The supporting classes, during a multitude of heats, had their fair share of incidents coupled with some keenly contested racing. The 210 brigade, despite the small number present, produced an interesting looking Final grid with Frazer Barbour netting pole position after three heat wins. John Burns was next after a win and two seconds, with young Tim Doble making up the front row after a win, a second and a third.

Stranraer Dairies' driver Barbour quickly took up the running at the 'off' with Burns and Doble in close attendance. It was not to last though, as the Scot pulled off after only 4

Kronow (52) makes the best of the start as the 20 finalists blast off.

