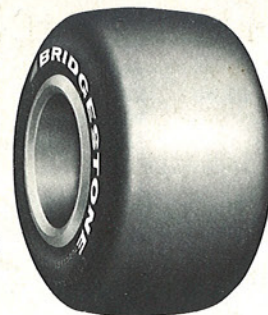


1981 JUNIORS CUP-LOCARNO

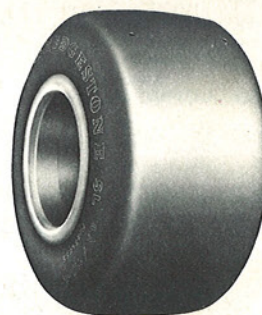


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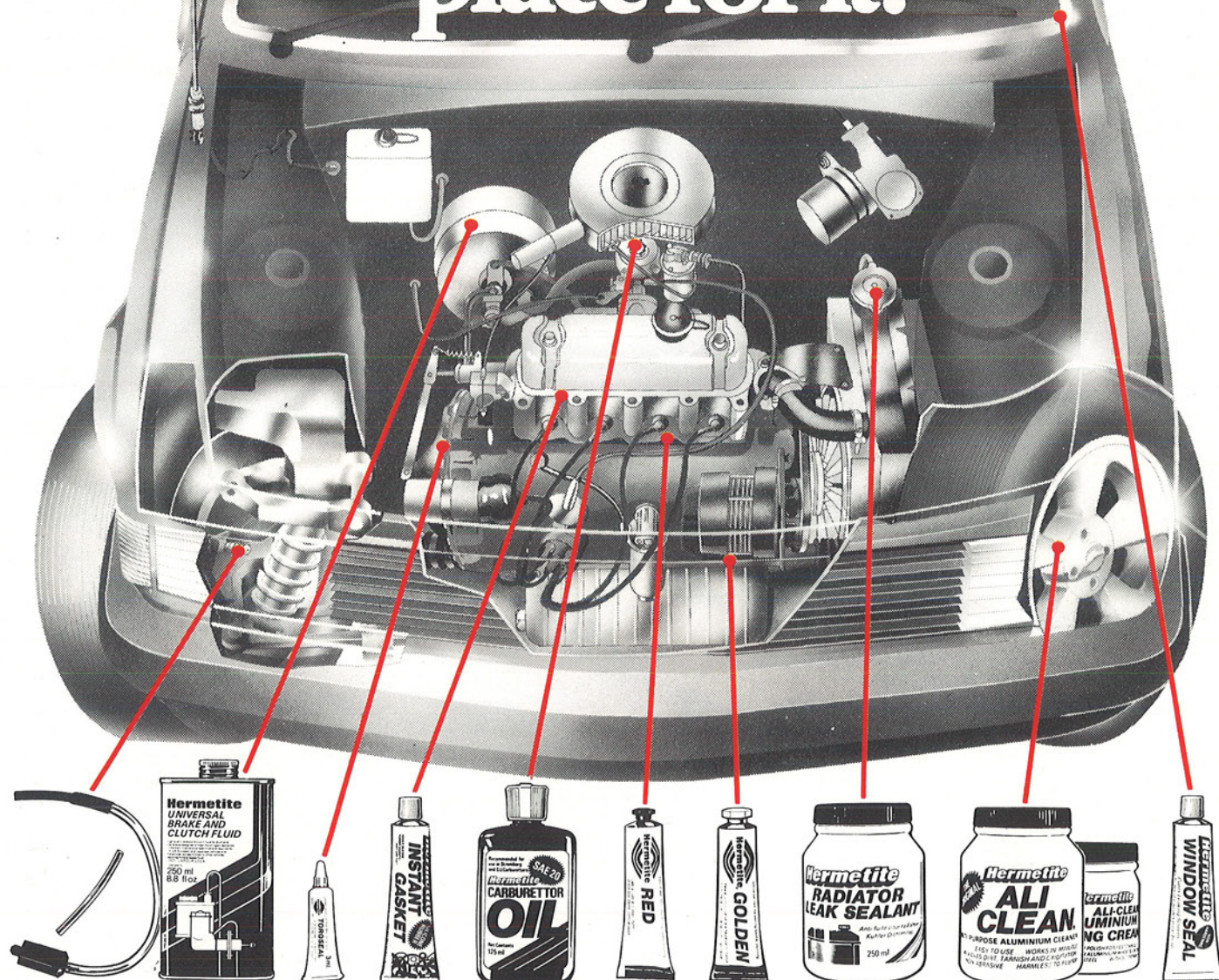
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- 100 National
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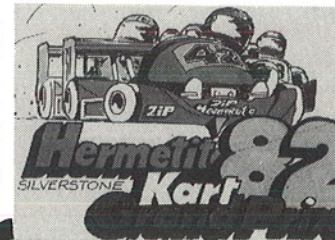
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SIRIO ST51TT, 50.2, Gillard prepared, Motoplat and carb, very quick motor £155.00. Tel: Welwyn Garden City 28659

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One of the things that makes karting such an enjoyable sport is that its basic regulations - especially price limits in the appropriate classes - continue to make it possible for the small budget person or privateer to succeed at nearly all levels. Recent weeks have seen graphic examples of this, none more so than the RAC 100 Britain Championship, where a complete rank outsider did everything right on the day and came away with that sought after number 1 plate. This is the sort of occurrence that attracts people to the sport, and totally justifies the strict price control on those classes it affects. Long may it continue.

At the other end of the scale, so to speak, John Ball - who won last year's thrilling Daily Express Hermetite British Grand Prix as a privateer - returns to defend his title at Silverstone. This is British karting's showday, coming at a peak of national publicity. Sponsors, both current and prospective, are there in force - Dave Buttigieg's backers Memorex alone are turning the day into a picnic for 700 staff and guests. . .

The atmosphere is there, and given good weather, the most competitive entry yet should result in a fine spectacle. Anyone who has yet to experience this sort of racing will do no better than to congregate at the Northamptonshire venue next week. The 115mph lap average is going to go, and if your friends find that hard to believe, bring them along too.

CHRIS LAMBDEN

FRONT COVER:

It's Grand Prix time again, and the man defending the title is John Ball. Ball won the 1981 event, as a privateer, in the closest finish since the GP began. Here he heads GP contender Nigel Smith during a tight European Championship second place battle. (Picture: Roger Calvert)

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KART AND SUPERKART

Monthly

No. 44

contents

- 2** Just Heard
Latest news and views from around the karting world.
- 7** Wet And Dry. . .
Mixed weather and conditions for this Green Man round.
- 11** One More Time
British Long Circuit Championships, Round 3 at Cadwell Park.
- 15** Ponder with Pudney
on Green Man changes, 135's - the future?, and a chat with 'Pop' Fullerton.
- 17** The Invader
A Scotsman snatches the British 100 National Championship. . .
- 20** Mainly Merlin
Chris Merlin on quotable quotes, the fuel business, Silverstone, and more. . .
- 23** Surprise!
A real turn up at the British 100 Britain Championship.
- 24** Short Circuit
The Short Circuit Gearbox Championships, from Shenington.
- 27** Hines Quarter
The Grand Prix - where it all started, and where it is going.
- 29** The Trade Page
New products and developments from the kart trade.
- 31** Club Scene
Latest news and coverage from the club racing circuits.
- Kalendar
Where and when to see karting in the near future.

NEXT MONTH*:

- THE GRAND PRIX
- K&S and GREEN MAN
- BRITISH CHAMPIONSHIPS

PUBLICATION DATE: 2nd SEPTEMBER

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



Restricted Tyres: Big Changes For

As predicted, the Kart Committee have made wholesale changes to the restricted tyre lists for 1983 — detailed in the following statement issued on 1st July.

"Following the agreement of the Motor Sports Council to allow a waiver of the Stability Rule, the Kart Committee has made a sincere endeavour to rectify the unhappy situation which has existed in 1982 regarding the Restricted Tyre Lists.

It was considered that for Classes having to comply with the Restricted Lists, the SL type of tyre was in the best interest of the Competitor and by the unanimous decision of the Committee, the following Lists, incorporating most Manufacturers, will apply from 1st January 1983."

LIST A:

Maximum price:	Dry — £12.00 Wet — £14.50
Maximum width allowed:	4.5
Bridgestone	10 x 3.60—5 SL
	11 x 4.50—5 SL
Carlisle	11 x 3.50—5
	11 x 4.50—5
Dunlop	10 x 3.60—5 SL
	11 x 4.50—5 SL
Goodyear	11 x 3.50—5 Blue Streak
(Germany)	11 x 4.50—5 Blue Streak

Changes For World Junior

Despite stories persistently pushed in some quarters, the CIK have *not* opted for reed valve engines for World Junior competition. Changes for next year include introduction of hard compound tyres and intake restrictors on current engines, as outlined in the following press release:

(a) For 1983 the Junior Championship will allow only CIK homologated 'hard compound' tyres. The CIK will be announcing in the very near future the minimum Shore figure which must be established before a tyre will be classed 'hard compound' to enable Manufacturers to put forward tyres for homologation later this year.

(b) All engines shall be fitted with a restrictor. The restrictor shall be a detachable 3mm flat, non-porous metal plate fitted directly between the carburettor flange and the inlet manifold or engine, containing a circular hole with parallel sides and a 20mm bore through which all the mixture must pass.

(c) Junior weight limit — 115kgs.

LIST B:

Maximum price:	Dry — £16.50 Wet — £18.50
Maximum width allowed:	6.1
Bridgestone	10 x 4.50—5 SL
	11 x 600—5 SL
Burris	450 Y—75A
	550 Y—75A
Carlisle	10 x 400—5
	11 x 600—5
Continental	10 x 450 KH 40
	10 x 600 KH 10
Dunlop	10 x 450 SL
	11 x 610 SL
Goodyear	11 x 600 Blue Streak
(Germany)	

Plus for National Gearbox Classes on Short Circuits:

Maximum width allowed:	7.1
Bridgestone	11 x 710 SL
Burris	700 Y—75A
Continental	11 x 650 KH 20
Dunlop	11 x 710 SL

For National Gearbox Classed on Long Circuits, the tyres are free other than having to comply with the List B maximum price and maximum width of 7.1.

In addition, the Committee decided to continue the "one set of tyres" rule for the remaining 1983 100cc Britain and National Championships.

Fuel Regulation Tidied Up . . .

Following the recent ripples in the Superkart fraternity centring around the use of Avgas blends, the CIK recently clarified its interpretation of the fuel regulation as follows:

"By on sale commercially, for the purpose of karting, the CIK intends as petrol a motor fuel produced by an oil company and currently distributed at road refuelling stations throughout the same country."

This seems to clarify the situation and so hopefully the problem has been overcome once and for all. . .

KART & SUPERKART CHAMPIONSHIP — ROUND FIVE ENTRY INFORMATION

Venue: Kimbolton, 10 miles s.w. of Huntingdon.

Date: 29th August
Practice: 28th August — 12 noon to 5 p.m.
Entry Fee: £9.00 (practice: £5) To: Martin Farrow, 21 Whitefriars, Rushden, Northants.
Entries Close: 22nd August
Camping is available at the circuit (no water).

Grand Prix Time Once More . . .

Once again, Superkarting's highlight of the year is only days away, and as usual all long circuit followers' eyes turn to Silverstone, as the largest entry of the season assembles to compete for the four Grand Prix titles. The weekend of August 14th/15th is the one to keep clear if you want to witness the sight of 60 Superkarts sweeping through Woodcote. . .

Columnist Merlin has appraised the leading British chances (page 20) in the main event, but these drivers will be faced with a large overseas contingent, with toughest opposition likely to come from ex-European Champion Lennart Bohlin, currently dominating the Swedish scene, and the American entrants.

In addition, of course, three full supporting Grand Prix classes — 125, 210 and 250 National — will also be up for grabs.

Main race of the day is Sunday, with adult admission £3.00, accompanied children under 15 free. First race is 12 noon, but the morning pits walkabout is well worth it. Saturday is taken up with practice and the bulk of the qualifying heats — adult admission £1.00, children again free (if accompanied by an adult).

Silverstone is just outside Towcester on the A43, reachable via junctions 15 or 16 off the M1.

Don't miss it — it's a great day out. . .

Wilsons 2nd 135 GP Win

The European 135 Grand Prix series moved to Valence in France for its fourth round, late in June.

In the end, the final provided a 1—2 for the works Birel/Komet pair of Wilson and Forsman, after Fullerton was forced out with a broken coil mount. Italian Catellani recorded his best result so far with third, whilst Sweden's Andskar and Peter De Bruyn were fourth and fifth.

Their continued consistency finds this latter pair three points ahead of Forsman in the title chase. Despite his two wins, Wilson is virtually out of contention, whilst Fullerton needs the top three to each drop a round to give him any chance. The fifth round takes place, as we go to press, in Luxembourg, with the last round at Liedolsheim on the 22nd August.

European Championship Points: De Bruyn/Andskar 381, Forsman 378, Rensing 358, Haase/Fullerton 354, Sutter 337, Wilson 335.

The RAC's Open Day Arrives . . .

Wednesday 11th August sees the annual Kart Open Day at 31 Belgrave Square, commencing at 10 a.m. Anyone is welcome to attend and contribute towards the discussion. Remember — this is the one chance in the year that you have to question the Governing Body face to face. The agenda for the meeting will have closed by now, but you can guarantee that it will contain all the important topics. . .

Mini Ads

Sell (or buy) equipment, spares, or whatever with a Mini-Ad. All Mini-Ads must be prepaid and will be inserted in the first possible issue after receipt.

Rates: 10p per word (£1 minimum charge).

Please send your Mini-Ad, clearly typed or printed to: Kart & Superkart (Mini-Ads), Pindar Road, Hoddesdon, Herts.

Mini Display Ads (boxed) are also available at £8 per column inch. Copy to same address.

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100 NATIONAL — ZIP 79GT/DAP T70TT, 'JM' supplied and tuned. Engine alone cost in excess of £400. Spare slicks and wets (both mounted), chains, carbs., sprockets, tools etc., etc. Plus stand, leathers, boots and kart cover. Also Zip 77GT chassis c/w stub axles, brake disc., rear axle, etc. Trophy winner £450. Tel: Silverstone 857586.

IMMACULATE

1981 DINO 125S/SRS ROTAX (just rebuilt) complete with 6" and 7" Dunlops, Goodyears and Bridgestone wets, nose, wing, bubble and rev counter. Spares include jets, sprockets, size 10 boots and 40" leathers. P.O.A.

Telephone: Nicky after 6.00p.m. on SPALDING 820144

WRIGHT '82/WRIGHT YAMAHA, only 3 meetings. Unused Goodyear wets, K80TT (50.8), carbs, chains, sprockets, spares, tools, stand and trailer £800 or might split. Tel: 01-653 4518

ZIP 210 NATIONAL, Upton engine, + 3 exhaust, wets and spares £300 o.n.o. Tel: Hinchley 613503

FOR SALE — 100 NATIONAL BIREL/KOMET outfit with wets and slicks, plus other spares £325 o.n.o. Tel: Swanley 62176

SCOTLAND — JUNIOR BRITAIN/BRITAIN Deavinson Sprint (two years old) and tuned Arrow (50.6). Trophy winner, both mint condition, hardly raced. Includes many spares, stand, wets etc., £450 o.n.o. Superb tuned Manx (Britain), four years old, rebored once £150. Fitted trailer £150. Tel: Nick on Kilmacolm 3305 evenings.

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on CHASEWATER CIRCUIT from 2.p.m. Wednesdays and Thursdays, also Saturdays with Trade Vehicle and Refreshments. £3.00 (Non-members). Gates locked at 8p.m. weekdays, 6p.m. Saturdays (or Sunset whichever the sooner). Racing 2nd Sunday monthly.

Telephone in your Mini-Ads using ACCESS, VISA, or BARCLAYCARD



SPRINT RS104, fully tuned Parilla SS20, immaculate condition. With stand and cover. This kart cost over £900 new. Will accept £350. Tel: Hatfield (Herts) 64916

1980 ZIP SHADOW 210, immaculate, very fast, wing, bubble. Ex Scottish Champions tuned barrel, head, exhaust. Wets on rims. Spares. Must be seen. £500 o.n.o. Genuine reason for sale. Tel: Kirkcovan 262

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1982 EUROPEAN 250 CHAMPS — 1st, 2nd, 3rd, 4th, 5th — also 1st and 2nd in 125cc race.

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SOMEBODY MUST WANT MY ZIP GP/ Yamaha TD37 Zip tuned, Motiv pipes, Femsa, wets etc. It must be sold, will split or swap for ultra competitive 100 Britain outfit or YZ250 'G' motor. Make me an offer no matter how silly! Tel: Bexhill 223794

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ZIP SHADOW/TVM YAMAHA 125. Stand, set of wets on wheels, spare set of slicks on wheels. Box trailer with spare wheel, leathers, boots, gloves. Complete outfit. Ready to race, £800, or near offer. Tel: Bishop's Stortford 870596

100 NATIONAL ZIP 80GT Wright prepared Parilla SS20. Good condition. Very competitive. Must sell — going abroad. £375. Tel: Ramsey (Cambs.) 840690

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1981 ROTAX ENGINE £325 o.v.n.o. Lancer 250 International chassis £175 o.v.n.o. Bubble shield, floortray, pods, rear wing, £50 the lot. Phone 0945 585029

BEDFORDSHIRE BARGAINS! Zip 981, black, immaculate, £250. Sirio, blue, Lockheed brake, excellent £275. Dino, blue, good condition, £165. Zip 982, green, Lockheed brake, superb condition £325. Also three Pegasus tuned TKM FF99TT National motors on 48.2 £300 each complete. One very rapid Steeds tuned SS20TT on 48.34 £225. Special Offer! TKM pistons for Komets only £6.50. Pegasus Karting, 0525 371324 anytime.

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1979 ZIP GP 250 YAMAHA 'F' watercooled SUPERKART, full bodywork, with spares — £750.00
1982 ZIP GP 250 YAMAHA 'F' watercooled SUPERKART, full bodywork, wets etc., very quick Trophy winner World Cup and Short Circuit Champs, Kelgate axle/discs etc. — £1,150.00
Both karts fully rebuilt and complete.
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ROTAX, YAMAHA, VILLIERS ETC.
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100 NATIONAL COBRA 2 bearing 30mm axle. Frame recently resprayed black. Highly polished floorpan with Siskley ally fuel tank. Hewland Arrow 5-port, rebuilt, 50.7. Complete with set of wets on rims. Trophy winner at last two meetings. Immaculate £375. Parilla SS20TT standard bore £200. Tel: Burgh Heath after 6.30.

JOHN COOKE'S DINO/ALLEN ROTAX is for sale! Immensely successful — many trophies — just read K&S long circuit reports this year. £950 — offers welcome. Also Barlotti/Maico 125. Offers wanted. Will deliver reasonable distance. Tel: 056 45 2179

BARGAIN

ZIP YAMAHA SUPERKART Motiv pipes, Femsa ignition, spare set of carbs., all round discs, petrol pump, nearly new tyres, frame resprayed and never used since.

VERY RELIABLE — £400.00
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continued . . .

of the dicing Horder and Baker who eventually dropped out of the running which let Reeves and Bamford in to the top four.

100 Britain

Six heats and two finals were needed to accommodate the large entry of Britains. To cover all the action would take pages, but suffice to say that each group was dominated by one man. In group one it was Alan Dodd (MM/Arrow) who took a first and two seconds for pole position and never looked like being caught until the last lap of the final when Steve Alway made a tremendous late charge. In group two Pete Rochford (Zip/Arrow) showed his usual determination to win by scoring two firsts and a second for a front row start. In the final Rochford streaked away leaving Andrew Clarke, Andrew Pallister, Ron Shone and Gary Thomas charging on behind. Inevitably it happened, on the exit from put turn Shone, Pallister and Thomas in their efforts to get by each other, spun one another out. This left the way open to Dave Symons, and, after a fine drive which gave him joint fastest lap with Rochford, Cornishman Mark Screech (Barlotti/Arrow) to pick up third and fourth places.

Results

Junior Britain

1st K. Taylor	Kestrel/Clevely Arrow
2nd C. Elmore	AKR/DAP
3rd A. Reeves	MM/Arrow

100 Britain Group 1

1st A. Dodd	MM/Arrow
2nd S. Alway	MM/Arrow
3rd J. Jacobs	Barlotti/Arrow

100 Britain Group 2

1st P. Rochford	Zip/Arrow
2nd A. Clarke	MM/Arrow
3rd D. Symons	Barlotti/Arrow

100 National

1st N. Hann	BM/MM Arrow
2nd R. Maple	Zip/TKM
3rd A. Wood	BM/Arrow

210 National

1st S. Plain	Zip/PPM
2nd L. Ruddy	Zip/Upton
3rd K. Turner	Lynx/Villiers

125 and 250 National

1st P. Dedman	Zip/Yamaha
2nd K. Bisp	Magnum/Rotax
3rd R. Maisey	Zip/Yamaha

Pit Bets

Dunkeswell Kart Racing Club would like to thank all those drivers who raced in this event for their good manners and willingness to help. A special thank you to Alec Sutcliffe, Chris Taylor, Alec Burrow and Andrew Clarke for the use of your karts in the static displays, to Tracey Cowee, Malcolm Williams and Pete Dedman for appearing on TSW Television, to Trevor Horwell and Paul Rockall for their 250 Internationals used by our main sponsor, Dingles of Plymouth (House of Fraser), and of course Dingles themselves for putting up the £600 prize money. One final thank you must go to Pete Rochford, who at the prize giving opened his prize money and donated a 'tenner' there and then towards the Lions Charities.

M.P. Vicary

Kalendar

AUGUST

8 CLAY PIGEON (Midway Yeovil/Dorchester on A37) Round 5, Green Man Championships.

CHASEWATER (Pleasure Park, Brownhills, off A5)

KIMBOLTON (10 miles s.w. of Huntingdon)

14 WARRENPOINT (Ulster Kart Club)

15 SILVERSTONE (nr. Towcester) Daily Express Hermetite British Grand Prix. Qualifying heats also previous day.

22 WOMBWELL (Dorothy Hyman Stadium, nr. Barnsley) RAC 100 International and Junior National Championships.

CRAIL — Traders' sponsored meeting.

SNETTERTON (19 miles s.w. of Norwich, on A11)

LLANDOW (4 miles s.w. of Cowbridge, off A48)

SWANSEA AIRPORT — Swansea Bay Championships.

FULBECK (8 miles from Newark)

28 OULTON PARK (nr. Tarporley, Cheshire) Final Round, RAC Long Circuit Championships.

29 KIMBOLTON (10 miles s.w. of Huntingdon) Round 5, K&S and SAM Championships.

DUNKESWELL (6 miles from Honiton, Devon) Round 6, Green Man Championships.

ELLOUGH (2 miles south of Beccles) Special Trophies — 250 Class.

ROWRAH (nr. Fizington, Cumbria) National permit event (and 30th).

30 CHASEWATER (Pleasure Park, Brownhills, off A5)

SEPTEMBER

5 FULBECK (8 miles from Newark) RAC 135 International Championship.

RISSINGTON (Airbase nr. Stow-on-the-Wold) Midland Championships — all classes.

CRAIL — West of Scotland K.C.

HEMSWELL (Airfield, 6 miles east of Gainsborough)

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ZIP/YAMAHA 250 ex Graham Roscoe £490
S/Hand PARILLAS from £180
NEW BM K96 (Bare) £195
NEW YAMAHA 100 AX complete. Std. £295
Fully tuned £350

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Chris — Fleetwood (03917) 70426

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ZIP SHADOW/125 TVM YAMAHA — just tuned and ready to race. Vented discs, Aero-quip brake lines etc. Complete with leathers, helmet, spare slicks, set of wets and many other spares. Can be delivered almost anywhere in the U.K. — must sell (obviously!), hence £710.00. Tel: 0740 51439

NEW ZIP GP CHASSIS — partly built, set new Bridgestone wets on rims, other sets dry and wet used. Old type GP side tank and pod. 3 off 250 RD/TZ aircooled complete. Offers. Restall Tel: 02993 5040 or 56 60485

100 NATIONAL RACING OUTFIT. Dino/Parilla 48.2 Jackson tuned. New CIK wets on rims, sprockets, tools, stand, suit etc. Very clean and sound condition £400. Tel: Blidworth (Notts.) 3582

SCOTLAND — ZIP 125/TVM YAMAHA. Front fairing, side tank, set of wets. Ready to race £625. Tel: Ainess 882626

SPRINT RS210 ROLLING CHASSIS — including Goodyears, front fairing & sprockets £295 o.n.o. Also Blow Hustler rolling chassis, suit Novice £95 o.n.o. Tel: (0533) 775800 work, (0533) 403155 home.

TWO IMMACULATE SUPERKARTS FOR SALE

Also two deck transporter and plenty of spare parts. Will split. For full details:—

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ZIP GRAND PRIX, ROTAX SUPERKART. 4 meetings from new, excellent condition. 4 sets of slicks and wets. Many spares £1900. Tel: (0943) 461041, (0423) 60650

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250 NATIONAL STAR CHASSIS
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In a Word . . .

● A medical scientific meeting is being arranged in conjunction with the RAC/ACU Training Trust at the Crest Hotel, Bristol, on the 29th January, 1983. Distinguished speakers have accepted invitations to address the symposium, and there will be a dinner in the evening. There will also be a supportive exhibition of technical and medical equipment.

Doctors involved in motor sport and paramedical personnel are invited to attend this conference. Those interested should write to Neil Eason Gibson, RAC Motor Sports Association Limited, 31 Belgrave Square, London, SW1X 8QH.

A preliminary programme and registration form will be sent out at the beginning of August.

● The Cardiff Club are running the Swansea Bay Championships at Swansea Airport, on 22nd August, with cash prizes and trophies. Entries close 17th August.

● Hayes & Harlington Club are wondering if there are any more people around who want to revive McCulloch racing, as last seen at the now closed Surbiton circuit. Anyone interested should contact Tom Davis, The Homestead, 78A Hibernia Road, Hounslow.

STOP PRESS

Brands Hatch — 24th July

1st John Ball	Zip Discount Zip/Rotax
2nd Steve Styryn	FSO Zip/CTRP Rotax
3rd Dave Buttigieg	Memorex Zip/Rotax

Buttigieg leads British Championship by 10 points. Hines takes Bridgestone Champion of Champions series.
Class wins — Ziemelis (125), Doble (210), Cullimore (250 National).

European Championship (100cc) — Biesheim Won by German driver Bertzen (Zip/PCR)

COVERAGE NEXT MONTH

Mini Ads

Telephone: Hoddlesdon 44201

BARCLAYCARD
VISA

FRIGGIT



BY BARRY FOLEY

World 250 Championship Confirmed

We understand that the CIK have approved in principle the idea of a four round World Championship Grand Prix series for next year, for Superkarts. Applications are now presumably being looked for, for countries and circuits to host the events.

Dates for this and the European 250 Championship have thus to be settled, but the remainder of the CIK's 1983 Calendar has been allocated.

All African Championships:— 100cc, 250cc. Date will be 3 weeks before Formula 1 G.P..

3/4 April	French 135 GP	Valence
14/15 May	Italian 135 GP	Jesolo
11/12 June	European Team (100cc)	Hamburg
9/10 July	Junior World/Ladies	Horem
23/24 July	European 100cc	Laval
6/7 August	Luxembourg 135 GP	Mondercagne
27/28 August	European Int. B. German 135 GP	Liedolsheim
3/4 Sept.	European Int. C. World 135	Magione
14/15 Sept.	Championship	Le Mans
12/13 Nov.	Asian/Pacific Championship	Perth (Aust.)

as possible so that they didn't die on the exits. The British technique of late braking in and gearing out of the corners didn't work and with so little time to change driving styles our lads had an uphill battle. With the need to assist drivers make the karts slide, rear tracks were becoming enormous and in many cases considerably greater than the wheelbase, making for very "twitchy" vehicles. . . In the end, most people had to live with what they had and timed practice proved there was no substitute for practice, with the works PCR's and Kali-karts looking in a class apart.

TIMED PRACTICE:

1	Bugatti	(I)	48.90
2	Tamburini	(I)	49.18
3	Vacirca	(NL)	49.18
4	Lundin	(S)	49.21
5	Bonanno	(RSM)	49.26
6	Montani	(I)	49.27
7	Deila	(I)	49.29
8	Helberg	(S)	49.37
9	Lindstrom	(S)	49.39
10	Neto	(BR)	49.39

DAILY EXPRESS

Hermetite BRITISH KART GRAND PRIX



See the World's Fastest Karts on the World's Fastest Grand Prix Circuit

Silverstone

SUNDAY 15 AUGUST 1982

Starts 12 noon: Admission to special trackside spectator enclosures including Grandstand Seat and Parking:

Adult £3.00. Paddock Transfer £1.00.

Accompanied Child under 15 admitted FREE.

**Practice and Qualifying Races Saturday August 14th.
Adult £1.00 including free Grandstand, Paddock Transfer and Parking. Accompanied Child under 15 — FREE.**

Organised by the RAC Motor Sports Association Ltd., in conjunction with Silverstone Circuits Ltd.
The promoters/organisers reserve the right to alter or cancel the programme without notice.

battle ensued between Marris, Eastwood and Sandford. With just two laps to go, the infamous Paddock Hairpin claimed its next victim in the shape of Wayne Sandford as he left his braking just that little bit too late and ran out of road and the race. On the same lap Eastwood managed to find a way past Marris and held the lead to the end. Graham came in second and John McCann came in third.

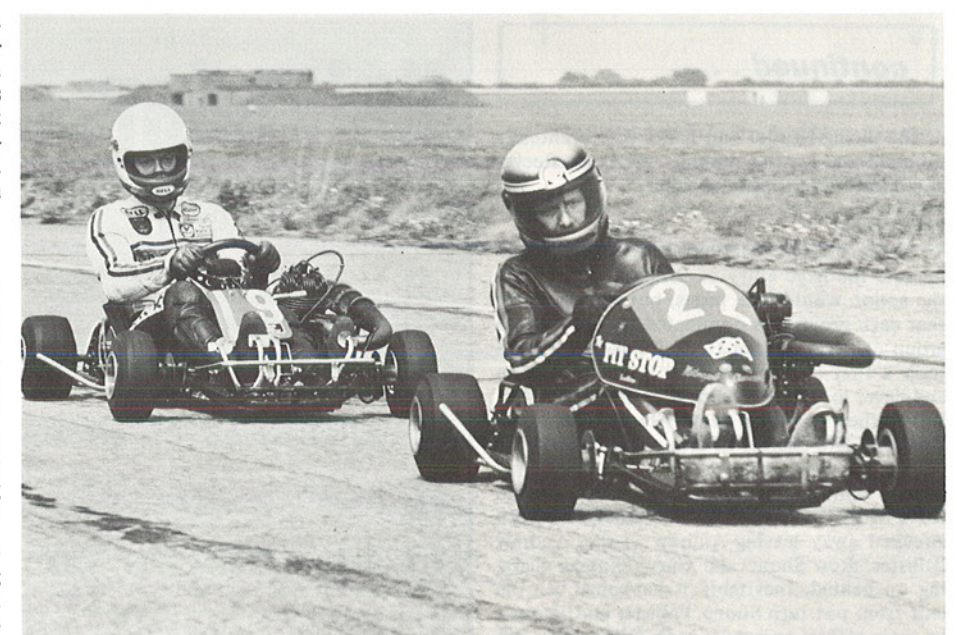
210 National

For a class that is supposed to be 'dying', we seem to get some very large grids. Kevin Routh was really flying as he won all three heats, but the rest of the field had a day of mixed fortunes. It was nice to see David Jones making a return to karting after a long absence, and he was going well with two good third places in the heats until gearbox problems put him out for the rest of the day. Dud Martin had a terrible time of it as he failed to finish any of the heats.

In the final, Kevin Routh went straight into the lead and never really looked like being caught. Behind him came Ken Spooner, Tom Angell, Steve Fowler and Dud Martin, who had finally sorted his machine. Steve Fowler began to slip back as Rod Harpham, who has had a very lean period so far this year, worked his way forward. Ken Spooner was still trying, to no avail, to catch Routh and the first two places seemed to be reasonably settled. Behind the leading pair, Dud Martin started to fall back when clutch problems slowed him down. This let Rod Harpham through into third and Tom Angell into fourth. In the closing stages, Peter O'Keefe also managed to get past Dud Martin for fifth place, leaving Dud to struggle to the chequered flag to take home the last of the trophies. The first Novice home was John Mark who finished twelfth overall.

250 National and International

There was no doubting Ron Ridley's determination as he took the first two heats in convincing style. Unfortunately, mechanical difficulties sidelined him in the third heat, leaving his 'arch rival' Fran Roethorn to win that one. Steve Papworth had two fourths and a third in the heats, while the first National outfit across the line in the first two heats was piloted by David Hemmingbrough. The normally very consistent Alan Mugglestone had problems early on but came back with a fourth and a third place in the remaining heats. Fran Roethorn led the pack away on the first lap of the final, followed by Steve Papworth, Alan Mugglestone and Phil Ellis. Ron Ridley came



Rod Harpham (22) heads Dud Martin (19) on his way to third in the 210 race. (Pic: J. Arnold)

through the field and, by lap three, moved up to second place and started to challenge Fran Roethorn for the lead, that is until a combination of a gearbox with more neutrals than gears and a misfire dropped him back through the field. This left Alan Mugglestone in second place and Phil Ellis in third, both driving National outfits, and that's the way the order stayed to the end, with Fran Roethorn winning the class, Mugglestone and Ellis filling the next two places and Ridley coming in fourth. The first Novice in was Robert Rafferty who finished just behind Ron Ridley.

John Stocks

Results

100 Junior National

1st Richard Emiliani

100 Junior Britain

1st Scott Banks Premier/WRE Arrow
2nd Dominic Connelly Premier/WRE Arrow
3rd Robert Wilson Premier/Arrow

Novice:
Gerard Lumb Zip/DAP

100 Britain

1st John Aldred
2nd Eric Smith
Novice: Neil Anderson

100 National

1st Pat Teatum Cobra/PatRon Arrow
2nd Stuart Innes-Smith Dino/TKM
3rd Nick Hornsby Premier/Parilla
Novice: Gordon White

125 National

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

210 National

1st Kevin Routh Barlotti/Patterson
2nd Ken Spooner Barlotti/NPU
3rd Rod Harpham Sprint/Upton
Novice: John Mark

250 National

1st Alan Mugglestone Harworth Motor Spares Zip/Yamaha
2nd Phil Ellis Barlotti/Yamaha
Novice: Robert Rafferty

250 International

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

Plymouth

"Kartmaster 82"

This event which followed our success in 1980 with the 'Drake 400' meeting, proved that with the right support you can work miracles. The Plymouth and Plym Valley Lions Clubs were responsible for the miracle this time, preparing over 3,000 tyres with which to mark the track and organising various work parties so that when most of the drivers arrived on Sunday morning (some as early as 6 am!) they found the track ready and waiting. So to the Chairman and members of the Lions Clubs a big thank you for a job well done from Dunkeswell Kart Club.

100 National

Neil Hann (BM/MM Arrow) a 'Past Master' on this circuit retained his title with a maximum score, four wins. Starting from the middle and tail of two heats, Neil surged through the field

on both occasions leaving everyone else in his wake.

Tony March (Dart/Arrow) scored two second places but was unable to match the speed of Hann. Come the final and Han disappeared into the distance leaving March in second with Russell Maple and Arthur Wood fighting it out behind him. Then with only two laps to go, March headed for the pits, and the order remained unchanged to the flag.

210 National

Also retaining his 'Kartmaster' title was Steve Plain of Exeter, his ability to catch and pass all those in front of him gave him pole position for the final. Other front runners in this class were Fred Tarr, Malcolm Williams and Alec 'Jet' Sutcliffe. These three chased Plain in the final but never showed any chance of catching him. Williams off the pace retired with a handling problem, and this left Tarr and Sutcliffe to pick up the places. Then amid gasps of amazement both drivers were found to be underweight, this let Les Ruddy and Kim Turner in to the prize money.

125 and 250 National

The 250 National class was fought out between Russell Maisey (Zip/Yamaha) and Pete Dedman (Zip/Yamaha), whilst the 125's of Keith Bisp and Alan Pearce fought well to stay in touch. Sadly Kart and Superkart Champion Andy Bundy didn't have a good day with his Yamaha outfit, but there is a Hockey prepared Rotax in the pipeline, so who knows what great things there are to come from this talented driver.

Junior Britain

This was Kim Taylor's day, this little lady showed that you don't have to win every heat to obtain pole position. Two thirds and a fourth made sure of her front row start in the final. Other front runners and heat winners were Adam Bamford, Darren Maple, Mike Horder and Andrew Reeves. As the flag dropped on the final Kim zoomed off and left the others to fight it out for the places. Clive Elmore drove an excellent race, keeping clear

continued . . .

effect the race for the lead was over, as Boyd had lost about fifteen yards and he never made up the gap. And so it was Peter Tippell that went home with a beautiful boxed set of silver goblets as this was the "Special Trophy" class at this particular meeting.

That just about concludes the race report, but I can't close without saying a big "thank you" to all the marshals, lap scorers and scrutineers and everyone else that makes racing possible and sometimes in very damp conditions. From my own point of view it made a nice change to see the racing from a Marshal's point rather than the "Pilot's" seat of a 125, but I suppose if I tell the truth and given a choice as the sign on the car says, "I'd rather be kart racing".

John Davies

Results

Juniors		
1st Colin Duncan	Dart/Arrow	
2nd Steven Webb	Dart/TKM	
3rd Shaun Nicholson	Wright/Arrow	

100 National		
1st Miles Townsend	Lancer/TKM	
2nd Robert Smith	Zip/Parilla	
3rd Mick Ashton	Dino/TKM	

210 National		
1st Ian Jackson	Aero/Upton	
2nd Chris Prue	Barlotti/Villiers	
3rd Colin Marshall	Zip/Upton	

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

Hemswell

Sunday 6th June

Almost 80 drivers signed on for the Borders Kart Club's meeting on Sunday 6th June, and all classes were well supported in spite of the fact that there was a K & S round just down the road at Fulbeck and the CIK Championship at Donington.

100 Britain winner John Aldred heads Dave Bunn (4) and Eric Smith (77). (Pic: J. Arnold)



100 Juniors

During the course of the day we had several showers which made conditions tricky to say the least. A good field of juniors showed that they were equal to anything that the weather could throw at them and we all witnessed a fine display of driving.

The first heat went to Dominic Connelly, with Darren Scott second and Scott Banks third. Connelly continued to drive well and took fourth and third in the remaining heats. Scott Banks took first place in the next two heats to earn himself pole position for the final. Also showing well were Robert 'J.R.' Wilson, who has only recently got rid of his Black plates, and Richard Emiliani who is still on his Novice plates. I think it's marvellous to see so many newcomers in the junior classes who can drive so consistently.

In the final Scott Banks assumed his usual position at the front, chased by Dominic Connelly, Darren Scott and Robert Wilson. Banks set about building himself a comfortable lead but behind him Dominic Connelly was under a lot of pressure from Darren Scott, who in turn had Robert Wilson breathing down his neck. These three continued to harry each other until, sadly on lap eight, Darren Scott tried a little too hard and turned his kart over. After treatment from the medical staff, Darren was back on his feet, but he took no further part in the day's proceedings. Darren's mishap promoted Robert Wilson to third place and Richard Emiliani to fourth and that's the way it stayed to the end of the race, with Scott Banks first, Dominic Connelly second and Robert Wilson third. Richard Emiliani in fourth was the first Junior National home and the first British Novice was Gerard Lumb who finished seventh overall.

100 Britain

Only a small grid in this class, but the quality of the racing didn't suffer at all. John Aldred, Eric Smith, Dave Bunn and Chris Baker were the main contenders in the heats with John Aldred taking two firsts and a fifth place, which was enough to win him the coveted pole position for the final. Alongside him was Eric Smith, and on the second row were Bunn and Baker. Behind these four was Neil Anderson, a Novice driver who had driven really well in the heats.

At the start of the final John Aldred went into the lead and behind him came Eric Smith, Dave Bunn, Chris Baker and David Pearson. These five were bumper to bumper as they rounded the Paddock Hairpin. Dave Bunn slid past Smith to take second place and the pressure was really on as the leading bunch vied with each other. On lap three the pace began to tell and Chris Baker's motor cried off and re-

gated him to the role of spectator. John Aldred continued to hold off Dave Bunn for first place, and behind this pair Eric Smith waited for either of them to make a mistake. On lap seven Eric Smith was rewarded for his patience when Bunn made a rare error and Smith nipped smartly through to rob him of second place. Just two laps later, Steven Pearce also got past Bunn for third place and that's the way the order stayed to the chequered flag, with John Aldred first, Eric Smith second, Steven Pearce third and Dave Bunn fourth. First Novice home was Neil Anderson who finished fifth overall.

100 National

Stuart Innes-Smith showed that he was in no mood for messing about with three first places in the heats. Pat Teatum had two seconds and a fourth, but no clear favourite for the final emerged as several drivers were going very well indeed. Nick Hornsby, Carl Sellers, Jim Thornsby, Mal Woodhouse and Jim Platts, to name but a few.

In the final, Stuart Innes-Smith went straight into the lead from pole, chased by Pat Teatum, Carl Sellers, Jim Thornsby and Nick Hornsby. By the end of the first lap some sort of order had been established and the leaders set about the battle for first place. The first change in the running order came on lap two when Nick Hornsby took fourth place from Jim Thornsby. Jim suffered further in the next two laps when both Mal Woodhouse and Jim Platts got past him. On lap four Pat Teatum made his bid for the lead and squeezed through in front of Stuart Innes-Smith, who immediately began a fight back to regain the number one slot. Carl Sellers was still in third at this time and was holding off a determined challenge from Nick Hornsby whilst, at the same time, he was striving to stay within striking distance of the leaders. At just over the half distance mark, Carl's motor went sick and he disappeared from the track, handing third place to Nick Hornsby. Jim Thornsby had been working his way forward again up to fourth place and Alan Lee had quietly worked his way up to fifth place, and that's the way the order stayed to the final flag, with Pat Teatum first, Stuart Innes-Smith second, Nick Hornsby third, Jim Thornsby fourth and Alan Lee fifth. First Novice home was Gordon White who finished eighth overall.

125 National

Each of the heats produced a different winner with Colin Kay, Wayne Sandford and Ian Eastwood sharing the honours. Graham Marris was also going well with two second places and a fourth.

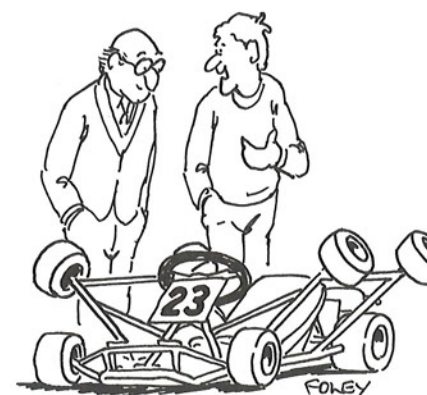
In the final Wayne Sandford blasted off from the start to go into the lead. In hot pursuit were Colin Kay and Graham Marris. Just behind this trio were John McCann, Mark Higgins and Ian Eastwood. Kay and Marris started to put Sandford under pressure, and at the end of lap two all three of them came down the straight nose to tail. At the end of the straight, as they approached Paddock Hairpin, Kay and Marris came out of Sandford's slipstream and we were treated to the sight of all three of them standing on the brakes with smoke pouring out from the tyres. The result of all this was that Marris slid down the inside of Sandford to take first place and Colin Kay drove round the outside of him to take second. Two laps later, the three of them again pushed it to the limit at the Paddock Hairpin and Kay just tried that bit too hard and spun out of contention. He was able to restart but was well down the field. This left John McCann in third and Ian Eastwood fourth. Ian had been working his way through the field after a not too brilliant start. As the laps were reeled off, Ian forced his way up to second place and another three cornered

continued . . .

19	Bailey	(GB)	49.64
34	Cotterill	(GB)	50.08
37	Prior	(GB)	50.12
39	Harvey	(GB)	50.13
45	Brogan	(GB)	50.29
51	Dart	(GB)	50.38
56	Crabtree	(GB)	50.54
61	Moynihan	(GB)	50.75

In the heats, Mark Bailey was able to stay out of trouble with excellent starts aided by his good grid position, though he was plagued all weekend with carburettor problems, which always seized away a fabulous 2nd and therefore a place in the front couple of rows of the finals. His team diagnosed the petrol boiling in the carb., such was the engine temperature. Not surprising with the air temperature nearly 125 degrees C!

Everyone else fell foul of the hectic and at times blatantly aggressive rolling laps and starts, leaving on one occasion three British team drivers in a heap 200 yards before the start! In particular, Cotterill had the most unbelievable bad luck, not finishing a single race until the first consolation final, only to write off his remaining equipment in the next, while Brogan was hospitalised after an horrific accident. Through it all however, Harvey and Crabtree were the only members able to complete all four heats and take places in the 'B' final. Harvey, from near the front, drove well holding off his rivals and qualified for the finals with a mature drive that kept him out of trouble whilst conserving his equipment as much as possible, though Crabtree had just too much to do.



THE JUNIORS ARE HAVING TROUBLE WITH THE NEW TYRES TIPPING THE KARTS UP.

In the pre-final, Bailey once again made a good start and was doing well for a couple of laps before fading to the back with carburation problems, whilst Harvey worked away through the pack to gain 14th by the end.

The final looked to be, and was, an Italian benefit, with them taking seven of the first eight places, if one includes San Marino, even though the fabulous Bugatti had broken down while in complete command of the final. Bailey lasted only two laps, seizing at the end of the long straight once again with incurable carburation problems. Harvey was in the thick of the action being very hard pressed by Lundin, but in the end succumbed to the pressure, ending up in the barrier at the feet of the British team supporters. Try as he might, his efforts to restart were unsuccessful and once again, British

team members sat out the closing stages of the racing at Parma.

Final Classification:

1	Deila	(I)
2	Zeri	(RSM)
3	Tamburini	(I)
4	Valera	(I)
5	Tassi	(I)
24	Harvey	(GB)
31	Bailey	(GB)
39	Prior	(GB)
41	Moynihan	(GB)
43	Dart	(GB)
49	Cotterill	(GB)
50	Crabtree	(GB)
54	Brogan	(GB)

In addition to the Individual Championship, there was a team event. With Germany entering four teams, it was obvious that if they ran as one 16-man team, life was going to be difficult for anyone else. In timed practice, Ian Smith proved his Clay Pigeon International performance was no fluke by posting 49.27, a time that would have put him equal sixth in the Individual, whilst Hunt, Thorpe and Hunnisett overcame their lack of timed practice experience and big time pressure to put up 15th, 16th and 17th times, to put the team 4th fastest overall.

The first race was once again a disaster with not a single finisher from Britain, but from then on all four knew what to expect and each drove beyond what was expected of themselves to finish a creditable fourth overall, only seven points behind the winning German No. 1 team.

1st	Germany A.	200 points
2nd	Italy	198 points
3rd	Germany B.	195 points
4th	Britain	193 points

Alan Evans



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taking the lead for the next six, then on lap eleven Willie Grieve took the lead again, Andy Keenan on his tail, followed by Ian Williams. But as they came up to the chequered flag the width of the track was taken up by backmarkers, so it became a case of who could find an opening, and Willie managed with Andy Keenan second, Ian Williams third. A great entertaining final.

210 National

The three heats were all won by Des Davison with Kevin Thompson taking two seconds and a third.

The final: This was a flag to flag win for Des Davison followed by Kevin Thompson with a battle between Bill Mee and Terry Ramshaw for third, but Bill Mee managed to stay in front.

250 International and 125 National

The first heat was a comfortable win for Drew Liddle with Duncan Learoyd second and Dave Walker third. In the 250's Ian Blain was first followed by Gordon Wilson in the 125's. Heat two: this looked like another win for Drew Liddle but disaster struck on lap seven, leaving a win for Duncan Learoyd 250's. Another win for Ian Blain with Gordon Brown second 125's. Heat three saw a flag to flag win for Dave Walker 250's. Gordon Wilson won this heat followed by Ian Blain 125's.

The final: This was a flag to flag win for Duncan Learoyd, Dave Walker and Nigel Young. The 125's was a win for Gordon Wilson.

S. Heslop

Results

Junior Britain

1st Jason Plato
2nd Stephen Murphy
3rd David Price

Mistrale/Arrow
Premier/Arrow
DAP/GEP DAP

Junior National

1st Alistair Stewart
2nd Mandy Roue
3rd David Hillcoat

Spectre/Arrow
Wilson/GEP TKM
Zip/Hewland

100 National

1st Willie Grieve
2nd Andy Keenan
3rd Ian Williams

Premier/Parilla
Gillard/Arrow
Premier/Arrow

100 Britain

1st David Poole

Sprint/Parilla

125 National

1st Gordon Wilson
2nd Ian Blain

Barlotti/Rotax
Barlotti/Rotax

210 National

1st Des Davison
2nd Kevin Thompson
3rd Bill Mee

Zip/Villiers
Sprint/Villiers
Barlotti/Villiers

250 International

1st Duncan Learoyd
2nd Dave Walker
3rd Nigel Young

Ellough

On Sunday 13th June the Beccles Kart Club held the fourth meeting of their 1982 season, which was a "Special Trophy" event for the 125 National class. The day started off with a clear sky but in the interval between practice and the heats the heavens literally opened and we were treated to a monsoon type downpour, after which the sky cleared and everyone "dried out" and hovered as to the choice of tyres.

Juniors

Colin Duncan went into the lead right from the start in pole position with Steven Webb hard on his heels. On lap six Steven made his move down the inside approaching the chicane and got chopped off and spun out for his trouble. He restarted within seconds but had lost too much time to catch the leader to have another go. Ian Saville held third place until on lap six his chain parted taking the hairpin and let Richard Lock (Sprint/Parilla) take over, but he only lasted one lap as he spun out to restart in fifth place and Shaun Nicholson was promoted to third with Marian Rump fourth.

100 National

Gordon Chenery stormed off pole into a commanding lead and looked as if he would stay there, but alas on lap six his motor started to falter and as his pace slowed he started to drop down the race order, until on lap eleven he threw his smoking kart into the bank in disgust. It transpired later that his Motoplat had burned out. Meanwhile back to the race, and Miles Townsend found himself in the lead but only just in front of Robert Smith and Bob Kett, so we sat back and waited for the fireworks, as these two had already tangled twice today, and on lap twelve the expected happened. Bob Kett was restarting in sixth place whilst the duel at the front went on, Mick Ashton was promoted to third and Richard Anderson to fourth and that was the way the race ended, with Bob Kett fighting his way back up to fifth place and Trevor Woodhouse in sixth place.

250 National

Ian Jackson led after starting on Pole. Martyn Eyre held grimly onto second for two laps, until a determined Chris Prue relegated him to third, which he held despite pressure from Colin Marshall (Zip/Upton) and Tim Eyres who were having their own tussle in mid field. Colin passed Martyn Eyre on lap seven to take third but Martyn held fourth with Tim Ayres fifth and John Minns the only other kart left running out of seven starters.

125 National

Peter Tippell went smoking off the line into a very slender lead over Boyd Barrington with Colin Croxford in third place. On lap two Roger Barrington managed to get past Stirling Moreley to take fourth place and on the next lap he went past Colin Croxford to take third, but he could make no impression on the flying Lancer duo up at the front. On lap three Boyd actually got past Peter at the hairpin, but coming up to the Esses Peter got alongside and shut the door very firmly in Boyd's face and in

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continued . . .

Heat four had Grant off to a good start with Cranston taking up the rear, but Les made up three places very quickly and then Bevan Fraser got his second wind and retook fourth place. Overtaking Ian Grant in the closing stages he crossed the line third behind Rob Mitchell and Gavin Nicholson.

The final was certainly well worth waiting for. The aircooled were determined not to let the watercooled have all their own way and the watercooled boys were all determined to be first across the line. This gave rise to a sight that will be long remembered at Littleferry — Grant, Mitchell, Fraser, Nicholson and Cranston in line astern coming round pit bend with a close formation that would have turned the Red Arrows green. Gavin slowed for a second and Les Cranston saw his chance and shot through, only to be retaken by Gavin who in his turn passed Bevan. But Bevan showed the stuff that champions are made of, passing Gavin and crossing the line in second place behind Rob Mitchell. So now we must wait and see what will happen when next the giants do battle.

Thanks go to Gary McLean of Moray Firth Radio for coming along and presenting the trophies. Who knows? Since the next meeting is on the 4th July, Ronnie might be persuaded to come along to do the honours! See you then.

C. L. BAIRD

Results:

Novice Trophies

Best: Stewart Massie

2nd: Norman MacLeod

100 Junior National
1st Colin Bird
2nd Evelyn MacRitchie
3rd Jimmy Sutherland

100 Junior Britain
1st Gary Cromer
2nd Brian Tewnton
3rd Alan Innes

125 National
1st Ian Pratt
2nd Paul S. Cook
3rd Roy McQueen

100 National
1st Niall Smith
2nd Andrew Graham
3rd Billy Melville

250 International
1st Rob Mitchell
2nd Bevan Fraser
3rd Gavin Nicholson

210 National
1st Sandy Pratt
2nd Alistair Baillie
3rd Peter Polson

Felton

4th July: A dull day but warm and dry for a good turn out of spectators and drivers, with a number of Junior Britains travelling to Felton to try the track for August's RAC Championships.

Junior Britain

The three heats were all won by Jason Plato who was really motoring with British Champion Steve Murphy taking a second and two third places.

The final: Jason Plato on pole with Steve Murphy at his side. After two rolling laps they were off with David Price having just made the start after a little trouble. Jason Plato moved into the front with Steve Murphy on his tail followed by Robert Cawthorn and Heath Browning with David Price making his charge from the back up to third place by lap four. Buy by now Jason Plato was away on his own pulling out a bigger margin each lap to take a fine win with Steve Murphy second, followed by David Price.

Junior National

The three heats saw two wins and a fourth for Alistair Stewart, a win, a second and a non-finish for Mandy Roue, David Hillcoat taking a second and two thirds.

The final: Alistair Stewart on pole with David Hillcoat at his side. From the flag Stewart took the lead followed by Mandy Roue, David Hillcoat and Mark Armstrong with our other lady contestant really pushing things from the back, Samantha Charnell making her way up to fourth by the end of the ten laps. But at the chequered flag it was Alistair Stewart, Mandy Roue and David Hillcoat. Some really splendid driving from these Juniors.

100 National

Two grids of National consisting of five heats. First heat was a battle between Willie Grieve, George Price, Ian Williams and Andy Keenan with George Price taking the flag. Second heat was a flag to flag win for Willie Grieve, followed by Ian Williams and Nick Smith. Third heat was a terrific battle between George Price and Stephen Burr, who managed to pull out a nice gap from the rest of the field, going round like the "Flying Scotsman", when on lap eight they tangled with a backmarker and both ended up in the tyres and requiring a trip with St. John's Ambulance to Ashington Hospital for attention. The race was stopped. Both Stephen and George returned to the track later in the day. Heat four, a flag to flag win for Andy Keenan with Willie Grieve second and Ian Williams third. Heat five saw Malcolm Clarke, Steve Lynch, George Turner and Nigel Davidson battle it out with Nigel Davidson taking the flag followed by Malcolm Clarke and Steve Lynch.

The final: Willie Grieve on pole and Andy Keenan at his side. From the flag it was Ian Williams into the lead for two laps, Willie Grieve for the next two and then Andy Keenan



Heat action for first-time GM winner Gary Ward as he heads Mark Bailey and Ricky Grice into Wombwell's hairpin. (Pic: R. Calvert)

Wet And Dry

Gary Ward takes intriguing wet/dry Green Man race, and leads the series. "Teammate" Wright a close second, from early leader Alcorn. Mark Jennings (National) and Jason Plato (Britain) score Junior wins.

Report: Alan Evans

The weekend of the Wombwell round of the Stansted Green Man Championships followed the almost normal pattern, with a wet and miserable Saturday practice, though Paul Fletcher toured the pits assuring everyone of a dry, bright race day as had been the case over the past few years!

If the track atmosphere was cold and damp with little action, the political scene was red hot. Bob Herbert had stepped into the breach two weeks before to administer the final rounds of the Championship and spent the majority of that time, along with Alan Evans and Wombwell Club Chairman Nigel Edwards, trying to safeguard the race as a Championship round.

The problem? In a word, TYRES! — or should one say the lack of them. Most of Saturday was therefore spent considering the implications of changing the regulations to both overcome the immediate problems and secure the long term stability of the Championship. In the end, with the co-operation of the competitors, Club Officials and Administrators, the politics and unrest were satisfied or stifled before race day practice with the one tyre rule being abandoned for Junior Nationals for this meeting, allowing competitors without new tyres to run part worn tyres in any number they felt necessary to stay competitive.

Throughout the two weeks of turmoil leading to this meeting, promises were made by Dunlop U.K. and our Governing Body to the above mentioned group, regarding availability of tyres and clarification of Championship rules. What transpired was that Bob Herbert and the Wombwell Kart Club were left high and

JUNIOR BRITAIN

JUNIOR BRITAIN FINAL — GRID

▲ Beasley	Banks
Turner	Elliott
Plato	Chapman
Walsh	Kavanagh
A. Wilson	Murphy
Hunnissett	O'Hara
Price	McKewan-King
McLeish	Key
Salter	Kemp
Cuff	McNish
Redford	Hunt
McWilliams	Connolly

dry at the weekend, with not a single promise kept! Regrettably, this attitude is not unique to karting, for throughout the motor sport world the common denominators of unrest are tyre manufacturers and their policies, Governing Bodies and their lack of policies, and what seems to be a total disregard by both to consider the wishes and requirements of the competitors. . .

Paul Fletcher's assurances of Saturday were to no avail, for with perfect timing the heavens opened during the interval, throwing the whole meeting open once more and leaving many to contemplate on their lack of testing the day before.

Jason Plato (6) and Scott Banks (97) waged a private battle for the wet Junior Britain race, Plato eventually slipping by to win. (Pic: R. Calvert)

Throughout the day the Junior Britain grids had been an example of good starting, and this final was no exception. Scott Banks landed himself straight into the lead, being closely followed by Beasley, Plato, Kavanagh, Elliott and Murphy. Hunnissett could be seen trying to hold his chainguard/number plate assembly on with one hand, and did so for the entire race!

As they burst into view alongside the famous Wombwell wall, Plato had already made ▶



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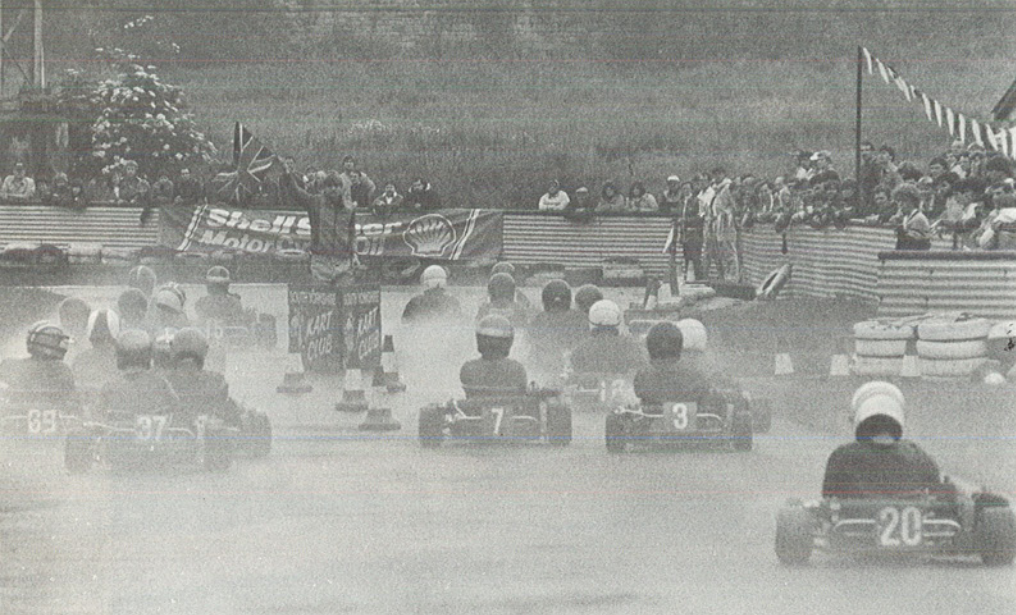
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◀ The Junior National final gets away in a cloud of spray. (Pics: R. Calvert)

JUNIOR NATIONAL:

▲ Smith	Cotterill
Jennings	Dart
Collins	Harvey
Prior	Crabtree
Woolford	Foster
Hunt	Brown
Dewhurst	Margerison
Haworth	Thorpe
O'Hara	Breire-Edney
Brogan	Needham
	Scott

In contrast to the Britains, the Junior National start was a shambles. Somewhere in the middle of the grid someone got it all wrong, leaving the rear half of the pack to sort themselves out between the startline cones, the grass and the other competitors whilst Messrs Cotterill, Smith, Dart, Jennings & co. streamed down the straight and out of reach. Visible casualties were Daren Needham who ended up using the model car track to keep going and Steve Brogan with no brake pedal, though still moving. At the end of lap one, the pack came slithering by at what seemed an impossible pace for the conditions, led by Cotterill from Smith, Jennings, Dart, Harvey, Crabtree and Prior. As they slammed into view on lap two Cotterill and Smith had gone from the front, while Mark Jennings had

Over the next 19 laps the fascinating cat and mouse game for the lead was resolved in Jason's favour as they were about to lap Craig McWilliams. Scott unfortunately caught Craig at the wrong place and time whereas Jason, with those few extra feet to spare, was able to capitalise on Scott's forced hesitation. From then on the result was never in doubt with Plato pulling out of reach. The final laps were uneventful save for the race long battles that were being waged between Ivan Turner, Jason Elliott, Andrew Wilson and Tom Redford to their entertaining end.

1st	Jason Plato	MM/Arrow
2nd	Scott Banks	Premier/WRE Arrow
3rd	Jamie Kavanagh	ART/ART Arrow

CHAMPIONSHIP POINTS AFTER 4 ROUNDS:
Jason Plato 215, Scott Banks 171, Piers Hunnissett 166, Steve Murphy 132, Samy Hunt 107.

continued . . .

his move, passing Beasley and setting his sights on Scott Banks. At the completion of lap one the order was Banks, Plato, Beasley, Kavanagh, Elliott, Murphy, Chapman, Turner, Walsh and McEwan-King. On lap two Jason Elliott, who had been impressively quick all day, went missing from fifth place and appeared chasing hard after Ivan Turner at the tail of the pack.

By lap four, Samy Hunt had forced his way to 11th after his 'B' final win and looked all set to continue his climb. Stephen Murphy was making good consistent progress and by lap 5 had tucked in behind Jamie Kavanagh. A few more laps and the race settled down with the leading pair gradually pulling away from the rest of the field.

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and Fraser tucked in behind. These positions were maintained to the flag and Gavin Nicholson won the "In Depth" trophy for the fastest lap of the day, 24.74 seconds.

Jenny Taylor

Overall Results

100 Junior Britain	
1st Jonny McDonald	Kestrel/KK Arrow
2nd Clair McArthur	Zip/Hewland
3rd Brian Tewnion	Zip/TKM
125 National	
1st Sandy Taylor	ZIP TR/SRS Rotax
2nd Paul Cook	Zip GP/Rotax
3rd Ian Pratt	SM Sprint/Yamaha
100 Junior National	
1st Nigel Williamson	Zip/PCR
2nd Evelyn McRitchie	Zip/Wilson Hewland
3rd Alistair Allan	Zip/Hewland
100 National	
1st Andy Buchan	Zip/Hewland
2nd Sam Brown	Zip/WRE Arrow
3rd Niall Smith	TKM/TKM
210 National	
1st Sandy Pratt	SM Sprint/PH Upton
2nd Doug Taylor	Zip GP/Villiers
3rd Jim Leslie	Zip/Villiers
250 International	
1st Gavin Nicholson	Zip/RKR Yamaha
2nd Ian Grant	Zip/Rotax
3rd Gilbert Keenan	Barlotti/Yamaha

Littleferry

5th & 6th June 1982
Bird is a flier! O.K.!

All who were at Littleferry to see the first round of the Northern Championships will agree with the title. Anyone who missed either of the two days' racing cannot fully appreciate just how good a meeting it was. The starter's flags got knocked into the air, a few bales of straw required the attention of an International Harvester and some karts may now know a little more about their ancestry. But it's all in the game, twisted frames and shattered rotary valves notwithstanding.

100 Junior Britain

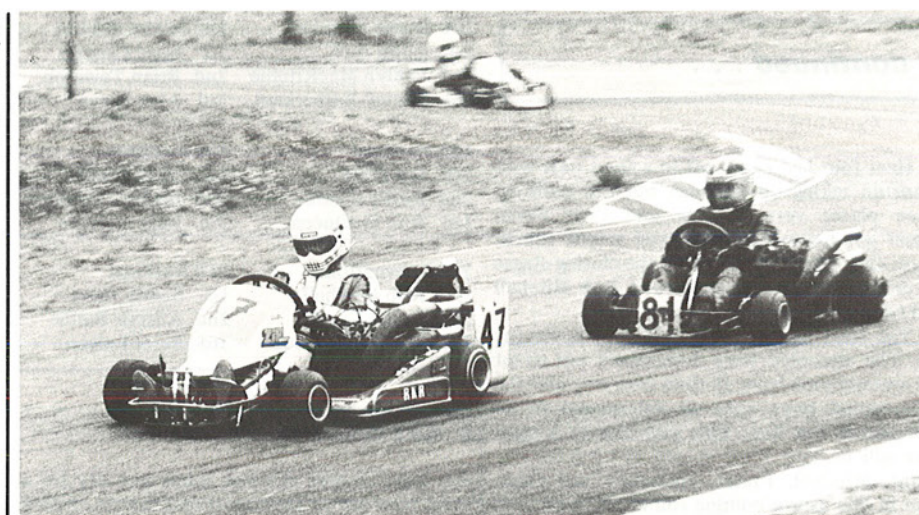
Alan Innes and Brian Tewnion started the day at a cracking pace with that fast lady Claire MacArthur not far behind. Gary Cromer from Anstruther also made his presence felt and it was mainly these four drivers who made the running.

Norman MacLeod executed a very neat move in the second heat when he followed Ian Innes down to pit corner. Judging it nicely, he slipped past Ian going into the bend, a very cool move indeed.

The final saw Gary Cromer in pole position and when the flag went up, Gary scorched off with Brian Tewnion in hot pursuit. Alan Innes and Claire MacArthur had their own battle going on for third place and at the hairpin they got into a slight tangle, but both managed to get going again and on this occasion Alan had the edge on the fast lady. A well earned win for Gary Cromer, with Tewnion second and Innes third.

100 Junior National

Colin Bird and his kart were in perfect harmony on both days - not a thing that often happens for any driver and Evelyn MacRitchie and Michael Barron had to be content with always



Les Cranston (81) chases Gavin Nicholson (47) during the 250 International final. (Pic: C. L. Baird)

having Colin in front of them, not that they were slow! By no means!

Jimmy Sutherland from Golspie, had a poor start but finished the meeting a glorious third. It's starting to come together Jimmy. Kevin Doharty from Buckie tried hard and for a time looked like making a go of it as did Ali Polson and Nigel Williamson.

Again a very exciting final with Colin Bird and Evelyn MacRitchie going down the straight wheel to wheel on more than one occasion. In the end Colin proved the faster, with Evelyn second and Jimmy Sutherland third.

100 National

A good entry for this class and good racing to go with it. The odd touch here and there and fancy cornering by Thurso man Ian Roe, who on more than one occasion had 6" of daylight below his offside wheels coming round pit bend! George Douglas, who had overworked one of his motors at Morcambe a couple of weeks back, had an off day and Ian Mowat, who was going quite well in the final, came off sideways at pit bend and for the rest of the race sat back and watched like someone who has just lit up a Hamlet.

In heat 4, John Lowe from Lairg was all set to be there or thereabouts, when he spun off at the entry to beach straight after a nudge from behind, and it was curtains for his chances in the final when Sam Brown had a puncture and spun in front of Johnny who connected rather heavily with Sam when Ian Rae hit him squarely on the rear, having no time to take avoiding action.

The honours for the heats were shared between Andy Buchan and Niall Smith and after a very fast final indeed, Niall romped home a worthy winner with Andrew Graham second and Golspie man Billy Meville third.

210 National

It must be very disheartening to be going into the hairpin at Littleferry with your right foot up to the knee on the brake pedal and see someone apparently accelerating past you, grabbing the line and taking the corner with the nonchalance of a Formula 1 World Champion. The foregoing happened during heat one as Alastair Baillie gave Doug Taylor a lesson in cornering!

However over the two days it was Sandy Pratt from Inverurie who proved the fastest, underlining it in the final, a clear winner over Alistair Baillie of Elgin and Peter Polson of Golspie.

125 National

Again a good entry for this very popular class. Early leader in heat one was Ian Pratt but the eventual heat one winner was Sandy Taylor. Heat two saw Ian Pratt again off to a good start though Roy McQueen did his best to take the lead on more than one occasion. Sandy Taylor took a 'crash course' in agriculture when he locked up at the hairpin. Demolishing a row of bales, he landed halfway across the grass strip and with a smile playing at the corner of his mouth he just kept the foot down 'til he regained the track having taken a short cut of nearly half a lap. Ian Pratt however, went from strength to strength taking the flag in heat two.

Paul Cook took the flag in heat three with Peter Gray close behind, having fought his way past Ian Pratt and Roy McQueen. Heat four was fast and furious with Peter Gray holding the lead for a time over Ian Pratt then Sandy Taylor, who had been working his way through the field, finally passed both Peter and Ian to take the flag.

The final started well, with Sandy Taylor chasing a very fast Ian Pratt, then something happened to Sandy's motor and he slowed down, being passed by the entire field. Ian Pratt led from then on, with Paul Cook in second and Roy McQueen in third. The hairpin claimed Peter Gray and Alex Pettigrew, in his hurry to catch up with the leaders, spun off at beach but still managed to cross the line in fourth place.

250 International

This was the class everyone watched with great interest. There was much speculation as to whether the watercooled karts in the hands of Messrs Rob Mitchell, Ian Grant and Gavin Nicholson would whitewash the aircooled brigade, namely Bevan Fraser, Paul Cook, who also competed in the 125 Nationals, Les Cranston and Alistair Fraser. The Saturday heats ended with the aircooled camp perhaps a trifle deflated after the demonstration given by Ian Grant, who won the first heat with Gavin Nicholson second and Bevan Fraser a good 8 seconds behind in third place. In heat two it was Gavin's turn to take the flag with Ian second and after a battle with Paul Cook, third man over the line was Alistair Fraser.

Heat three on Sunday saw Nicholson off into an early lead, with a very determined Les Cranston hot on his heels, followed by Ian Grant and Bevan Fraser. Such was the speed of Les Cranston at one point, that he left the track at the exit from beach and 50 yards later he regained the tarmac without losing more than one second. Unfortunately however, he spun off at the hairpin in the closing stages of the race and didn't restart, content to let Bevan Fraser overtake Ian Grant to cross the line in second position.

continued . . .

Results

Junior Britain	
1st I. McLeish	ZIP 982/TKM
2nd A. McNish	Apple/Rutherford Arrow
3rd G. Cromer	Zip/Parilla
210 National	
1st S. Pratt	SM Sprint/PH Upton
2nd R. Moir	Barlotti/Villiers
3rd G. Donaldson	Barlotti/Upton Villiers
Junior National	
1st C. McWilliam	ART/PCR
2nd S. Earl	Mustang/TKM
3rd I. Cope	Sprint/Rutherford Arrow
100 National	
1st N. Davidson	Premier/Parilla
2nd T. Donoghue	Premier/Sirio
3rd J. Forsyth	Premier/Rutherford Hewland

Rowrah

13th June

With entries approaching 90 drivers, racing was to be as good as ever for the Cumbria Kart Racing Club's fifth meeting of the season. Now, please read the next part very carefully. We are holding a two day meeting on August Bank Holiday, there will be racing on Sunday and Monday with *cash* prizes as well as trophies, on both days. There will be free camping and free practice on the Saturday. So we would like a few drivers to come up from Oulton Park to have a super Bank Holiday karting weekend. Just ask "Butty" how much he enjoyed himself when he came up a couple of years ago.

Anyhow, on with the racing.

Junior Britain
A good entry of Britains produced a good final. After three different heat winners, Ian McLeish held off the challenge of S. Key and Nick Charnell to take a fine win.

Junior National
Another good race and a super win for David Price, although A. Stewart pushed him hard all the way, Price kept his cool. Third was local driver Lloyd Ross with Craig McWilliam fourth.

100 Senior Britain
At the last the 100 Britain class had the track to themselves. But although G. Ellis won all his heats, it was the cunning old war horse Ray "Pop" Robson who took the flag with S. Strong second.

210 National
A small entry of Villiers, which is unusual at Rowrah. Anthony Bar led from the start and looked to have the race sewn up, when his silencer fell off and he was black flagged with two laps to go (Anthony was not very happy??) This handed the race to K. Thompson with A. Alsop second and K. Henning third on my old outfit.

125 National
It was nice to see Kurt Luby and Malcolm

Meadows back at Rowrah after a few months absence, and it was Kurt who was in superb form as he won the heats and final with ease. Second was Brian Smith and third was P. Bristow.

250 International and 250 National
These two classes were combined and the final produced a fine win for Alan Tinnion, although he was harassed all the way by Mike Davidson who finished second. Third home and first 250 National was Ian Reading. Edgar Wills had his last meeting to date, finishing fourth on his air-cooled twin.

100 National
With 40 drivers entered in this class the racing was as spectacular as ever.
After being blocked for a few laps Paul Fletcher hit the front and after that it was all too easy. Second was grand-daughter Nicola, followed by a hard trying P. McCallum, Nick Stamper, J. Schouller and Steve Burn sixth. Great stuff.

Ian Reading

Results

Junior Britain	
1st Ian McLeish	Zip/Dickson TKM
2nd S. Key	Premier/Arrow
3rd Nick Charnell	Mamba/Arrow
Junior National	
1st David Price	MM3/GP DAP
2nd A. Stewart	Spectre/Arrow
3rd Lloyd Ross	Premier/Wright Arrow
100 Britain	
1st Ray Robson	Sprint/Arrow
2nd S. Strong	Sprint/Arrow
100 National	
1st P. Fletcher	TKM/DAP
2nd N. Fletcher	TKM/Parilla
3rd P. McCallum	Zip/PCR
210 National	
1st K. Thompson	Sprint/Villiers
2nd A. Alsop	BLOW/Villiers
3rd K. Henning	Barlotti/Villiers
125 National	
1st K. Luby	Birel/LDR Rotax
2nd Brian Smith	Sprint/Coluthard Rotax
3rd P. Bristow	Zip/LDR Rotax
250 National	
1st Ian Reading	ProntaPrint Aero/Honda
250 International	
1st Alan Tinnion	Zip/Rotax
2nd Mike Davidson	Zip/Yamaha

Boyndie

"IN DEPTH" TROPHY MEETING
First of all, my thanks to Marian Cook for her assistance in getting out last month's report. It was good to be back at Boyndie at the May meeting and I was surprised by the increase in numbers in Junior Britain and 125 National. The 210's were up in numbers as well.

100 Junior Britain
Jonny McDonald and Brian Tewnion battled out the heats with McDonald winning two and Tewnion winning one. Clair McArthur, Stephen Mitchell and Allan Innes finished behind the leaders in the heats.

McDonald zoomed into the hairpin in the opening lap of the final. McArthur, Tewnion, Innes and Mitchell slotted into second, third, fourth and fifth respectively. In the opening few laps McArthur repeatedly challenged McDonald for the lead, he was having none of it and thwarted her every attempt to get through. Lap five and Tewnion was hassling McArthur behind and Innes was a close fourth. These four weaved nose to tail to the chequered flag, never giving up and providing us with one of the closest finals of the day as they jinxed their way round the circuit, through the back-markers and all came safely home, McDonald, McArthur, Tewnion and Innes.

125 National
In the heats Sandy Taylor won two and Peter Gray won the third heat. Ian Pratt came second in two heats with Paul Cook, Paul Williamson, and Roy McQueen taking other top places. The flag dropped and it was Cook, Pratt, Taylor, Allan and McQueen. On lap two Taylor took Pratt for second spot and set his sights on Cook and the lead. By lap four Taylor had closed right up on Cook and slipped past his inside on corner. These three began to pull away from the rest of the pack with Allan leading the rest of the pack in fourth spot. Taylor maintained his lead to the flag with Cook second, Pratt third and Allan fourth.

100 Junior National
Colin Bird took two of the three heats and Michael Barron won the third. Evelyn McRitchie, Nigel Williamson and Alistair Allan had finished in top four places over the heats. McRitchie took the lead off the final grid, Bird, Williamson, Barron and Allan following a few laps on and Bird nipped past McRitchie at the hairpin and Williamson took her at Caravan Corner, she was losing power. Lap six and Barron disappeared at the hairpin. A lap later and Bird came to grief on the same corner, leaving Williamson, McRitchie and Allan the leading trio to the flag.

100 National
Andy Buchan (fresh from his recent successes on the Australian karting scene) won two of the three heats and Sam Brown had a win and two seconds. Pete Cartwright and George Douglas finished consistently in top four places and George Bertram and Robert Main were third and fourth in heat one.
Buchan was pole position in the final with Brown along. Completing lap one in the lead was Buchan with Brown, Bertram, Smith and Cartwright nose to tail behind. Lap two and Smith was up into third, Cartwright wasn't letting Smith away though. Another lap and he was stuck to Smith's bumper again. Buchan maintained an impressive lead to win the final, Brown was second, Smith, then Cartwright.

210 National
Jim Leslie won heat one and Sandy Pratt won the second and third. Doug Taylor had two seconds and a third. Les Campbell, Alistair Baillie and Peter White also finished well up the field. Taylor took the lead off the final grid, with Pratt, Leslie and Campbell following. After several attempts a determined Pratt took Taylor as they sped into the hairpin. On lap four Pratt and Taylor remained as such to the flag with Leslie holding third and Campbell fourth.

250 International
Ian Grant won two heats, Gavin Nicholson won the third heat and took the fastest lap of the day. Bevan Fraser had three seconds and Gilbert Keenan three thirds. Nicholson took an immediate lead in the final with Grant, Keenan

broken from the pack to take the lead, with Nick Crabtree using the track plus some grass to try and close the gap, which over the next 5 or 6 laps he succeeded in doing, leaving Steve Dart to come under pressure from Prior and Harvey. Just when it seemed there might be a challenge from Nick Crabtree his continuous off road race line took its toll – Nick lost his chain, leaving Prior a distant second and under considerable pressure from Harvey, both relegating Steve Dart to fourth place in the process of their hectic battle.

From half distance the race settled down to a high speed if sometimes crowded queue with small pockets of action, namely Harvey's constant pressure on Prior and Cotterill's relentless charge from 17th on lap 2 to 6th by the end. Such was Mark Jennings' superiority at the end, that when the chequered flag went out Martin Prior was unaware that his race long duel with Nick Harvey was for second place and threw his arm high in the jubilant belief that he had won! Fourth came Charlie Brown with a late charge, with Steve Dart a somewhat dejected 5th, feeling he should have done better in conditions in which he normally revels.

1st	Mark Jennings	BM/PCR
2nd	Martin Prior	Zip/ERE Arrow
3rd	Nick Harvey	Wright/DAP

CHAMPIONSHIP POINTS:
Cotterill 181, Prior 170, Harvey 154, Foster 147, Dart 145.

135 INTERNATIONAL:

▲ Knapfield	Lane
Leach	Bailey
Wright	Grice
Ward	Alcorn
Herbert	Mellish
Donaldson	Garthwaite
Little	Dewhurst

With no more rain having fallen since the interval and a 32 lap final to run, the drivers came to the grid with mixed feelings about what tyres to use. The first five were on slicks with the next five on wets, and as the track was yet to show a dry line, the early part of the race looked like being entertaining, with the advantage going initially at any rate, to the lower grid positions! As the flag dropped Alan Lane went into the lead from Knapfield and Leach, with Baillie already under pressure from the 'wets' brigade. At the completion of lap one Lane led from Knapfield and Leach, with Alcorn already taking full advantage of his tyre superiority followed by Ward and Wright. On lap 2 Lane made straight for the pits at what seemed undiminished speed, handing the lead to John Alcorn from Knapfield, while all the time the advantage of wet tyres was obvious with Ward and Wright tripping over Knapfield through the corners only to find him just out of reach at the end of each straight.

For a while it looked as if John Alcorn was running away from the rest, for his lead by lap 5 was the whole length of the straight. However once Ward and Wright had slipped by Knapfield they proceeded to drive in close company until by lap 9 Gary was able to dive down the inside of John on the approach to the pit entrance corner, followed a lap later by Simon.

While the fight for the early lead was going on between the 'wets' shod competitors, Knapfield, Leach and Grice were doing their best to stay in contact until the latter stages of the race, Paul in particular over the first ten laps doing a



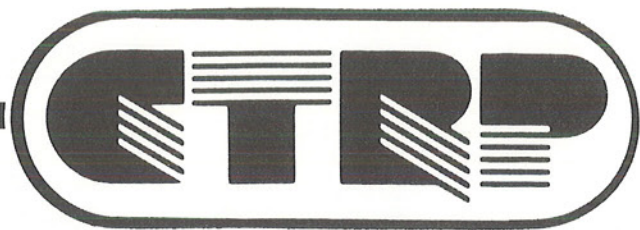
The changing race pattern. Top: Opening lap and Lane (38) leads slick shod Knapfield (10) and Leach (6). Above: Lap two – Lane is out and a wet shod Alcorn is through to lead, leaving Knapfield to fend off Ward and Wright (2). (Pics: Roger Calvert)

tremendous job of driving a "wide" kart to keep in the first four. As the race line began to show signs of drying, so Martin Leach visibly quickened and by lap 14 he was in third place. Over the next few laps however, the 400 yard or so gap between himself and Wright seemed not to change but Martin was beginning to experiment with just how fast the track could be negotiated. From then on he began to close on the leading pair at between 1.2 and 1.5 seconds per lap! With 9 laps to go the gap was down to under 5 seconds and the atmosphere along the pits began to simmer! As Martin shot into view around the wall he was obviously trying very hard, and in the process put a wheel just off the dry line. In an instant his kart snapped round and all was lost – what had looked like being a sensational finish, ended

with a painful, heart-stopping thump in the in-field tyres and we were left to admire the polished driving of Ward and Wright as they went on their way to a well calculated 1–2. For his consistent driving and choice of tyres, John Alcorn took third place after what at one time had looked like a runaway victory. Ricky Grice was the first of the slick-shod drivers to finish, in fourth place, and the last of the competitors on the same lap as the winner.

1st	Gary Ward	Wright 82/Wright DAP
2nd	Simon Wright	Wright 82/Wright Komet
3rd	John Alcorn	Zip 935/PCR

CHAMPIONSHIP POINTS:
Ward 170, Lane 150, Grice 145, Alcorn 130, Leach 116.



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Crail

May Meeting

After a sunny practice session the rains during the heats ensured that everyone had to change their tyres.

Junior Britain

Johnny MacDonald got off to a good start in the first heat but spun off on lap three allowing Ian McLeish to take the lead and romp home ahead of Alan McNish. Gary Cromer stormed off on heat two but was soon overtaken by Ian McLeish. This lead was however short lived as McLeish ran wide at the bottom corner allowing Cromer to pass on the inside and retake the lead. Once past, Cromer built up a lead and McLeish was powerless to stop him from taking

the chequered flag. Alan McNish led heat three from start to finish, with McLeish close behind to finish second. McLeish led the final all the way with McNish finishing in front of Cromer in what turned out to be a fast, exciting race.

210 National

Russell Moir took an immediate lead in the rain in the first heat, but by lap two had been overtaken by Sandy Pratt, who retained the lead until the last lap, where he spun before the line,

allowing Peter White to take first place ahead of second placed Sandy Pratt. Pratt was leading heat two until lap five when Gordon Donaldson and Russell Moir collided at roundabout. Moir landed heavily after an airborne excursion, twisting his wrist and winding himself whilst Donaldson's kart was damaged, preventing him from appearing in the third heat. The second heat was stopped after the accident and Pratt was credited with the win. Moir took the bit between his teeth in the third heat and was leading until lap six, when he was overhauled by Pratt and forced into second place. Pratt stormed away in the final with Moir unable to make any impression on his lead, being forced to settle for second best ahead of George Donaldson.

Top: Steve Robertson (11) heads Jim Forsyth (20). Bottom: More 100 National action as Tony Donoghue (48) chases Louis Di Resta.



Junior National

Evelyn MacRitchie led the first heat until lap four when she and Craig McWilliam made contact and she spun off. Evelyn restarted quickly but was unable to stop McWilliam from winning the heat ahead of Ross McMorrine. Ian Cope led heat two from start to finish ahead of Ross McMorrine, with Steven Earl finishing third whilst Evelyn MacRitchie retired on lap three with a blown motor. Steven Earl won the third heat fairly convincingly ahead of Evelyn MacRitchie whilst Johnny MacDonald finished in third place. MacDonald had a good start in the final but was closely followed by Craig McWilliam. By lap three McWilliam had taken the lead whilst Ian Cope had moved into second place after overtaking Steven Earl, only to be retaken on the last lap after a fine effort, leaving McWilliam to take the chequered flag.

100 National

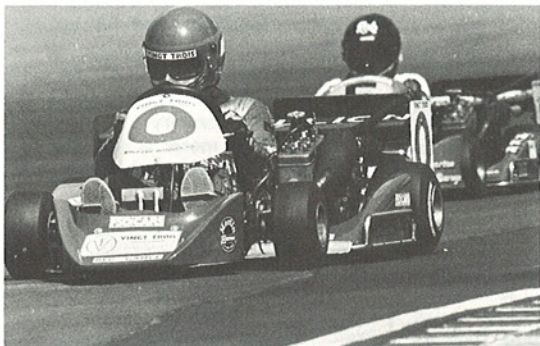
Andrew Graham had an effortless run in the first heat ahead of Nigel Davidson with Michael Kellard taking third place. Jim Forsyth set the pace in the second heat, keeping Louie Di Resta at bay whilst Steven Robertson was denied third place after being found underweight after the heat, handing third place to Michael Kellard in the process. Gordon Murray built up a good lead in the third heat to win, whilst Jim Forsyth spun off on lap three, leaving Nigel Davidson to take up the chase and finish second ahead of Tony Donoghue who had narrowly beaten Di Resta into fourth. Nigel Davidson streamed away in the final whilst Donoghue and Di Resta made contact before roundabout, sending karts in every direction as Di Resta came off worst. Davidson thus built up an unchallenged lead as the remainder of the field picked their way through the debris or tried to restart their karts. Donoghue had managed to stay on the track and was giving chase in second place but was unable to catch Davidson who finally took the flag. Donoghue had to be content with second place whilst Forsyth finally managed to pass Kellard on the penultimate lap to finish in third place.

I. MacRitchie



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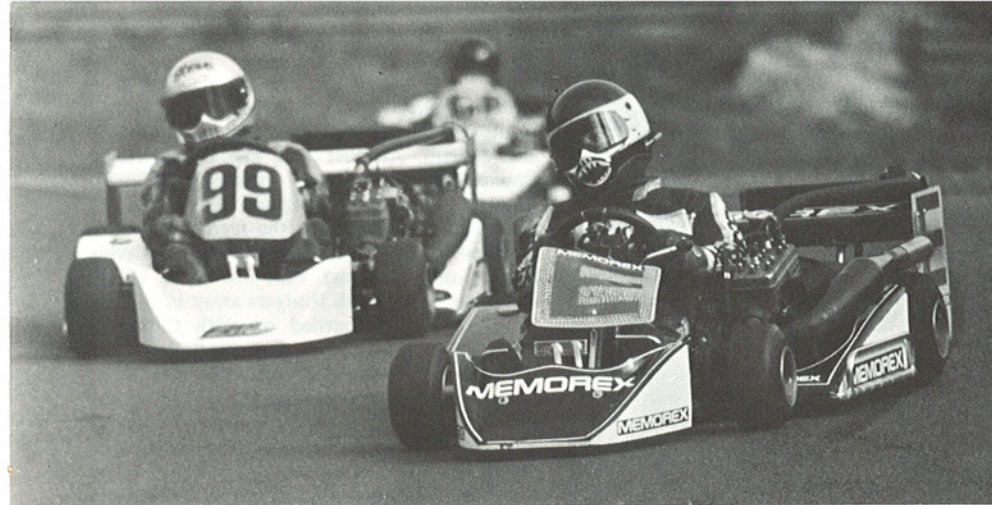
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Stylin (99) stayed with Butty (E) for a while, but he eventually got away. . .

One More Time

Buttigieg again to take Championship lead, but Stylin's return nets second in style. Ball third. Class wins to Luby (125), Doble (210) and Rodgers (250 Nat.).

Report: Mike Smith
Pics: Roger Calvert

After the heady heights of the European Championship and FSO TV Challenge, the karting world returned to the homely atmosphere of Cadwell Park on Sunday June 27th. The meeting attracted an excellent entry of 230 over the four classes which matched the numbers present at Mallory in May. This was the third round of the Long Circuit Championships in addition to the usual Cadwell Championships and 250 National Drivers Series. The weather was of the type that could be described as typically English summer with almost torrential rain finally giving way to warm sunshine, thankfully in time for the Finals!

Pit Patter

With the season at the halfway point the Paddock as you might expect produced little in the way of major changes. Martin Hines had the bright new Hermetite Zip caravan on show for the first time, and as it turned out that may well have been the brightest spot of his day! More of that later ...

Steve Stylin, after his shunt at Morecambe, was a welcome addition to the scene. Steve has ditched the air-cooled "double" project and joined the orthodox with a Zip/Rotax, the motor having received some undisclosed attention from Chris Taylor. Steve's performance on the track raised a few eyebrows — all will be revealed later!

Mark Newby, last year's 250 National GP winner was taking a break from his successful Formula Ford exploits, still expressing a liking for karts and the demanding 2 1/4 mile Cadwell circuit.

Unfortunately there was also some ill feeling around the Paddock over the question of some drivers using aviation fuel. Nigel Smith at least made no secret of the fact that his Waddon-Ehrlich was being run on it, and claimed that the CIK rule wording was not specific enough to exclude it, but many others felt it was

illegal, apart from not playing the game within the spirit of the rules. However a letter sent to the meeting from Robert Langford spelled out the fact that the purchase of the stuff was against the law of the land unless it was used for aircraft or special testing purposes, due to the tax concessions available. By the time this is read, indeed probably before it was written, the CIK hopefully will have made a clarification of the written regulations and the matter will be resolved. It could perhaps be likened to the use of 'red diesel' in heavy goods vehicles — and that is certainly frowned upon. In the understandable search for that little bit extra it does raise the point that if everyone was to 'bend' rules then eventually all will probably reach a similar level of performance and the whole business starts again with the search for yet another rule to manipulate. Save us from the farce of Formula One! The letter did have the effect of at least warning off Nigel, as he said later that he had not run the fuel in the final, and it didn't seem to affect his performance that much ...

Right, 'nuff said. On to the racing.

Doble's Delight

The Villiers again produced some close racing despite being the least well supported on the day. The familiar names of Longden, Boston and Newton dominated the heats once more

with the first pair taking a win and a second each to Newton's two third places. Tim Doble played it cool in the two heats with an eighth and a fourth to secure a second row spot for the final. The fourth and sixth of Brighton's Barry Train was good enough to put him on the front row. John Waggett, George Bett and Vincent Munday shared the second row with another regular front runner, Geoff Upton, on the fourth.

If the class lacks quantity at the moment, there is certainly no lack of quality as the 10 lap final soon showed. Longden, Boston, Doble and Newton were quickly to the front and at the end of two laps had a comfortable lead over the rest with Bett, Munday and Ogden next but already out of reach of the leaders. Positions at the front changed frequently during each lap with Boston leading on laps three and four with Newton, Longden and Doble hanging on grimly. Half distance and current British Champion Newton was in trouble, slipping back to fourth place, but still with a considerable advantage over next man George Bett. One more lap and Newton pulled into the pits with the carb about to part company from the APV.

The rest were now well strung out, but at the front it was still close and for the next two tours Longden was in command from first Doble and then Boston. A huge gap appeared before fourth place Munday crested the Mountain with Train and Ogden next.

Laps eight and nine and it was all change again as Boston edged to the front and as they went into the last lap young Tim Doble, on novice plates at the start of the season, grabbed the glory to sweep past both Longden and Boston at the end of the straight. He hung on for the remaining distance to take a fine win and put himself equal second with Longden in the British Championship points table. Boston now heads that list with 13 points, a slender one point lead. Munday still had that distant fourth place with Train and Ogden next to score points.

1st Tim Doble	Zip/APV
2nd Bill Longden	Barlotti/Longtune Villiers
3rd Richard Boston	Zip/Longtune Villiers
Fastest lap: Doble 1m 40.3s (80.75 mph)	

Rodgers' 250 National

Two heats and a ten lap final were on the programme for the once more well supported single cylinder class. The first heat was marred by an horrific incident at the top of the Mountain necessitating the heat being stopped. The Zip/Yamaha of Crawley's Bob Reeves expired on him just over the rise out of sight of the following drivers and before anything could be

Young Tim Doble beat the establishment in the 210 final. . .





125 winner Luby sprays his way through the first heat.

with Rodgers out on his own a long way in front of the next three — Stoney, Cullimore and Collard. Another long gap before Roger Cramp led Newby and John Taylor with Trevor Roberts on the fringe. The battle for second raged throughout the second half until lap nine when Collard failed to appear leaving Stoney and Cullimore with one more lap to settle the issue. With Rodgers away in the distance these two battled on with Cullimore suffering a misfire and Stoney finding gear selection somewhat difficult! However it all held together and after Rodgers had taken the flag it was Stoney from Cullimore with a large gap before Cramp, Taylor and Newby completed the top six. Stoney still has the lead in the RAC Champs with 22 points from Cullimore with 16.

1st Derek Rodgers **Peak Revs Zip/ Yamaha**
2nd Chris Stoney **Barlotti/CKS Yamaha**
3rd Dave Cullimore **Barlotti/KTM**
Fastest lap
 Rodgers 1m 35.4s (84.90 mph)

Sounds Familiar

Two split heats and a qualifier were needed to sort out the usual good entry of 125's and it was Bolton's Kurt Luby setting the pace with a couple of good wins. The dominance of Super-Stu Ziemelis was not quite so evident, the Huntingdon driver/tuner having one heat win but having to settle for second to another Lancashire Lad, Ian Shaw, in the other four lapper. Luby therefore had pole with Ziemelis alongside. The front row was completed by ex 210 man Martin Wall with a second and a third with local lad Roy Patterson on the outside. Current British Champion Roy Wooldridge was having a better day to take the inside of the second row after a second and sixth in the

Brian Kennedy and the man at the head of the Championship table Chris Stoney. Chris got back to his familiar winning ways in the second heat ahead of Alan Collard and Kennedy. Rodgers had to settle for fifth having started from the back of the grid. Those four drivers made up the front row for the final with Paul Taylor, Mark Newby (getting to grips with karting again), Frank Rowntree and Trevor Roberts making up the second row.

At the drop of the flag it didn't take Derek Rodgers long to put the Peak Revs Zip/Yamaha in the lead and by the third lap had pulled out almost 10 seconds over the rest! Stoney and Collard were locked in battle for second place and by the end of that third lap Dave Cullimore had poured through from the sixth row to join in the fight. The pattern soon settled

continued . . .

done to remove the danger two more drivers crashed into the immobile Zip with others just managing to take avoiding action. Bob Reeves and Phil Ellis of Barnetby were attended to at the scene before being removed to hospital for further attention. The good news was that by the end of the day they were both said to be recovering but were to be detained for observation.

The first heat was eventually won by ex Superkarter Derek Rodgers from Irishman



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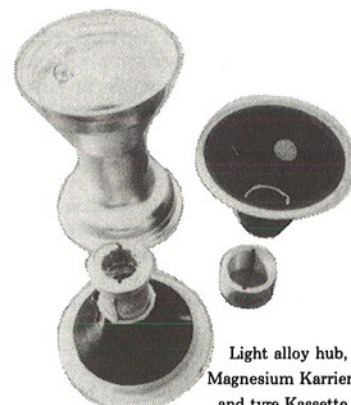
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THE TRADE PAGE

In a Word . . .

● Arai, the Japanese made helmets, are now being imported into Britain. The lightweight Arai Astro model complies with all the top BSI standards as well as carrying Snell approval, and is being distributed by Beemar Products of Leyton Road, Linslade (0525) 370590. Retail price of the Astro is £89.95. Beemar Products advise that current British Superkart Champion Chris Lambden is now using an Arai helmet, and will be pleased to talk to competitors about them.

● Omega pistons now have plenty of their Rotax pistons available. The piston is designed to cut running in periods, allowing quick changes — even during race meetings. Incidentally, Omega supplied an incorrect telephone number for their advertisement last month — the correct number is 021-559 6778.

● Sisley Karting have just received a £45,000 order from the Middle East for their mini buggies. So that's what they race out there . . .

Following the easing of Government regulations to allow the use of approved, purpose made plastic cans of no more than 5 litres capacity for storage of petrol, Bell Products Ltd., of Coldharbour Lane, Harpenden, have introduced a Bell "Plasti-Can."

The new regulations require the containers to be marked "Complies with SI 1982/630", and indeed the Bell product is thus marked. The one-piece construction produces a leak-free, rattle-free, lightweight container. It is expected to retail at £3.45 (including VAT).

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heats. Ian Shaw, Colin Mills and Mark Hood made up the row. Another driver not too far from home, Worksop's Chris Anderson, shone in the first heat with third place but had to be content with a third row place for the final after finishing ninth in his second run.

The six lap qualifier resulted in back of the grid slots for Paul Boland, Mike Doble, Simon Quance, Brian Magee, Jack O'Connor and Robin Gillam.

The final quickly produced a now familiar scene at the front as Luby and Ziemelis got the jump on the rest to take a comfortable lead quite early. Roy Wooldridge, Martyn Wall and Ian Shaw led the chase but were soon out of touch with the leaders. By lap three Luby and Ziemelis had settled into their own slipstreaming battle for first; Wooldridge and Wall had shaken off Shaw and the rest.

Half distance and suddenly Luby appeared alone, with a good gap, Ziemelis then came charging through but now well down on the leader. Woolly and Wall still held the next two places, but Shaw had disappeared leaving a group of half a dozen being led by Patterson.

For the next couple of laps Luby held a comfortable advantage but Super Stu was charging hard and by lap nine had closed the gap. Woolly and Wall were running solo in third and fourth places with the close dicing taking place behind them in the now customary 125 style. Patterson, Boyd Barrington, Les Cooper, Chris King and O'Connor were the combatants for fifth spot.

The gap was too much for Ziemelis to make up and at the flag he had to be satisfied with second, Luby's win narrowing the points difference in the RAC Champs to just three. The pace was such that both Luby and Ziemelis shattered the lap record, knocking almost three seconds off Brian Hill's time of 1m 39s, albeit with the aid of the new class tyres. The new time of 1m 36.1s was a speed of 84.28 mph. Woolly, Wall, Patterson and Barrington completed the top six.

1st Kurt Luby	Zip/LDR Rotax
2nd Stuart Ziemelis	Aero/SRS Rotax
3rd Roy Wooldridge	Magnum/Merlin Rotax
Fastest lap	
Luby and Ziemelis 1m 36.1s (84.28 mph Record)	

Butty Berrys'em ...

Seventy two names were listed in the Superkart entry and as always the spectacle was exciting. Two split heats and a qualifier were needed to sort that little lot out for the ten lap final round the 2 1/4 mile circuit.

The two parts of the first heat were run in the wet but the weather cleared and the track dried for the second two 4 lappers and the qualifier. The conditions at times were bad and the times reflected that with the dry heats being a good 10 seconds per lap quicker. Torrential rain doesn't do my notebook much good either! ...

Despite his strong feelings on the matter of 'illegal' fuels, GP title holder John Ball proved his point on the tarmac taking the Discount Centre Zip to two heat wins to annex pole position for the final. The man at the centre of this unfortunate row, Nigel Smith, took one heat win but then dropped his second heat and had to line up for the qualifier. His back of the final grid position was duly claimed with a second to Dalgarno in the repechage.

Alongside Ball on the front row sat the man of the moment Dave Buttigieg. Butty collected a resounding win in his first heat but had to settle for second to Nigel in the other after an unusually slow start. The surprise of the day, and what a pleasant one at that, was to see



The chasing bunch — Price (17), Hines (42), and Gange — wind up the Mountain. . .

Steve Stylin lining up on the front rank after two good second places. The front line was completed by Rob Kerkhoven the Worcester driver taking a second and a fifth. Richard Dean was again in steady form with the DMA outfit behind Ball on the second row after a third and fourth. Reg Gange, trying a few mods in his build up to a determined Grand Prix challenge later in the year had a fourth and third to sit the Vingt-Trois Zip on the second row. Donovan Collier and a much improving Steve Rawson completed the row. British Champion Chris Lambden was very much under the weather with sore ribs after his excursion into the sand at the TV meeting. After medical attention at the circuit, Chris was hoping it would stay wet to alleviate some of the side force discomfort. However a fifth and sixth put the LBF Zip on the inside of the third row. The Hermetite Zip Team again had mixed fortunes with Boss Hines also on the third line after a fourth and a lowly tenth. Both Simon and Carolyn had to take part in the qualifier and only Simon survived that to get on the rear of the final grid. So the first rows looked like this ...

Kerkhoven	Stylin	Butty	Ball
Rawson	Collier	Gange	Dean
Hines	Hemes	Heery	Lambden

At the drop of the flag European Champion Butty was in a determined mood, and very soon led after the initial drag off the line and into Coppice. As they appeared at the Mountain for the first time, Butty led from Stylin, Ball, Kerkhoven, Hines, Gange and the rest. That was as far as Chris Lambden got, pulling off before one lap was completed, with a gear linkage problem. The pattern very quickly settled with the Memorex Man opening up a comfortable advantage although he was unable to shake off the hard driving Stylin, who was clinging to the leader like a limpet. Phil Ansell was once more showing his ability, latching on to the scrap for the places and by half distance was eighth, behind Hines. Nigel Smith meanwhile was really flying (pardon the pun!) and was up to ninth place having charged through from the back! The next of the big names to go was Hines pulling in on the seventh lap with clutch problems.

At the front Butty just went on and on, finally shaking off Stylin as the Leeds driver tired after his eight month lay off. The first three, Butty, Stylin and Ball were evenly spaced although Ball was making ground on the tiring Stylin but not quite enough to really have a go. Price, Gange, Kerkhoven, Ansell and Smith made up the next group, but in one lap it all happened. Smith, in one lap, charged past four karts to grab fourth place, but still out of reach of Ball in third.

The last lap and Butty was looking a comfortable winner again with the next three, Stylin, Ball and Smith, unlikely to challenge him. Reg Gange in a determined bid to get past Price didn't make it first time, with both machines spinning off. Reg managed to regain the track and set off again, but in seventh place, leaving Price out of the race, but with the consolation of fastest lap, and a new record of 1m 28.1 sec., a speed of 91.94 mph.

Butty then recorded his third win in succession, his fourth of the season, and still the rumours abound and the question is asked — how does he do it? As far as any fuel additives are concerned Peter Berry and all strongly deny such thoughts. Perhaps it is after pure unadulterated driving ability, coupled with a very strong will to win! Remember, at the same stage last season, another accomplished driver in the shape of Martin Hines had recorded FIVE victories — so it has all been done before...

An idea of the current pace of the Superkarts can be found in the fact that Hines' record, set last year, was beaten no fewer than 14 times during the 10 laps by various drivers...

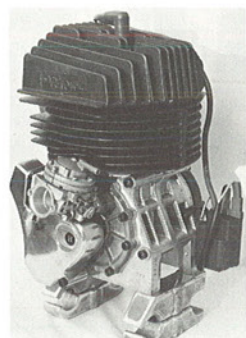
1st Dave Buttigieg	Memorex Zip/Rotax
2nd Steve Stylin	Zip/CTRP Rotax
3rd John Ball	Discount Centre Zip/Rotax
4th Nigel Smith	Stocksigns Zip/Waddon Rotax
5th Rob Kerkhoven	RKR Zip/Rotax
6th Phil Ansell	FSO Zip/Rotax
Fastest lap	
Price 1m 28.1s (91.94 mph New Record)	

Butty now leads the British Champs with 18 points, from Martin Hines on 12.

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The Grand Prix — It Started Here!

Grand Prix time again — and with the news
having been announced that in 1983 Superkarts
are at last to have their own World Champion-
ship, based over a number of Grands Prix
throughout Europe along similar lines to
Formula 1, it would seem a rather appropriate
time to explain where the whole Kart Grand
Prix idea originated.

It all started way back in 1976 — which was
the first year that I received sponsorship from
Hermetite. Until then, their sponsorship had
been concentrated on motorcycle racing,
mainly with that likeable Scotsman Alex
George, and in car racing where they were
running a works supported Group 5 BMW in
the World Championship of Makes, driven by
John Fitzpatrick and Tom Walkinshaw, which
went on to win the round of this Champion-
ship at Silverstone that year in a truly breath-
taking finish. It was after this event that Herme-
tite asked if, at the Motorcycle Grand Prix that
year where Alex would be competing, they
could have the Superkart there also and perhaps
if time permitted even let the kart do a demon-
stration. Well to everyone's delight, Jim Brown
(M.D., Silverstone Circuits Ltd.), agreed to
allow us to carry out a 4-lap demonstration
prior to the start of the motorcycle Grand Prix.

So come the day, I turned up with my
Bedford Dormobile, kart and all, along with
Syd Tomlinson and wife Rene, there to help in
dishing out information on Superkarts and
answer all those tedious questions, always with
a smile and good humour. I had taken two karts
with me to make a bit more of a display, when
in the crowd up popped that friendly West
Country butcher Malcolm Turner. We quickly
found some suitable leathers for him and com-
plete with helmet, hey presto, we had a two-
kart demo! In fact the second kart was origin-
ally there for Barry Sheene to have a go in, but

at the last moment this never materialised —
obviously no-one wanted Barry to do anything
silly just before the GP! Anyway, our time
eventually came and there we were, launched
onto the Silverstone International Grand Prix
circuit for the first time ever, complete with
it's 100,000 crowd of avid motorcycle fans.

As Malcolm and I battled away to learn the
circuit, yet still go as quick as possible to try
and make the heads turn, we could see, even
from our worm's eye view of this incredibly
fast circuit, the amazed looks on the faces of
the spectators. The commentator was apparently
going frantic as it appeared that both he and
the majority of the Grandstand missed us com-
pletely as we went through Woodcote for the
first time as our speed through Woodcote some-
what exceeded that of the bikes. On the very
last lap I managed to break the magical 100mph
average to complete a lap in 100.5mph, which
to my knowledge was the quickest lap ever
done anywhere, with a Superkart, up to that
time. Certainly it was a memorable day for
myself and more importantly for Superkarting.

During the day I met Jim Brown — indeed a
most memorable meeting with this true English
Gentleman, who certainly does not mince
words. But even more importantly for everyone
here today, he is devoted to motor sport and
believes in supporting it from its grass roots up.
During this brief meeting, I tried to convince
Jim that Superkarts were the greatest thing
since sliced bread etc., etc., but this was not
necessary as I think he had already seen a little
glimmer of something that could develop into
a form of motor sport that might become a
great spectacle. It was at the end of our chat
that Jim turned round and said "Perhaps a
Kart Grand Prix here, eh?" chuckled, and off
he went.

I knew then that if anyone was likely to
make it happen it was this man. Lo and behold,
just 24 months later in August 1978, the first
ever Kart Grand Prix was held at Silverstone.
The sport, and this section of it, had been
fighting for recognition for many years but it
was probably this one single event, with the
backing of Silverstone, that really put Super-
karts on the map.

In these past four years, the Grand Prix has
become the most important event in the kart-
ing calendar. During the past couple of seasons
there have been Grands Prix held at Zolder and
Zandvoort for Superkarts, all of which have
been spurred on by the U.K. event, and for '83
we have at last got our World Grand Prix series.
This, added to certain TV coverage of the sport

in '83 after it's '82 exposure has met with
approval from both viewers and TV networks,
points to an encouraging future.

This year's Grand Prix has the largest entry
of International drivers ever with entries coming
from America, Australia, France, Holland, Ger-
many, Switzerland, Austria, Sweden, Denmark
etc., so it is becoming a fairly cosmopolitan
affair. Several of the leading British drivers at
Silverstone will be off to compete in the
coming European events: Zandvoort 4th — 5th
September, Zolder 11th — 12th September,
Dutch and Belgian Grands Prix respectively,
and the two postponed French meetings which
are now on the 17th and 24th October.

It is not only the Grands Prix that are spreading
but you will also see at the GP, a new Hermetite
Zip team called L'Hermetite Zip, which is the
French run Hermetite team managed by
Etienne Batifoulier, who has done more in
France to promote Superkarting than anyone
else.

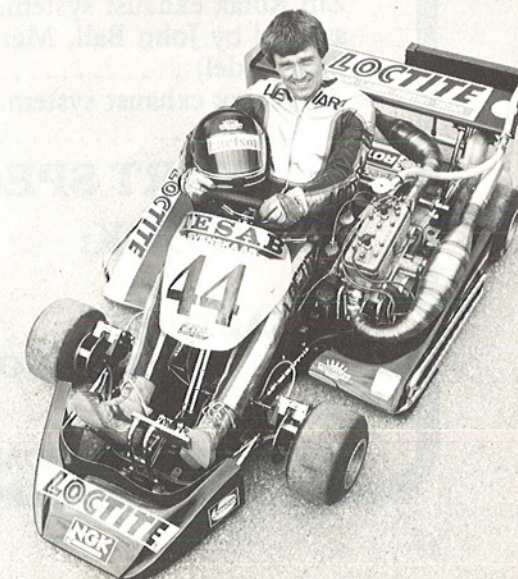
Another surprise at the Grand Prix will be
current Grand Prix title holder John Ball,
whom you will see running under the Herme-
tite Zip banner, although you will notice John
is running in red colours whereas the rest of
the team will be running in orange as indeed
will its French counterpart. John will continue
to be sponsored by the Zip Discount Centres,
which seems a just sponsor for the driver who
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I am not going to predict the result this
year, but a big surprise may well come from
Lennart Bohlin who has just romped home to
some convincing wins in the Swedish Champion-
ship driving his newly acquired Zip/Rotax. As
with just about every race these days there are
a dozen names likely to spring out of Woodcote
in the lead on that last lap. The competition at
present is really tough, but don't forget, I will
be out there trying harder than ever this year
and I must say, with our newly constituted
engine test bed at our Hoddesdon based factory,
we are a little more confident now than perhaps
we were a couple of months' ago. Still, as they
say, when the flag drops. . .

Finally I would just like to once again offer
my own personal thanks to Jim Brown, and his
entire team at Silverstone and to Hermetite, as
without these people we would never have had
a Grand Prix, let alone a World Series for '83. . .

Martin

Bohlin — could surprise at the GP.



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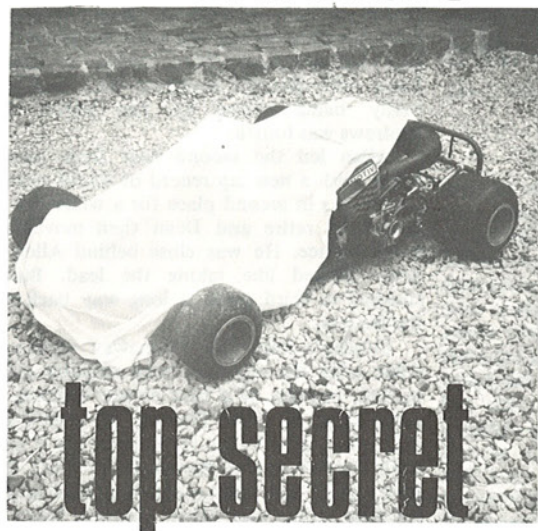
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The Green Man Championships, which over past years have produced some memorable competition — both at 100 International and Junior levels — are I think currently at a crossroads. Obviously, the general dropping in numbers of competitors which is affecting all motor sport is something which is hitting the Green Man, coming at a time when a new class (135) is also trying to get off the ground.

No-one can deny that the first year of 135 International has so far — in the UK anyway — produced grids which can hardly be called exciting. How much of this is due to the fact that we are still struggling economically as a country or the change of formula itself, no-one can gauge. I like to think that it is mainly the former — the 100cc Green Man of 1981 definitely showed signs of dropping off as times became tighter. The 135 class can hardly have been helped by its introduction at a time like this.

However, as an optimist, I like to think that things *will* get better. With 100 International effectively dead and buried in this country, the class provides the only avenue for 100cc orientated drivers seeking the stimulation of international competition. I can't imagine that there aren't many more young drivers around with ambitions. As long as the class — in the UK particularly — isn't allowed to out-price itself, I think another year or so could see both the quantity and quality of years gone by. After all, somebody has to emerge to challenge the Fullerton/Lane brigade who have been (if one includes the "retired" Mickey Allen) virtually unchallenged for the last decade...

One recent change in the Green Man series may also have an effect on it's future. Most people are aware that after three seasons, Peter Wardle has resigned as co-ordinator of the Green Man Championships. What concerns me is the attitude of mind of a segment of the competitors which indirectly caused Peter to give up.

The one thing that most International and Junior competitors/supporters will agree on is the desire to make this form of karting "more professional" — more publicity conscious if you like, in the way the Superkart fraternity have. With this in mind, it is difficult to reconcile the literal hundreds, if not thousands, of pounds these competitors spend on their travel and equipment, with the apparent unwillingness to part with a couple of quid per meeting to enable a promoter to cover his expenses while making a fairly professional job of looking after what is meant to be our longest established prestige series.

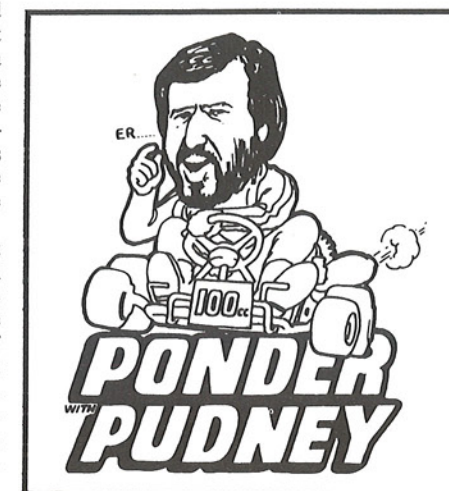
It is no easy job to put together a Championship series, complete with sponsor, communicate with very differing Clubs, obtain some sort of regulation continuity of interpretation, keep people informed, deal with unforeseen problems etc., etc. To expect anyone to undertake the job, with any degree of professionalism, given today's costs, at their own expense is to my mind a bit out of touch and expecting too much.

Peter Wardle has, in my estimation, made a professional job of running the Green Man in these last seasons, and I would have thought the few pence involved a relatively small price to pay. The new promotion crew have a high standard to match, and whilst for the sake of the Green Man I hope they are up to it, I suspect they are already finding that it is not perhaps as easy or simple a job as it may have looked from the outside...

But on to happier topics. Jesolo provided me with one of the rare but delightful opportunities for a relaxed chat with "Pop" Fullerton. As I've probably said before, I look upon Mick

Fullerton (Snr.) as one of those people who have seen it all, and can pass a knowledgeable opinion on what's going on in the International karting sphere.

These days, since his retirement as a teacher, Mick — along with wife Nora — get to see more of the big meetings than ever. In their self-converted camper van, the couple range around



Europe for months at a time, taking in all the major events that Terry is competing at. This year that includes all the 135 GP events, of which Jesolo was one.

It was thus in the sunny interval before the Jesolo final that we discussed the state of the sport. Mick is one who feels that modern international karting is a definite improvement on years gone by — say around '73 when Terry won his World Title. He likes the more professional approach today, and feels that modern drivers are much more down to earth. The old days were, he says, far too riddled with protests — every time an "incident" occurred, protests would fly, the meeting would halt, and bad feeling would build up. Those were the days of the drivers' strike — yes it happened — and



NOW TELL ME, WHO'S MUM ARE YOU?

ironically Terry was one of the leading figures involved.

Mick feels that the legendary Goldstein was at the centre of much of the bad feeling in those days — his expertise at taking rivals out causing much antagonism and ill feeling...

Getting more up to date, he revealed just how professional the current top drivers are by outlining just how Terry managed to deliberately *not* qualify from the first timed practice at last year's World Championship, yet be right at the top of the non-qualifiers. As you may remember, TF was struggling (as was everyone) to match the works Birel Wilson/Forsman pace in practice and felt that further "testing" during the qualifying heats would be beneficial. Sample times were taken of leading contenders and likely midfield runners, and a bogey time was calculated which would rank just outside the top 30 — anything too slow would involve TF in possible danger further back in the qualifying heats.

Come the timed practice, and with the team signalling each lap time to him, Terry adjusted his pace (presumably working out the averages as he drove round!) accordingly, and put up 34th fastest time — exactly what was required, to within two-tenths of a second on average. Pretty cool stuff!...

If you, like me, occasionally flick through the club pages of *Motoring News* or whatever, you will have noticed the occasional appearances of very familiar names, as several of our current 100cc contenders dabble — with marked success in the Formula Ford world. Kevin Warner, Derek Higgins and Alan Gates have all got themselves in the results to varying degrees, but Warner's case is particularly interesting. Apparently late last year, the Sark Formula Ford manufacturers "tested" several leading karters with regard to running one in their factory team this year (they've got the message, you see, that karting is a literal pool of driving talent). Drivers tested apparently included such notables as Alan Lane. The Company then made their selection — and Kevin Warner it was who has got the chance. Results show that Sark weren't far wrong!...

The other interesting point is that both Warner and Higgins are continuing to race 100 National as often as possible. The rapid action in 100 National is obviously seen as the ideal way to remain right on form for a car formula where things happen at a more sedate pace!... Anyway, well done all concerned — keep it up.

The most graphic reports to reach home from the World Junior Championship, concerned not the racing itself, but the action of one of our team's maternal parents in exacting physical revenge on a member of the Swedish team after an on-circuit incident with her offspring! Quite frankly, it appals me, and is something that does us no credit at all. Fortunately Team Manager Tony Temple, who continues to grow in stature, was able to soothe the situation with the Swedes...

Once again the international arena, along with freakishly hot conditions, was too much for our Junior team, and only one member looked like getting anywhere near the front of the action.

The new CIK Junior regulations — "hard" tyres, carburettor restrictors etc. — should however, make a great difference to our chances next year. It brings the CIK Junior formula more into line with our own Junior National class, and we've had several years experience with restrictors in Junior Britain. Maybe we can look forward with more confidence to a British Junior World Champion to join Alan Lane, our only previous such Champion.

John Pudney

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easier by brake problems that bugged him all weekend. He spun twice and, by the finish of the race had dropped back, but still managed to finish third. Martyn Wall was not so consistent in this class and was forced to retire after leading the race for the first lap. Across the line it was Quance, Wright and Allen, with Glen Clarke and Paul Woodward following them home.

Heat two saw Derek Randall take the lead, followed by his father, Roy, and Andy Martin. John Burns followed in fourth place. Roy Randall passed his son at about half distance, but he was not to keep his lead as man of the moment, Bill Longden was picking off competitors one by one and by lap six was right behind Randall senior. He took the lead on the penultimate lap and Randall junior followed him across the line. Roy finished third, in front of Burns.

Randall led the third heat from start to finish, but it wasn't easy. Bill Longden came from the back of the grid and challenged Randall several times for the lead, but lost some ground on the last lap, when he tried to out-brake into the bottom hairpin.

Burns led the next 210 race from start to finish, under pressure from Robert Bicknell, who followed him all the way, in second place. Martyn Wall followed, in third place, for most of the race until a blown head gasket dropped him to sixth at the finish. John Brennan, all the way from Ireland, managed third place in front of George Wright and Anthony Barr.

Sunday's first 210 race was a start to finish victory for Bill Longden. A broken stub axle caused Robert Bicknell to have a very nasty moment, which put John Brennan into second place, for a couple of laps, but Derek Randall beat him back to third, with Brent Gilkes and Ed. Duckett fourth and fifth.

The early leader for the last 210 heat was Colin Poole, who held off George Wright for a couple of laps. Wright then took the lead but lost it again to Poole. John Burns sat in third place watching this to-ing and fro-ing and decided to pass them both on the last lap. Wright eventually finished second and Poole third. Glen Clarke held fourth place all through the race.

With two wins and a second Bill Longden won pole position for the Championship Final, with John Burns, Derek Randall and George Wright also on the front row. The defending British Champion, Mark Allen, had by this time decided to abandon his attempt to retain his crown. With his brake problems worsening he decided to concentrate his attention on the 250 International class, in which he was doing considerably better. At the drop of the flag Longden took the lead and a long battle developed between him and John Burns. It looked like being a cliff-hanger finish until Longden's gearbox broke giving Burns an unchallenged lead. George Wright slotted into third place, before Longden's retirement, in front of Roy and Derek Randall. By half distance Colin Poole, from the qualifying race, had reached third place and Derek Randall was dropping down the field with some kind of problem. With the demise of Bill Longden, Poole found himself in second place but never looked like catching Burns, who had a considerable lead. With just two laps to go, Poole's primary chain broke, smashed the engine casing and brought him to an abrupt halt. George Wright was still there and ready to take second place to the new British Champion, John Burns. Roy Randall, who remained consistent throughout, finished in third place and with the retirement of Andy Martin and Anthony Barr, Derek Randall managed to finish fourth. Paul Woodward was fifth, Glen Clarke sixth and Brent Gilkes seventh.

The last heat, on Sunday, saw Klaassen lead off the grid, with Dedman close behind, but Stoney outranked them both, into the chicane, on the first lap, he then led the race, to the finish, pulling out a considerable lead. Dedman finished a comfortable second. Klaassen was noticeably slowing down with some kind of problem and lost his third place to Jack Ayriss, on the last lap. He did manage to finish fourth, in front of Tomkinson.



Mark Allen — 250 favourite, but put out in the final. (Pic: D. Armstrong)

250 National

The reigning British Champion, Eddie Cortijo, was not a happy man. In fact he hasn't been happy all season. Complaining that he would like his old motor back and that he had, so far, been unable to repeat his 1981 successes with the 1982 engine that his sponsors have provided. His luck ran out completely when, running in fourth place in the final, a puncture caused him to collide heavily with the bales, ending his chances of retaining his title and causing him a leg injury. Exit one very unhappy British Champion! Another casualty of this class was Andrew Joss who, in the very first heat on Saturday, left the track in spectacular style and broke his ankle. He took himself off to hospital and later joked that he intended to have a few drinks that evening but did not intend to get himself plastered. Anyway, let's leave the interesting stuff and get on with the racing.

The first heat was led off the grid by Paul Klaassen, with John Ottrey and Chris Stoney close behind. Stoney was quick to take the lead and stayed there for the rest of the race, breaking the lap record in the process. It now stood at 47.10 seconds, but this was to fall twice more, before the weekend's racing had finished.

Pete Dedman came up from fourth place to follow Stoney across the line. Klaassen managed to hold on to third place. The British Champion only managed to complete seven of the eight laps, which left Ottrey to finish fourth.

Pat Tomkinson led for half of the second heat. Pete Dedman moved into the lead, but lost it to Chris Stoney. Across the line, it was Stoney, Dedman, Tomkinson, Klaassen and Cortijo.

The last heat, on Sunday, saw Klaassen lead off the grid, with Dedman close behind, but Stoney outranked them both, into the chicane, on the first lap, he then led the race, to the finish, pulling out a considerable lead. Dedman finished a comfortable second. Klaassen was noticeably slowing down with some kind of problem and lost his third place to Jack Ayriss, on the last lap. He did manage to finish fourth, in front of Tomkinson.

The Championship Final was led on the first lap by Dedman and Klaassen, but by the end of the second lap Stoney was in the lead and Klaassen had dropped to fourth place, behind Dedman and Ayriss. Cortijo was fifth and Tomkinson sixth. Stoney's lead was never challenged, in fact there was never any doubt that he would be the new British Champion and in this race he managed to reduce the lap record to an incredible 45.93 seconds. Dedman remained in second place throughout. Ayriss was third for a while but dropped back and, eventually, retired. Cortijo then had his argument with the bales, which put Tomkinson into fourth place. The new British Champion, Chris Stoney, lapped everyone below third place in a fine and determined drive to victory.

250 International

To be expected, the Superkart class attracted the smallest entry. Eleven entered for the event and nine turned up to race. Last year's Champion chose not to defend his title, and so the favourite seemed to be the 1981 210 Champion Mark Allen who, at a previous Shenington meeting, was lapping consistently below the lap record for the circuit. The record had previously stood unbroken since the last British Champs, in 1978.

A puncture in the first heat on Saturday forced Allen's retirement from that race. Malcolm Burnett was the early leader but the race was eventually won, easily, by Richard Dean with Burnett dropping back and eventually being passed by Jon Dixon. Paul Andrews was fourth.

Allen led the second heat from start to finish with a new lap record of 45.09 seconds. Dixon was in second place for a while but was forced to retire and Dean then moved into second place. He was close behind Allen but never looked like taking the lead. Burnett finished in third place, a long way back from the leaders.

Sunday's heat was a runaway victory for Allen after the race had been stopped and restarted, because of a first corner incident. An early leader was Alan Tinnion who retired after only three laps. Dixon was second for a while, until Burnett moved him down to third. Dean then moved him down another position and the finishing order was Allen, Burnett, Dean and Dixon.

The Championship Final saw drama before it had even started as Dean's engine failed to start. The race was held up for several minutes, while Dean's mechanics tried to get him going, but a stone in the ignition rotor destroyed his chances and he never started the race. With Dean's absence, pole position was vacant. Allen, Burnett and Dixon were on the front row. Allen led from the drop of the flag, followed by Dixon and Burnett, but just before the end of the second lap, further drama as Allen's chain broke and brought him to an abrupt stop. Dixon took the lead with Burnett second. Andrews went into third place, briefly, with Tinnion and Houghton close behind. Houghton moved up behind Burnett and Pete Hammond found himself in fourth place. Dixon, by this time was way out in the lead and it was clear that he was to be our new 250 International Champion. He cruised home to an easy victory, with Burnett some way behind, closely followed by Houghton and, some way back from them was Hammond, with Tinnion the only other competitor to finish on the same lap as the leader.

Malcolm French

Results

125 National

1st Kurt Luby	Birel/Rotax
2nd Roger Goff	Zip/Rotax
3rd Martyn Wall	Zip/NMR Rotax

210 National

1st John Burns	Zip/Upton
2nd George Wright	Dale/Villiers
3rd Roy Randall	Barlotti/Upton

250 National

1st Chris Stoney	Barlotti/CSK Yamaha
2nd Pete Dedman	Zip/Yamaha
3rd Paul Klaassen	Star/Bultaco

250 International

1st Jon Dixon	Lancer/Waddon-Ehrlich Rotax
2nd Malcolm Burnett	Zip/Rotax
3rd Dave Houghton	Zip/Yamaha

Short Circuit

Reduced entry for Short Circuit Gearbox Championships, but titles go to Dixon (250 Int.), Luby (125), Burns (210) and Stoney (250 National).
Report Malcolm French

The weather was fine but overcast for most of the weekend of 3rd and 4th of July — an occasional sprinkling of rain, but not enough to cause any problems. Official practice was leisurely, due to the very low number of entries — 83 entered, 78 actually raced — less than one would expect for a normal Shenington meeting. Could it be that the structure of British Kart Championships — especially this one — needs rethinking? No cries of "I haven't had enough practice", "I need to run in a new piston", etc. — leisurely and pleasant, but for the Club, a financial disaster, even without the £2,500 spent on the track in preparation for the event...

Tyres were once again a problem, the RAC having issued a directive that each competitor could only be allowed one set of tyres for the meeting. It was clear that this would not be workable since it meant that each competitor would need a brand new set of tyres to start the weekend's racing and there were no competitive tyres, at that time, available! The Stewards therefore decided that two sets of tyres would be permissible, provided that both sets had been previously used. It was necessary for all tyres to be presented for scrutineering and the process of checking and marking them all took a sizeable chunk of Saturday morning.

As expected, lap records fell sharply. This was the first meeting, since the introduction of the 1982 tyre regulations, that official times

were taken and early predictions of two seconds per lap improvement on 1981 tyres seems to be about right: 2.53 seconds off the 125 record, 1.04 off 210 and 2.97 off 250 National and the track hasn't been improved that much.

125 National

The highest concentration of top drivers appeared in this class. Defending British Champion Stuart Ziemelis, G.P. winner Stephen Coward, twice Junior Britain Champion Kurt Luby, who seems to be winning everything this year, our own Club Champion, Keith Bisp, regular Shenington winner John Cooke and Nigel Mansell's team driver Martyn Wall, to name but a few.

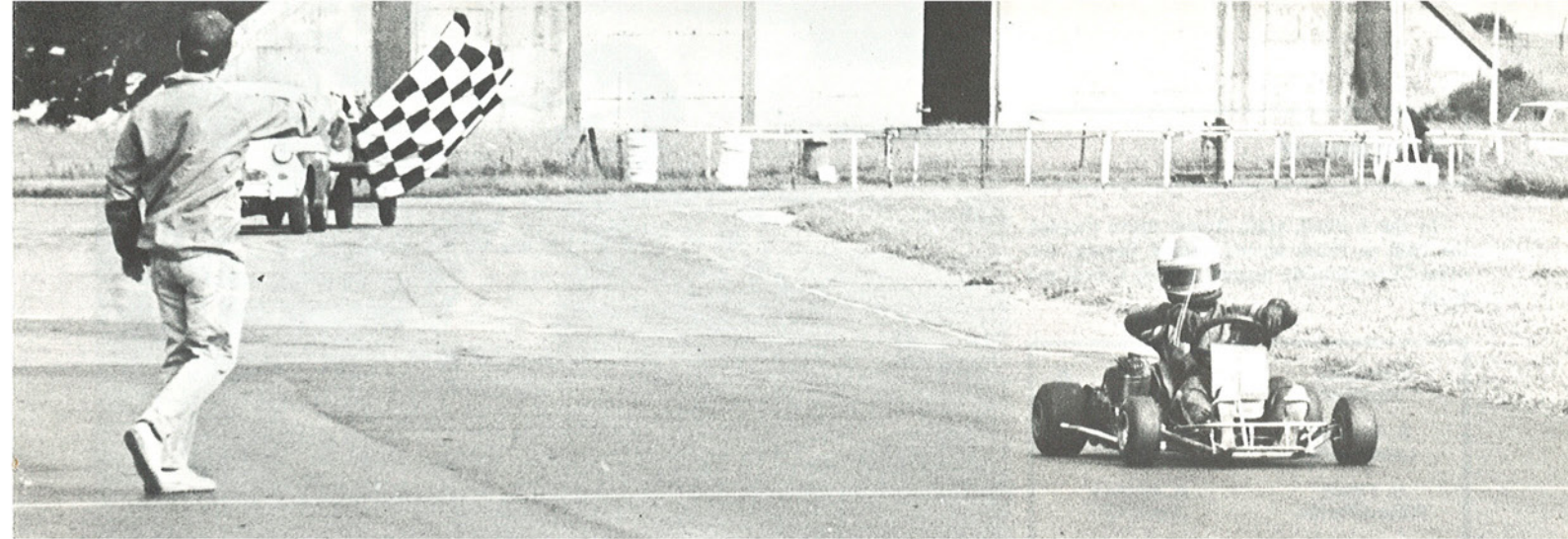
The first race, on Saturday, saw an easy win for Kurt Luby, with Adrian Wilcox a comfortable second. Martyn Wall was third and Stuart Ziemelis a close fourth. The second heat was very exciting, with Ziemelis leading at the start. Luby climbed through the field to pass him at half distance, but it was not easy and he only just held the lead across the line. Some way back, Wall finished third with Wilcox, Nigel Wigg and John Cooke close behind. The third heat, on Sunday, saw Roger Goff win, by leading from start to finish. Luby tried to get up with the leaders but never made higher than fifth place before spinning into the bales at

cafe corner, on the sixth lap. He restarted but did not have the distance to feature again. Stephen Coward, with his best finish of the weekend, came home in second place in front of Martyn Wall, Ian Shaw, Senior Britain SAM Champion Andrew Bundy and Stuart Ziemelis.

Wall, with three third place finishes, was on pole position for the Championship final. Ziemelis, Luby and Goff completed the front row and it was Ziemelis who led off the grid with Luby and Wall following in that order. It took Luby six laps to get past Ziemelis, but once he did, there was no holding him and it proved to be a runaway victory with a new lap record of 46.61 seconds. Ziemelis' luck ran out almost immediately after being passed by Luby and was forced to retire with what appeared a broken stub axle. Problems also befell John Cooke, Nigel Wigg and Stephen Coward, who were all forced to retire. Roger Goff, who held fourth place on the first lap got past Martyn Wall and by lap seven of the twenty lap final was in second place, which he then held to the finish but never came close to the leader. Wall must have been wishing that British Championships were awarded for consistency, because he came in to yet another third place. Third in all three heats and the final, you cannot get more consistent than that. Young Andrew Bundy, four times South West Junior Champion, drove a consistent race to finish fourth. Boyd Barrington was fifth and Ian Shaw sixth.

210 National

The very first race, on Saturday, was the first of the 210 heats and it was very closely fought between Simon Quance, George Wright and reigning Champion Mark Allen, with the lead position changing several times. Allen was on Goodyear tyres and, on a slightly damp track, had great difficulty keeping his machine pointing in the right direction. This was made no



Andy Buchan starts to raise his arms in a jubilant victory salute. . .

The Invader

Scotsman Andy Buchan scoops a surprise British 100 National Championship from the K&S regulars! Wilkes and Edwards close for third, with Homer a superb fourth from the back of the grid.
Report: Norman Box

The decision of the RAC to continue to run the 1982 100 National British Championships with the Dunlop K1 and K2 tyres left this the second and last major meeting to be run on these tyres, since the K & S Championship had reverted to the 1981 slicks after the first round at Clay Pigeon. This time however the problem was not availability at a price, but non-availability — and the realisation soon resulted in the frantic scouring of the country for the much prized tyres! ...

Numerous complaints about the situation resulted in the RAC announcing, 10 days before the event, that each driver would be restricted to one set of slick tyres, and that arrangements had been made with the importers to ensure that each driver would be able to purchase one set at the meeting.

Restrictions imposed on the organisers at Little Rissington resulted in the meeting having to be held entirely on the Sunday, with no practice on the Saturday; but hopefully with over three hours practice in the morning, at least some experience could be gained with the tyres on the track.

As the race drew closer, it seemed likely that the problem would not be the non-availability of Dunlop slicks, but which rain tyres to use in the almost continuous rain! Overnight the weather dramatically and fortunately changed, with Sunday remaining bright and dry.

The British Championship is always something special, and this year it saw the return of twice former Champion Mark Tredwell, Kevin Warner from his Formula Ford racing and a large contingent from Scotland. Although there were 90

entries, well down on the Championships of several years ago, it was still the largest 100 National meeting of the year.

Early Sunday morning the queue had already formed outside the Lane Racing van collecting bundles of Dunlop tyres. Meanwhile scrutineering of the tyres was carried out by the RAC, with Kart Executive Robert Langford and Kart Committee Chairman Michael Southcombe overseeing that all would run smoothly.

The heats followed the usual K & S Championship pattern, with drivers completely out of their depth causing havoc and collisions, causing many of the top grade drivers to be involved in unavoidable shunts and putting them well down the grid. Even so the rest of the racing was very close, with different winners for each heat — Robin Hooker (Reema/Hewland), Mark Tredwell (Premier/Parilla), Paul Carr (TKM/TKM), Steve Carvill (ART/Hewland), Paul Wilkes (Zip/DAP), Derek Higgins (DAP/DAP), Steve Sykes (Premier/Parilla), Gary Prior (Gillard/Parilla) and Norman Box (Birel/Parilla).

The C Final saw Wayne Homer take an easy victory from Mark Sayer and Simon Grove. This was Wayne's first piece of good luck of the weekend. On Saturday he had been involved in a road accident, and was now driving with his hand bandaged. First lap shunts had given him poor heat results, and he must have wondered whether it was worth continuing — how right he was to ...

First time into the loop, and it's Carr (9), Waldron (83), Higgins (73) and a spinning Christo. Winner Buchan, next in line, is lucky to get by.



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continued...

In the B Final, again Homer drove through the field to finish second behind Dagless, the other Championship qualifiers being Carvill and Moth.

G Waldron Zip/PCR	P. Carr TKM/TKM ▲
R. Christo Lane/Parilla	D. Higgins DAP/DAP
S. Tillett Gillard/Parilla	A. Buchan Zip/DAP
S. Sykes Premier/Parilla	G. Moynihan Lane/Parilla
P. Wilkes Zip/DAP	N. Box Birel/Parilla
G. Matthews Sirio/TKM	J. Forsyth Wright/Hewland
J. Gravett Dart/TKM	M. Devine Reema/Sirio
I. Williams Premier/Hewland	C. Owen Lane/Parilla
P. Reynolds Dart/TKM	G. Prior Gillard/Parilla
N. Edwards Zip/DAP	P. Stephens Birel/Komet
B. Hooley MBM/Parilla	P. Elliott TKM/TKM
G. Kershaw Premier/Parilla	G. Till Zip/Zip
M. Tredwell Premier/Parilla	S. Watts Gillard/Parilla
W. Homer Dart/TKM	G. Dagless Lane/Parilla
R. Moth Cobra/Hewland	S. Carvill ART/Hewland



The Championship Final found Paul Carr on pole position, having driven in the heats with more determination than of late. Alongside him sat Graham Waldron, obviously intent on adding the 1982 RAC Championship to his 1981 Kart and Superkart crown. The rest of the grid appeared like any other major final, except for Christo and Buchan who had driven consistently well throughout the heats. At the rear, Homer waited to see whether his luck, performance and tyres would hold good for the final...

After three rolling laps, as the flag rose it was Carr who snatched the lead from Waldron, with Higgins making his usual storming start through the field to take second place at the end of the first lap, and the lead during the third, as Carr began to steadily drop back through the chasing snake of karts. At the back, Homer was charging through the field, no doubt relishing the wad of fivers in Dartford Jim's back pocket if he should win! Meanwhile at the front the order was Higgins, Waldron, Moynihan, Sykes, Buchan, Wilkes, Carr, Matthews, Box, Stephens and Edwards. At the start of the 7th lap Waldron screeched to a halt with a siezed main bearing. Next lap Carr was simultaneously passed by Matthews and Box, only for the latter to find himself punted onto the grass. By lap nine Homer had forced his way up

Homer's charge was a feature. . .

to sixth place, with the race appearing to settle down. At the front, Moynihan was making ground up on Higgins, but as they entered the chicane at the end of the main straight on the 12th lap, Moynihan took the outside line only to have Higgins chop across into him and take them both out of the race. In the confusion Buchan passed Sykes and took the lead.

Mid-race, and the order was Buchan, Sykes, Wilkes, Homer, Edwards, Matthews and Stephens. The fight was now for second place with Sykes, Wilkes and Homer each taking turn to lead the group. Two-thirds distance and the tyres began to go off, but those who had anticipated this began to come through the field. Sykes began to slow, not so much due to tyre problems, but from exhaustion as his head began to roll about at every corner. Wilkes began to nibble at Buchan's lead, but as soon as he made ground he lost it by overshooting corners. Lap 19, and Stephens overtook Matthews for sixth place, with the rest of the race beginning to settle down, except for Sykes who continued to drop backwards.

The penultimate lap and Homer's tyres were completely shot as Edwards took third place. As the chequered flag fell for Buchan, the Scottish contingent erupted in celebration of a consistently well driven meeting by the new British Champion. Following Buchan home came Wilkes, Edwards, Homer, Stephens and Matthews.

But the drama was still to come. During the last few laps Sykes had "switched to autopilot" and was totally oblivious of what was going on around him and verging on total collapse. As he drove wide into the last bend, Chris Owen dived for the inside only to have Sykes swerve into him, before driving off the track and bouncing off the safety barrier. Luckily Sykes was soon stopped and given immediate First Aid treatment, the final having been so tough that Brian Hooley found himself in nearly a similar state...

So in conclusion, Andy Buchan was perhaps a surprise winner, but is still British Champion, driving consistently having once again proved to be more important than outright speed. The problem of the tyres appeared to have been resolved successfully - even if they did go off during the final, they provided very close racing all day.

Finally, the performance of Wayne Homer. It must certainly earn him the title "Drive of the Year"...

Result

1st A. Buchan	Zip/TF DAP
2nd P. Wilkes	Zip/DAP
3rd N. Edwards	Zip/DAP JM
4th W. Homer	Dart/TKM
5th P. Stephens	Birel/Komet

Kart & Superkart

With just 45 entrants for the 100 Britain Class British Championships at Clay Pigeon, and only half of them present at the Saturday practice, one could almost be excused for believing that a mistake had been made regarding the date and perhaps one was a week early. Everything seemed somewhat casual with little atmosphere. Never did there seem to be more than three karts on the track at a time and the major activity centred around a group of lads running a couple of fun karts! As the day went by, track activity did increase, until by the time the circuit was closed at 6 o'clock everyone was beginning to think that perhaps there was a British Championship tomorrow after all.

Sunday dawned bright and warm and the low entry became a definite boon when it came to scrutineering, gaining a pit area, or vantage point. . . However, from a Club's point of view, running such a poorly supported Championship must be financial suicide, and one wonders how long the Clay Pigeon Kart Club will go on having the patience to run prestigious meetings which seem to put them in the thick of controversy each year. Most people scrutineered their latest Dunlop acquisitions without testing them thereby trying to conserve rubber to the last. Some were to regret this decision by the end of the day.

It was clear from the first heat that the SL Dunlop quality control has yet to be mastered, for Craig Booth, starting on grid 2, proceeded to slip and slide his way back through the field, while Darrell Beasley posted his intentions in no uncertain terms with his first four laps in sub 38.5 secs, before his father's highly explicit sign language got through and Darrell settled down to a steady pace of around 38.8. Between these two extremes, many drivers were either pleased or downright baffled by the change of handling of their karts from the previous day.

Apart from Beasley, others to impress in this first heat were Colson, Beasett and Cotterill with current Champion Cleveley taking a workmanlike third with what seemed to be admirable restraint, until he stepped out of his kart complaining of little or no grip from his rear tyres. The pattern of the day was set with everything depending upon how old or cured your "new" tyres were - at Clay, tyre problems are no surprise to anyone!

Other heat winners were Rupert Poole (38.9), Andrew Clark (39.26), Keith Bains (39.46), Andy King (39.2) and Andrew Colson (39.09), while after a 5th and 6th in his first two heats Miles Hall looked to have got everything ready for the final by pressing Colson all the way in the final heat. Other contenders were Brian Taylor with a 4th and 2nd, Tony Negal (3rd, 7th, 5th) and Mark Powell with two seconds.

B FINAL: With names like Cleveley, Rochford, Clark, Beddall, Donovan, Stapley and new Britain recruit Carvill mustered on the grid for the 'B' final, one could expect fireworks for the first four places! From the start Cleveley and Clark got it right and over the first half of the race pulled away to a safe 1-2 and the 'A' final. Behind them the two other places were

Surprise!...

Another Championship shock as Tony Negal takes the 100 Britain British crown. Miles Hall and Andy Colson take the places as the regular SAM favourites falter.

Report: Alan Evans

anything but safe. Rochford was definitely struggling for grip and his initial 4th place was soon lost to a storming Mark Beddall who immediately moved past Magee into third. By lap 10 Rochford had clawed his way into fourth and back into 'A' final contention, while all the time Carvill was closing fast on the front group from his lowly grid position.

With the end of the race in sight, Carvill caught Rochford and dived down his inside at the hairpin after the start, only to collect Pete's front wheel, nearly sidelining them both. All this frantic effort was unnecessary however, for a disconsolate Mark Beddall had come to grief on the penultimate lap after an excellent drive.

A FINAL

Hall	Colson ▲
Taylor	Negal
Sheldrake	Bundy
Powell	Letherby
Germain	Cotterill
Dodd	Cowee
Bains	Browning
Blackburn	Beasley
King	Poole
White	Dorswell
Clark	Cleveley
Carvill	Rochford

As the flag went up, Colson made no mistakes and moved away from the pack towards the first corner. Hall appeared to be slightly caught out by the start and Negal followed the leader through. With everyone aware of the length of the final, there were no do-or-die tactics over the first lap and as they crossed the line for the first time it was Colson, Negal, Hall, Bundy, Sheldrake and Powell. Two drivers moving up the order fast were King and Clark while Rochford and Cleveley looked to be staying out of trouble through the hectic first lap.

Onto lap two and Tony Negal made his move and burst through into the lead, Colson and Hall only inches away, with most spectators thinking it was only a matter of time before it all changed again. Bundy was already beginning to fall away from the leading trio and finding it difficult to hold off Powell, while King had moved up a couple more places and Clark stormed to 11th. For the next few laps it seemed that everyone was measuring up the opposition and only Carvill was on the move in a similar drive to the 'B' final. Rochford and Cleveley were still at the rear of the pack with no real signs that they could do much about it, though Nigel did seem to be held up behind Pete, whose kart looked to have a mind of its own through most corners.

Up front, Negal was making the best use of the clear road and putting the pressure on his two young challengers by putting on a superb

show with four consistent laps in the 38.8's, pulling away from Colson who was under the hammer from Hall.

Lap 6 and Miles made it by into second and the race was on to close the gap to Negal. Over the next 5 laps, his efforts were rewarded with the gap closing from 1.8 secs to 0.7, and with 19 laps still to go it could obviously be done! Negal's answer was to cut through the back markers as if they weren't there, and within two laps the gap was back to 1.6 secs and the challenge was crushed. With the competitors now spread out around the circuit there was little change in the order though the spectators were entertained by a fantastic 6th place battle between Bundy, Letherby, Germain, Cowee, King, Browning and Clark with no quarter asked for or given, whilst Beasley and Carvill desperately tried to get onto the end of the train. Such hectic racing couldn't last unfortunately, and on the 14th lap we lost Cowee, Beasley and Carvill, though I doubt the others were aware of the loss. Andrew Colson had by now lost contact with Miles Hall with Mark Powell beginning to close for third and with the loss of Sheldrake from 5th place, the frantic battle of Bundy, Letherby and co. had Powell in their sights.

Try as they might, no-one could get on terms with those in front and so it was that a jubilant Tony Negal crossed the line some 2 seconds ahead of Miles Hall, followed 8 seconds later by Andrew Colson, with Mark Powell a well deserved 4th. Andy Bundy kept Clark Letherby and King at bay to take 5th.

Unfortunately, there was initially a protest lodged against the winner's engine. The scrutineers, already aware of the modification to the Hewland side transfers, advised the protestor that such modifications were legal within the wording of the "Blue Book". However, the protest was not withdrawn until the winner's engine had been inspected by the protestor (and committed to memory no doubt!). A poor price to pay for the winner to get his crown on the day. . .

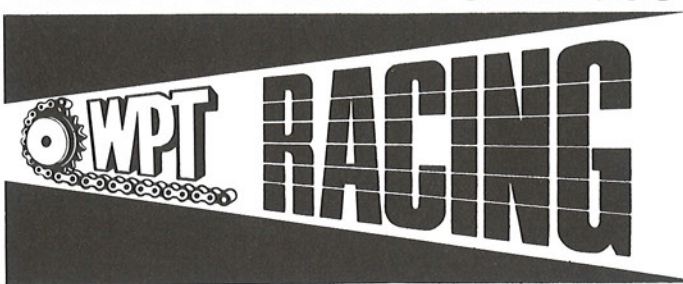
1st Tony Negal	Zip/Hewland
2nd Miles Hall	Zip/Hewland
3rd Andrew Colson	Dart/Hewland
4th Mark Powell	Kestrel/Hewland
5th Andy Bundy	Barlotti/Komet



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I make no apologies for somewhat regularly mentioning Nigel Smith in this column — he does come out with some very quotable tales! The scene is set; Donington FSO TV meeting, second heat. John Ball has “got away” with a very rapid start and is leading the race. After a few laps, Nigel Smith has, from the back of the grid, managed to join him up front. After some very hairy close “contact” driving in the previous heat, Nigel said he was, to say the least, a little cautious of mixing it too closely in the second heat with the “Rapid Ball”. Whilst not planning an overtaking move in the fashion of “discretion is the better part of valour”, he did consider, (and this is the good bit) that, “if Ball was going to ‘hook me off’, he would have to do it in front of the pits or Redgate, where everyone would see what happened and not put me into the bank somewhere more discreet, where it would be my word against his!” I love the tale — it does though rather emphasise the ‘determination’ of certain drivers up front...

Having now seen the incidents “controversial” in the first heat quite a few times on a friend’s video “thingy”, I don’t think that John Ball’s driving was as black as it was made out to be. A following driver with, so to speak, a grandstand view, reckoned that they were all having a bit of a hack at one another, but no one can deny that it made for excellent TV appeal...

Whilst remaining on the subject of Nigel Smith, it was he around whom all the illicit fuel and Avgas storm centred — somewhat unfairly as he was by no means the only one who has used fuel with Avgas in. One driver had already been detected as having used fuel with an octane increasing additive, but for some reason that didn’t take the heat off Nigel. Furthermore, as far as International meetings go — the World Cup and the European Championship — there was a very definite air of uncertainty regarding the legality of Avgas. In the Scandinavian countries, the equivalent of our four star petrol is not available and anyone in motorised sport in those countries on production of his competition licence can obtain Avgas from selected distribution centres. After Donington, quite a few Swedes and others were quite openly offering for sale, Avgas fuel which they had not used up, before returning home. In addition to that, some months ago Nigel had consulted a member of the RAC Committee on the subject and on the grounds of the fuel being commercially available he felt free to use it.

After the somewhat acid comments regarding fuel in *Motoring News*, once again centring around Nigel Smith and also casting doubt on Dave Buttigieg’s fuel, Nigel took the ‘right of reply’ in the following week’s issue, and whilst I think he could have said more, he does come out of it with quite a few “Brownie Points” in my opinion, by endeavouring to make clear that in no way did he believe that any of Buttigieg’s recent achievements should be tarnished, and that Buttigieg at no time had used additives or Avgas — though a few people had started rumours to the contrary after the European Championship. At Cadwell, Buttigieg provided a sample — *fuel*, not the other type! — after a heat win. After the final he was not asked for a sample, but Peter Berry — the engine man — insisted that one be taken to remove any doubt. Nigel Smith, whilst using Avgas in the heats, did not in the final, in which he was most impressive. In his “reply” in *Motoring News* he well and truly said goodbye to any future discount on Bridgestones by attributing his speed to his American Burris tyres!...

To conclude this subject on a lighter note: one “gentleman” confided in me that on his last visit to the “local Aero Club” to purchase his Avgas, he had a bit of an unscheduled wait

to be served, as the very impressive transporter of a leading Formula One team was taking on its ration of Avgas — presumably for generators and a fleet of monkey bikes?? If any of this fuel found its way into one of the team’s Grand Prix cars, it didn’t seem to hamper it’s progress at the recent GP at Brands Hatch! Whether the RAC like to recognise the fact or not, virtually all, if not all, Grand Prix teams have for a long time used Avgas, as it is the only way of being sure of a reliable octane rating, and that is gospel.



I was talking to an ex 125 top pilot the other day, who has just moved up into 250 International. He is one of many who epitomises the talented aggressive attitude that abounds in the front ranking 125 men and was voicing the opinion that ‘Superkarting’ consisted of a multitude of old men who have been at it far too long, were getting rather set in their ways and went in for very professional racing! I like his spirit and will watch his progress with interest! Why I mention it, is that it rung a bell on something that Dave Buttigieg said to me in April or May. He felt that he was very much down in the doldrums last year, and had nearly reached the point of leaving karting, when the Memorex deal came up. He now felt that he had the chance to win a few ‘big ones’ as everything was beginning to come together, and as he said, “I don’t want to be chasing titles when I am as old as Hines!” What have you got to say to that M.H.?! I didn’t say it, Mr. ‘B’ did — before he won his ‘E’ plates! Having now put the very large wooden spoon away — what of Silverstone?

Clearly on form, Buttigieg has got to start favourite. At every single GP so far he has been incredibly quick, but for one reason or another he has either started from a back row grid position, had engine failure, or gone off in style. He is the absolute master of high speed circuits whatever the weather conditions, and he should win — but so much can happen in the two days of Silverstone! He is, I believe, opting for the last year’s Zip body rather than the new all-enveloping job that Hines, Ball and Gange will be using amongst others.

Martin Hines, (despite his age!) always seems to get it all together for Silverstone. In the department of getting a kart as “slippery” as possible, he probably has a greater knowledge than anyone to benefit from this superfast circuit. Of late, he seems to have been down on engine power, but he has now, with the very

able assistance of Chris Taylor of CTRP, resurrected the dynamometer at Zips, which last saw the light of day in Tony Smith’s days with Martin — the era when Hines sometimes had as much as a 2 seconds a lap superiority over anyone else, in aircooled Yamaha days.

John Ball will obviously benefit from all the Hines know-how plus some of his own. Driving ability and determination to win will not be lacking, though as yet no-one has repeated a win at Silverstone. As yet, John has not won a meeting this year — surprising though that may be. (This was written before Brands Hatch — Ed.) As Silverstone proved last year, the GP is very much a last lap winner style of race and it is precisely here that the intelligence of Mr. Ball may just come good. He is getting a reputation for being a somewhat wild driver, but he does put a lot of thought into his racing and is “capable of anything” — and you can interpret that just how you like!...

Nigel Smith will not be going any slower on 4-Star, mark my words! In his own assessment, his engine has been consistently the quickest motor this year. Being one of Buttigieg’s most loyal admirers, if you ask him why Dave usually finishes in front of him, he will quite honestly put it down to the fact that the European Champion makes better use of his engine than he does. Nigel is hoping to use his yet unraced centre mount project which could well have a very respectable straight line speed over his Zip, but I cannot see that it will have had enough testing to match handling abilities at this early stage, though an awful lot of work has been done to the chassis since it’s only other outing at Snetterton much earlier in the year. I hope it works as Superkarting needs an injection of innovative ideas in chassis development. (I won’t tell you what Mark Hines’ comments were, when he first heard of this kart’s existence!...)

Reggie Gange, who so nearly won the GP last year, can never be ruled out, though he, like Ball, has not won a meeting this year. Whilst a lot of work has gone into the engine and his chassis preparation is always of the highest order, he hasn’t always quite had the pace of some of the others, Snetterton being probably his best performance to date. However, very recent tests on an engine prepared by Gary Parkes have shown promise. His determination to win is only matched by a few, and when he is on form he is surely one of the best.

Reg Gange — determination could see him through...



Butty — the very “on form” favourite...

Derek Price will still be very rapid, if you know what I mean! He has all the arrogance and ability to upset the favourites and I would expect him to finish in the first three or four purely by his tenacity to always get in amongst the front action.

Steve Styrin, at the time of writing, has shown that he has lost none of the skills he had when he won the ’79 Silverstone GP by his first time out 2nd at the recent Cadwell meeting. Kerkhoven and Sandy Dalgarno don’t always both go well on the same day, but both are capable of a high placing, always both immaculately prepared. Rob Kerkhoven wasn’t so far away from winning last year despite the fact that his motor was cutting out nearly every time through Woodcote.

Other than a surprise I cannot foresee any other likely candidates for a place up front, with the exception of Chris Lambden whose motor looked as strong as anyone’s at the European Championships. There is, though, one I forgot, and that is Owen Jones who would have finished higher last year but for tyre problems.

Out of all that lot the only one I think capable of disappearing into the distance is Buttigieg. The rest will provide the hairy slipstreaming gaggle that makes the Silverstone final so spectacular...

An afterthought to the European Championship. Being at the time of the Falklands business I would have thought that it would have been a time of intense National pride. Not a bit of it. I was utterly amazed and disgusted that, whilst gallant men’s lives were being lost in the course of freedom and the armed forces were conducting themselves in a manner that to me was humbling, when the National Anthem was played before the finals at Donington, only about ten per cent of the drivers were standing in a manner that in any way resembled a respectful “at attention” posture. Whether it is an attitude of mind, complacency, or arrogance, I fail to comprehend. It isn’t just a matter of standing for the Queen. It is having a pride in England and all she stands for, warts and all. Less than a third of the world lives in a state of relative freedom of speech and action — if you don’t “salute” or acknowledge the regime in the other two-thirds of the world, you only do it once! It would appear a large majority of self-styled megastars in karting aren’t aware of a few basic blessings. Then to cap it all, when the visiting nations’ anthems had a few bars of each played, people actually started talking and walking about. Ten out of ten for ignorance and the height of bad manners...

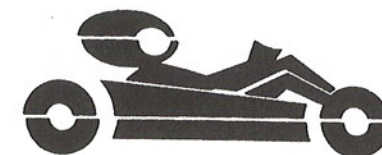


Price — should be in on the action!

Now for a little scandal and gossip, or what could be considered as such... A certain Mr. Lambden and a young lady by the name of Carolyn Grant-Sale are off together to New Zealand in the New Year, on an all expenses paid trip put on by LEP Transport (New Zealand) to introduce a bit of European “class” to a Superkart series in and around Kiwi Land. Chris is going obviously in recognition of his British Championship win and Carolyn, apart from finishing as runner-up in that Championship, is a “bird” — always a more promotable object than a fellow. Good luck and have fun! I have offered to make the party three and act as Carolyn’s chaperon, but as yet my offer hasn’t been taken up by Mr. Lambden — I’ll have to sneak down to visit his wife Maxine whilst he’s away instead!...

Chris Merlin

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