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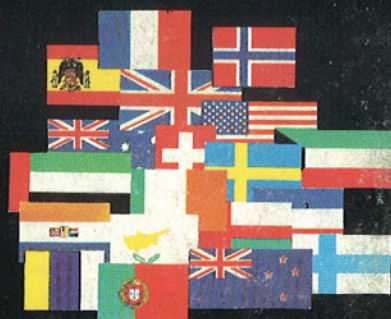
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KART AND SUPERKART

70p
September 1982



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- Junior Britain Championship
- Brands/Cadwell Superkarts
- K&S Round 4
- Green Man 5



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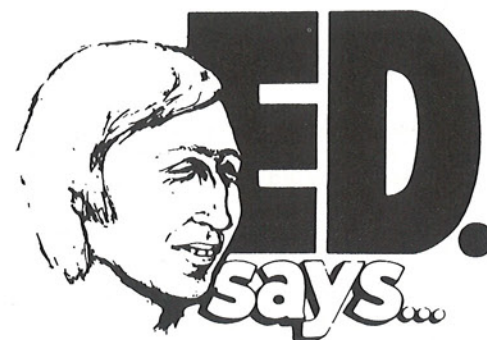
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(S.A.E. FOR SPEC. SHEET)



Probably the best news our ambitious Junior drivers have had for years is the speedy decision by the RAC Kart Committee, following a recommendation at their recent Open Day, to introduce a Junior category in Britain running exactly to the new CIK Junior regulations. Stability of regulations does not allow the replacement of Junior National by the new class — to which it is very similar, and so a new "Junior International" has been created to encompass the CIK class.

In the years since our Juniors went on to hard compound, National type tyres, attempts by British entrants at the World Junior event have been thwarted by the lack of experience on the International type sticky tyres, and the necessary knowledge on how to set up equipment to cope with them. The adoption of the new "hard tyre/engine restrictor formula" by the CIK, and now its introduction into the U.K. changes all that completely. British experience in running on hard tyres and on setting engines up with restrictors should turn the tables completely.

The promoters will be getting together shortly to put together next year's Green Man series, and it will be a great surprise if they don't opt for Junior International to replace Junior National in the series. If one or two of the inter-nation Junior Team events, as initiated this year, can be arranged, there is no reason at all why our Junior team should not now be the best prepared, in all aspects, at the 1983 Junior World Championship, next July in Horem . . .

CHRIS LAMBDEN

FRONT COVER:

This year's RAC 100 Junior Britain Champion is Jason Plato. The Championship was only decided on the last lap after a contretemps with other contender Jamie Kavanagh. Our coverage of the meeting is on page 16. (Photo: V. Heslop)

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KART AND SUPERKART

Monthly

No. 45

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The World Championship
Green Man/K & S
British Championship 135

PUBLICATION DATE: 7th OCTOBER

Don't Miss Out!

Fill in the subscription form
on page 33



Fifth 135 GP To Bott

Round five of the European 135 GP series proved to be somewhat spectacular. The Luxembourg venue provided some hairy, but interesting racing.

For World Champion Mike Wilson, the day couldn't have been worse. A second lap pre-final incident resulted in a cracked ankle, ruling him out of this and the next 135 GP. However, the good news is that Mike expects to be back for the World Championship this month — which incidentally is doubling as a honeymoon. . .

Peter De Bruyn looked to have the race sewn up, but was accidentally taken out on the last corner by Lars Forsman, who was actually being lapped! This left the race to Germany's Bott, from Guedel and Bollinghoff.

Fullerton struggled after heat problems, and worked his way to sixth in the end.

1st	Bott	Taifun/Komet
2nd	Guedel	Hutless/Komet
3rd	Bollinghoff	Taifun/Komet

Also settled at this meeting was the European 135 'heavyweight' Championship. 100 National K&S Champion Graham Waldron took part, running fifth in the final before falling victim to mechanical gremlins.

Result:

1st	Dieter Glombowski	Hutless/Komet
2nd	Ralph Steinoff	BM/Komet

both drivers were competing for Germany.

Junior Tyres — Details.

Further details on the CIK's revised Junior class have come to hand.

The minimum 'shore' figure for homologated tyres in the class is to be 51. Incidentally, at their recent meeting, the Kart Committee approved the introduction of a new class to the UK — RAC Junior National — which will run exactly to the CIK class rules, using the 20mm restrictor, homologated tyres etc. It is not hard to envisage the Green Man encompassing this class, thus effectively eliminating Junior National (to which it will be very similar) at top level.

The CIK Junior age has been reduced as per the old U.K. rule. A driver can remain a Junior until the end of the year in which he becomes 16. If he takes out a Senior licence between his 16th birthday and the end of the year, he is then no longer able to compete as a Junior.

CIK All-African Date

The date for this now regular CIK event has been settled and is 21st/22nd January 1983. Venue is as usual the Zwartkop Raceway, near Pretoria. The organisers have asked us to note that the South African F1 GP is on 12th February.

KART & SUPERKART MAGAZINE 100 NATIONAL CHAMPIONSHIP Final Round Entry Information

Venue: Little Rissington, nr. Stow-on-the-Wold.

Date: Sunday 3rd October

Entry: fee £9.00 To: Mrs S. Witts, 'Oakley', Holloway, Pershore, Worcs. Tel: Pershore 552512 before 9.00 p.m. please.

Entries close Monday September 27th
Camping is available at the circuit from Saturday afternoon.

135 World Championship Team

The British team for the second World 135 Championship has been announced. Taking into account the likely automatic qualifiers etc. the team is: Fullerton, Lane, Wright, Alcorn, Herbert, Brown and Weatherley. Team Manager as usual is Tony Temple. The Championship takes place at Kalmar, Sweden on 16th — 19th September. Full coverage next month.

LATE NEWS

Final 135 GP — Liedolsheim

Race and European title won by Peter de Bruyn. 135 engine reliability rapidly worsens, with several con rod breakages. . . More news next month.

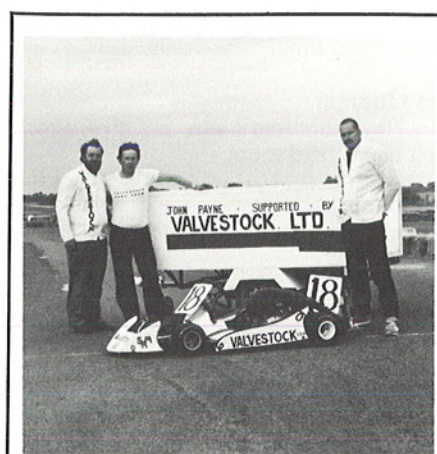
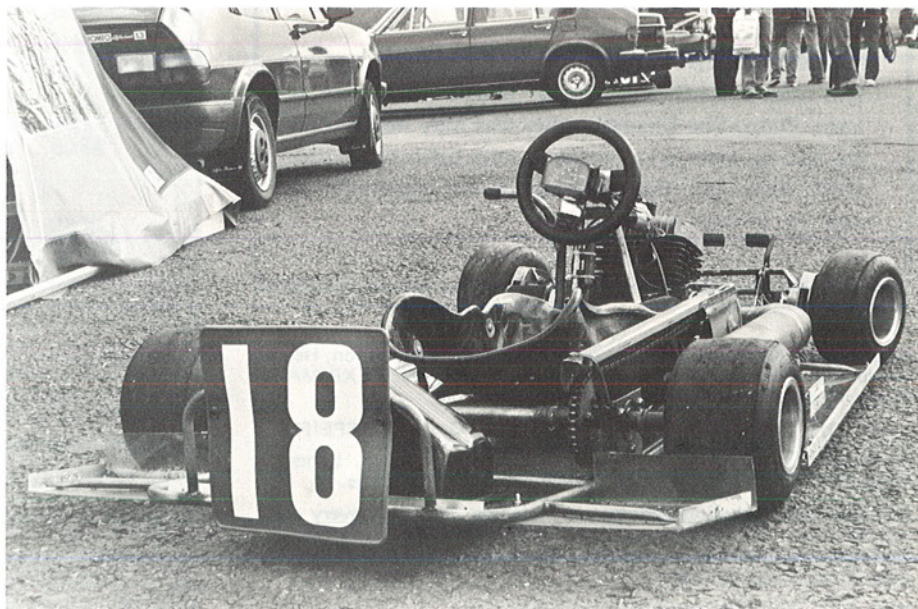
RAC CHAMPIONSHIPS:

100 International
1st Biff Harris DAP/DAP

Junior National
1st Steve Brogan Sprint/Parilla

COVERAGE NEXT MONTH:

Unusual sight at Silverstone — this unique 'front-engined' 125 National machine. For more on this intriguing project — see Mainly Merlin, page 26. . .



John Payne, 250 National competitor, is being backed by Valvestock, manufacturers and stockists of industrial valve units. The team consists of Ray Couluon — engine and chassis man, John Payne, and Frank Higgins, who takes care of any aggro when the meeting is over! . . . The team is also apparently assisted in practical terms by Young's Bitter. . .

Mini Ads

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continued . . .

Bob Moon, Tony Dvornik, Roger Rowe, Guerino Cooke and Robin Chuter had us all looking forward to an intense final.

The 210 heats were dominated by Mark Allen. Roy Randall and Colin Poole had seconds and thirds in their heats and duel in the final was on the cards. Dennis Osborne had ended his heats with two fourths convincingly consistent. Colin Hoard having dropped a heat was definitely going to be tackling Dennis.

The Junior National lads welcomed Steve Filkin into their midst in his first outing with blue plates, and back to the track after his tumble at Rowrah. Steve won the first heat after Charlie Brown spun in the top hairpin. Charlie took the second heat from Steve and Scott Bevis.

The Knight could not put a foot wrong in the Junior Britain Class. The Junior Britains were well supported with 17 drivers. The final was led away by Gary Chapman showing his greater race experience, but nothing could live with Tim's missile. Out of the pit's bend and Tim passed Gary, Tim's kart was leaving Gary at the rate of one second per lap. An unofficial time showed Tim 1/10th of a second faster than Derek Higgins' Junior National lap record of 42.58 secs. Several of Tim's laps were sub 43.0 secs.

There were some very good drives from Dominic Wislade, Simon Richardson, Dave Jackson, Fraser McEwen-King. Shenington Club Champion Adrian Chapman started from the back of the pack and had a very exciting race to finally finish fifth. Tim Knight had an effortless win from Gary Chapman and Fraser McEwen-King.

The next final of the day incorporated 125 National and 250 International.

The 250 International final gave Paul Andrews another win. Pete Hammond could not get onto terms and had to be content with second.

The 250 National heats were won by Jack Ayriess. Pat Tomkinson made a good start. An intense battle for the lead began. Pat Tomkinson was pressured by Jack Ayriess for four laps. Jack found a way through to take the premier position, Pat Tomkinson fought to regain the lead. On lap six we lost Jack after some most exciting driving. Terry Clewes found himself promoted to second spot. Pat Tomkinson, no longer harried from behind, went on to take the chequered flag.

John Cooke won the 125 National heats and then walked off with the 125 National final. For the first two laps of the final Simon Rix held second just ahead of Chris Tomkinson, before Chris finally dived by. Simon Rix then held onto third until he got caught behind a backmarker in the bottom hairpin only two laps from home. Robert Ashley seized the opportunity and took third. Another convincing win for John Cooke from Chris Tomkinson and Robert Ashley.

The Senior Britains were well supported. Wins in the heats went to Eric Butler and Ron Shone and there were good performances from John Clist, Paul Rixon and Victoria Phillip-Bates. Ron Shone and Eric Butler were very evenly matched and it looked as though whoever got away first in the final would have the upper hand. Ron Dee raised the flag and Eric Butler took the lead. The next twelve laps had the spectators on their toes. Ron Shone passed

Eric in every way. Paul Rixon drove steadily to take third. Victoria Phillip-Bates came through to fourth. Patrick Wormell beat Ben Warr for fifth. John Quinn, a newcomer from School's karting, was going well behind Mark Cocker when he spun with only three laps to go. John managed to get rolling again and entered the pit's complex just ahead of Ron Shone and Eric Butler. The leaders went safely through and on to give Eric Butler a well deserved win from Ron Shone and Paul Rixon. However, John Quinn contacted Simon Bennett's stationary kart at the end of the straight and cartwheeled. John was taken off in the ambulance with a spinal injury (caused by the whiplash effect when he left his kart) and the remaining finals were abandoned.

Three classes were still to race. The 100 National and Junior National had their leaders lying with equal points accumulated from the heats — Paul Wilkes and Stephen Wright (100 National) and Steven Filkin and Charlie Brown (Junior National). The drivers decided to share their prize money. The 210 National driver with the most points was Mark Allen and he was awarded the first place in his class.

It was a rather unsatisfactory end to what had been a splendid day's racing. We can only wish John Quinn well and hope he is soon back on his feet.

The next meeting at Shenington is on 17th October and at the time of going to print 1981 tyre regulations are in force for 100 National and 100 Senior Britain, at Shenington.

Maggie

Results:

Junior Britain

1st Tim Knight	MM3/Arrow
2nd Gary Chapman	Reema/Arrow
3rd Fraser McEwen-King	ART/Arrow

Junior National

1st= Steven Filkin	ART/Parilla
1st= Charlie Brown	Sirio/TKM

100 Britain

1st Eric Butler	KEG/Arrow
2nd Ron Shone	Jeta/DAP
3rd Paul Rixon	KEG/Arrow

100 National

1st= Paul Wilkes	TKM/TKM
1st= Stephen Wright	TKM/TKM
3rd Robert Owen	Gillard/Parilla

100 National B Final

1st Ray Lewis	Zip/Parilla
---------------	-------------

125 National

1st John Cooke	Magnum/Rotax
2nd Chris Tomkinson	Dino/Yamaha
3rd Robert Ashley	Zip/Rotax

210 National

1st Mark Allen	Dale/Villiers
2nd Colin Poole	Zip/Villiers
3rd Roy Randall	Barlotti/Villiers

250 National

1st Pat Tomkinson	Dino/KTM
2nd Terry Clewes	Bullit/Bultaco

250 International

1st Paul Andrews	Zip/Yamaha
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Novice Award

Christopher Bailey	100 National
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Kalendar

SEPTEMBER

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

LITTLE RISSINGTON (Nr. Stow-on-the-Wold) Midland Championships.

CRAIL (Scotland) — Ford Trophy.

FELTON (8 miles north of Morpeth, on A1)

HEMSWELL (6 miles east of Gainsborough)

11 LOUGHT SHORE Car Park meeting, Co. Antrim.

12 BOYNDIE (Banff) — Scottish Championships. All classes.

KIMBOLTON (10 miles s.w. of Huntingdon)

WOMBWELL (Dorothy Hyman Stadium, nr. Barnsley)

TILBURY (Dunlop Road)

CHASEWATER (Pleasure Park, Brownhills, off A5)

ROWRAH (nr. Frizington, Cumbria)

CLAY PIGEON (Midway Yeovil/Dorchester on A37)

19 KALMAR (Sweden) World 135 Championship

ELLOUGH (2 miles south of Beccles, Suffolk) Gala meeting.

SHENINGTON (8 miles from Banbury)

26 SNETTERTON (19 miles s.w. of Norwich, on A11) BRSCC Superkart Winter Series. Plus short circuit meeting.

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

FULBECK (8 miles from Newark)

DUNKESWELL (6 miles from Honiton, Devon)

OCTOBER

3 CADWELL PARK (8 miles from Horncastle on A153) Autumn Championships.

LITTLE RISSINGTON (Nr. Stow-on-the-Wold) Final round, Kart & Superkart and SAM Championships

3 SISTERS (Off Junction 25, M1) Final round, Green Man Championships. NOTE: Venue may be changed to Wombwell. . .

FELTON (8 miles north of Morpeth, on A1)

CRAIL — West of Scotland Club

9 CASTLE COMBE (5 miles n.w. of Chippenham, on B4039) B.R.S.C.C. Superkart Winter Series.

In a Word . . .

● Winners of the various Cadwell Championships, run over this season are: Superkart, Dave Buttigieg; Chatterton Motors 125, Chris King; Mark One 250 National, Derek Rodgers; Mansfield-Wilkinson 210, Bill Longden.

● Wombwell's famous "Chuck Waggon" has been taken over by 100 National stalwart John Knell. Apart from Wombwell, the facility is apparently available to other nearby clubs on request.

RAC Open Day

The Annual visit to Belgrave Square drew its usual sparse crowd, but those present managed to get one or two amicable opinions across to the meeting.

Of the main issues discussed, the Britain classes produced the most conclusive request from those present. That was, that the cheapness of the class must be preserved at all costs, and that to do this, competitors want to enforce a one-make Carlisle tyre only formula. The Committee's response — backed by MSA President Peter Cooper — was that clubs are at liberty to do this anyway, providing that the RAC are advised when issuing permits, and that A.S.R.'s contain the restriction. Whether the RAC itself will look to make that an official change to the tyre lists remains to be seen.

The other main discussion point on Britain class, was the suggested removal of the "British manufacture only" restriction on chassis. This seemed to meet with general approval.

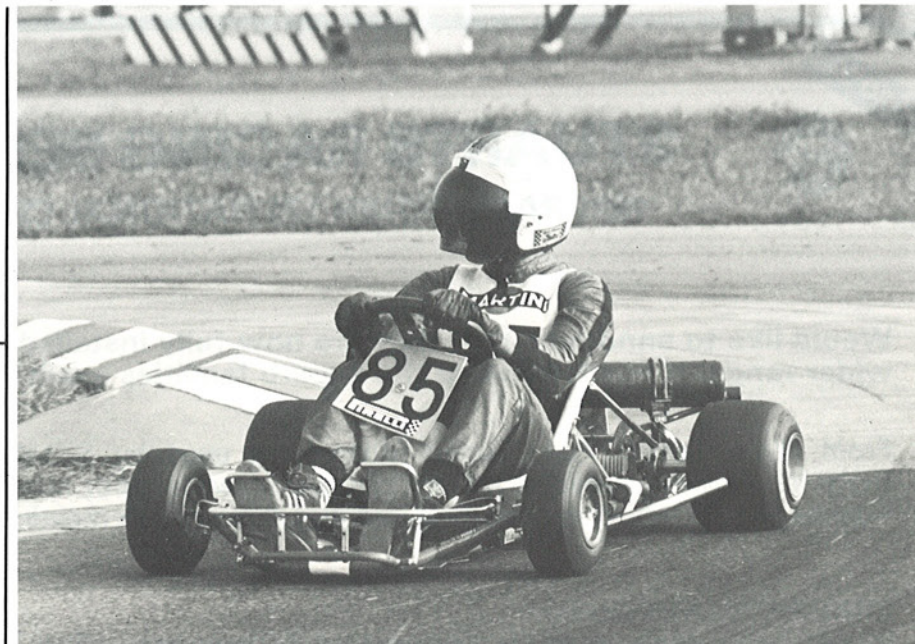
Other points discussed were of general or administrative nature, but the final item, which received reasonable support, was for re-locating the Open Day itself to perhaps the Midlands, and scheduling it out of the working day to encourage a greater attendance. Birmingham here we come. . .

Mini Ads

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FRIGGIT

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Bertzen's 100cc European Title

The 1982 European 100cc Championship was held at Biesheim and attracted an entry of 90 or so. Modern regulations of course forbid the entry of Super licence holders, and so in the absence of these "Super people" the title was virtually wide open.

In winning the title, Germany's Bertzen must have set some sort of record, by qualifying 'by the back door' in the last chance race, coming from the back in the pre-final to third, and then going on to win the main final. The heats problems that made this effort necessary were rumoured to be connected with some tampering with fuel — "whatever it was, it took the paint off the chassis," said Bertzen's mentor Bernie Orphan. . .

Britain's Ricky Grice was faced with the same qualifying problem, but came through to join Bertzen at the back of the pre-final grid. The wet conditions obviously suited the British chassis as Bertzen (Zip/Petry) and Grice (Lane/Parilla) carved through to third and fifth respectively and lined up well in contention for the main final.

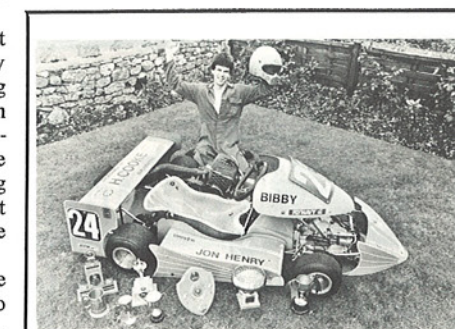
Early leader was Hellberg (DAP/DAP), but he was relieved of the lead by Bertzen on lap 16.

Bertzen — European Championship confidence booster for the World Championship. . .

As the circuit gradually dried, Sweden's Munkholm (Hamlet/PCR) moved rapidly into second, but ran out of laps to catch the leader. Grice ran a consistent fourth.

Of further interest to British followers, is that Bertzen uses Redhill slide carburettors.

1st Bertzen	Zip/Petry
2nd Munkholm	Hamlet/PCR
3rd Hellberg	DAP/DAP



Beetham papermakers Henry Cooke Ltd, are sponsoring employee Jon Henry's efforts in 125 National. The former Borders Junior Champion has had a mixed year so far, but the well turned out Henry Cooke Aero is competing in most long circuit events.

BY BARRY FOLEY





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Sinclair through, but he soon overtook the two gentlemen and a few others to cross the line in third place just ahead of Peter Gray. At the flag it was Sandy Taylor, second Ian Pratt and third Alex Pettigrew.

Class 250 International

Due to lack of numbers, the 210 National drivers went out with the 250's although not competing as a class themselves.

Again it was an 'air cooled v water cooled' match with Bevan Fraser and Les Cranston with their air cooled machines against the water cooled might of Gavin Nicholson and Ian Grant.

Gavin got away very fast at the start, but Bevan went after him equally fast with Les Cranston and Ian Grant in hot pursuit. Les managed to pass Bevan but Ian, anxious to keep in touch, took the hairpin rather wide and collected some grass and after a very fast run down the straight he touched the rear wheel of one of the 210's and shot off the track.

Gavin took the flag in the first and third heats and Bevan Fraser won a very fast second heat with Les and Ian continually swapping second and third places.

The third heat had its own exciting moments as the drivers went all out round the circuit. Les Cranston, for a time in the lead, was passed by both Gavin and Bevan as they hurtled down the straight, Gavin taking the flag.

The final was set at such a cracking pace that the 250's lapped the 210's with amazing regularity. Gavin Nicholson led from the start with Bevan Fraser hot on his heels. But eventually Ian Grant saw his chance and got past Bevan into second place which he held till he crossed the line.

The final result was first Gavin Nicholson, second Ian Grant, third Bevan Fraser and fourth Les Cranston.

The special trophies were well deserved, the Novice Trophy going to newcomer Gordon MacKay and the Golspie Gala Week Shield being won this year by Colin Bird, both drivers in the 100 Junior National Class.

C.L. Baird

Results

Class 100 Junior Britain
1st Claire MacArthur Zip/Hewland
2nd Brian Tewnion Zip/TKM
3rd Alan Innes Zip/R'ford. Arrow

Class 100 Junior National
1st Colin Bird Lynx/TKM Turney
2nd Jimmy Sutherland Komet K80TT

Class 100 National
1st Niall Smith TKM/TKM
2nd George Douglas Le Spectre/Parilla
3rd Pete Cartwright Zip/TKM

Class 125 National
1st Sandy Taylor Zip/SRS Rotax
2nd Ian Pratt SM Sprint/Yamaha
3rd Alex Pettigrew Zip GP/TR Rotax

Class 250 International
1st Gavin Nicholson Zip GP/RKR Yamaha
2nd Ian Grant Zip GP/Zip Rotax

Novice Trophy
Gordon MacKay Zip 981/Komet
K81TT

Golspie Gala Week Shield
Colin Bird

Ellough

East Anglian Kart Championships

Sunday 18th July dawned bright and very hot and that was how it stayed all day. A plague of thunderflies sent everyone mad with scratching during practice, but a breeze came up about mid-day and blew them away so it was back to bikinis for the dolly birds and as little as possible for everyone else! The newly crowned Short Circuit 250cc International Champion John Dixon was a very welcome visitor but had a few problems, the worst of which was a broken chain in the final. On a different note, Miles Townsend was treated by St. John's Ambulance for bee stings to his face and neck which set off an allergic reaction. He was whisked off to the local hospital for a check over and is now making a complete recovery. So after those few Pit-Bits it's on to the racing ...

Juniors

A 20 lap final was the order of the day and towards the end of the race one or two of the drivers were showing signs of fatigue. In the words of one father, his son looked 'Kerry Packered'. Andrew Wilson was the first to show at the front but he spun his lead away on lap two and Stephen Webb took up the challenge to hold a good lead from Marian Rump in second place. Everyone reckoned without Derek Shields, who had started from a lowly grid position, climbed up the field to take the lead on lap eleven, and went on to win with a small margin from Stephen in second place. Shaun Nicholson got past a tired Marian to take third place on lap 14, and that was how they finished with Darren Marion fifth.

Junior Britain

1st Stephen Webb Lancer/Hewland
2nd Shaun Nicholson Wright/Arrow
3rd Marian Rump Zip/Arrow

Junior National

1st Derek Shields Dart/Arrow
2nd Darren Marion Sprint/K77

100 National

Gordon Chenery went off pole like the proverbial rocket and proceeded to treat us to a fine display of driving and in the process of winning the final lapped everyone up to sixth place. Having said that, there were a lot of drivers in hot pursuit, starting with Nigel Cuttall who held second place for five laps until Miles Townsend squeezed past and then Bob Kett got past both of them until on lap eleven he retired. This left Miles in a strong second place which he held on to despite pressure from Mick Ashton who had got past Nigel on lap 14. And that was how they finished, with Martin Goodyear fifth.

1st Gordon Chenery Dart/Arrow
2nd Miles Townsend Lancer/TKM
3rd Mick Ashton Dino/TKM

125 National

Boyd Barrington again went into the lead from lap one but not by much this time and Geoff Hodge was within striking distance having made a better start and by lap 16 it was obvious that either Geoff had found some more power or Boyd was having problems as the gap had closed to nothing. On the last corner of the last

lap a backmarker and an unthinkable missed gear was all that Geoff needed to encourage him. But as they sprinted for the line side by side, Boyd just got there first but only by the width of half a nose cone. It turned out after the race that both his front tyres had started to deflate halfway through the race but 'phew' what a close finish. Meanwhile back in third place things were a little more clear cut with Stirling Morley holding a lonely race long third place with Roger Barrington losing to Colin Croxford on lap nine to finish a close fifth and Ian Beaumont (Dino/Rotax) finding a 125cc a bit different to 100cc National in sixth place.

1st Boyd Barrington Lancer/Rotax
2nd Geoff Hodge Zip/Rotax
3rd Stirling Morley Zip/Rotax

210 National

Ian Jackson and Trevor Gowers had a terrific dice for the lead right from the start with Trevor in front for the first 12 laps, and then Ian slipping through on the pit corner to lead for the rest of the race, but not by much — Trevor was always there looking for a way past. Ralph Howard held a race long third place with Chris Prue dropping out on lap eleven, promoting Tim Ayres up to fourth place, John Minns was the only other one left running after 20 laps and so he was fifth.

1st Ian Jackson Aero/Upton
2nd Trevor Gowers Star/Villiers
3rd Ralph Howard Aero/Upton

250 International

Only four 250s made it to the start for this one but it was full of incidents. Errol Jackson made a good start with Tony Ayres in second place, Roy Gallant third and John Dixon fourth, but by lap three John had lost his chain and Roy and Tony had got involved out on the circuit and had both been lapped. So all this led to Errol Johnson having a clear run to the chequered flag and the retirement of Tony Ayres on lap eight meant that Roy Gallant came home last, but by the same token in second place!

1st Errol Johnson Dino/EJ Yamaha
2nd Roy Gallant Zip GP/Yamaha

A big 'THANK YOU' to all the Marshals, Scrutineers, Lap Scorers, Paddock Marshals and even the lady on the gate and everyone else who made the 'East Anglian Kart Championships' a meeting to remember.

John Davies

Shenington

18th July

The word has spread that 1981 tyre regs. were to be the order of the day in 100 National, 100 Britain (and on the day, Junior National). The decision was made by the Committee after considerable discussion and a vote in favour of 1981 tyre regs. by the drivers at the previous meeting.

The heats were started with 100 National out first. Stephen Wright took this heat and clinched his position on the front row when he won his second heat. Paul Wilkes in different heats won his too. Good drives by Rob Owen,

CLUB SCENE

continued . . .

125 National
1st Andy Bundy Zip/Rotax
2nd Michael Schoen Dino/Rotax
3rd M. Pratt Barlotti/Rotax

125 National — Piston Timed/Reed Valve
1st Geoff Marris Zip/Yamaha
2nd Ian Bickerton Star/Yamaha
3rd Colin Kay Kay/Yamaha

210 National
1st Colin Poole Zip/Villiers
2nd Steve Thornhill Barlotti/Villiers
3rd Eddie Cortijo Lynx/Villiers

250 National
1st Eddie Cortijo Lynx/PNS
2nd Paul Klaassen Crusader/Bultaco
3rd Pat Tomkinson Dino/KTM

250 International
1st Pete Sellars Zip/Yamaha

Littleferry

Sunday 1st August

A large turnout of spectators indeed were treated to some very fine racing, unfortunately both the 100 Junior National and 100 National classes were very poorly represented. The 125 Nationals, on the other hand were out in force. Both car parks were well filled and 'Moray Firth Radio Road Show' were on hand, supplying entertainment between heats. Also at Littleferry were some very keen young men who gave a brilliant display on their scrambling bikes during the interval before the finals.

Class 100 Junior Britain

During practice in the morning, Norman Macleod put in some very fast laps and it must have been very disappointing to have things go wrong later in the day. Never mind Norman, perhaps next time it will all come together for you.

Claire MacArthur was first over the line in the first two heats, joint third in the third heat and after a most exciting display of driving in the final, in which she carved her way back to the front after dropping a few places, she timed it just right and took a well deserved first place just ahead of Brian Tewnion and Alan Innes who were second and third respectively. A very good display by these young drivers.

Class 100 Junior Britain

Another small class, only four starters on the grid, but it contained some fine driving. First let me congratulate Gordon MacKay on winning the novice trophy on his first appearance at Littleferry.

Colin Bird, Jimmy Sutherland and Ali Polson made up the field with Gordon MacKay and these four drivers all did their best to be first over the line. But it looks as if Colin has a good outfit there. Colin was again a clear winner in all three heats and the final, Gordon taking second place in the second heat, with Ali and Jimmy sharing second and third places in the rest of the races. Don't be disheartened, Gordon, running behind these three drivers. Watch them. Learn from them. They're good.



Top: 210 National action — Pat Robinson (36), Colin Poole (34), and Alan Poole (43). Above: Startline action from the 125's as ex 100 Britain contender Andy Bundy (13) heads for a heat win. (Pics: R. Williams)

Class 100 National

Where have all the 100 National drivers gone? I hope the lack of numbers in this class was only a temporary decrease due to holidays. Did I see a newly married Sam Brown on the sidelines casting a few longing glances at the karters? My congratulations to you both.

Only eight starters, Pete Cartwright, George Douglas, John Lowe, Billy Melville, Ian Mowat, Ian Rae, Brian Ross and Niall Smith. Niall, from Cruden Bay, does his best to get out in front, and when he does it is usually very hard to catch him, never mind pass him. Ian Rae, who sampled the bales at the hairpin early in the first heat and spent a few seconds searching for his chariot amid the straw, held the lead for a large part of the second heat, being passed by Niall near the end of the race. There were battles at all levels of the field, no driver being content to sit behind the man in front. George Douglas, who had a slight detour at the hairpin, in heat two, drove an inspired race in the third heat, and after being off at the hairpin (a place to watch if you want action photographs) again in the final with three other drivers, he managed to come a worthy second behind Niall Smith, knocking a full two seconds off Niall's lead during the last three laps. Pete Cartwright was a very consistent third throughout the day, but not without effort.

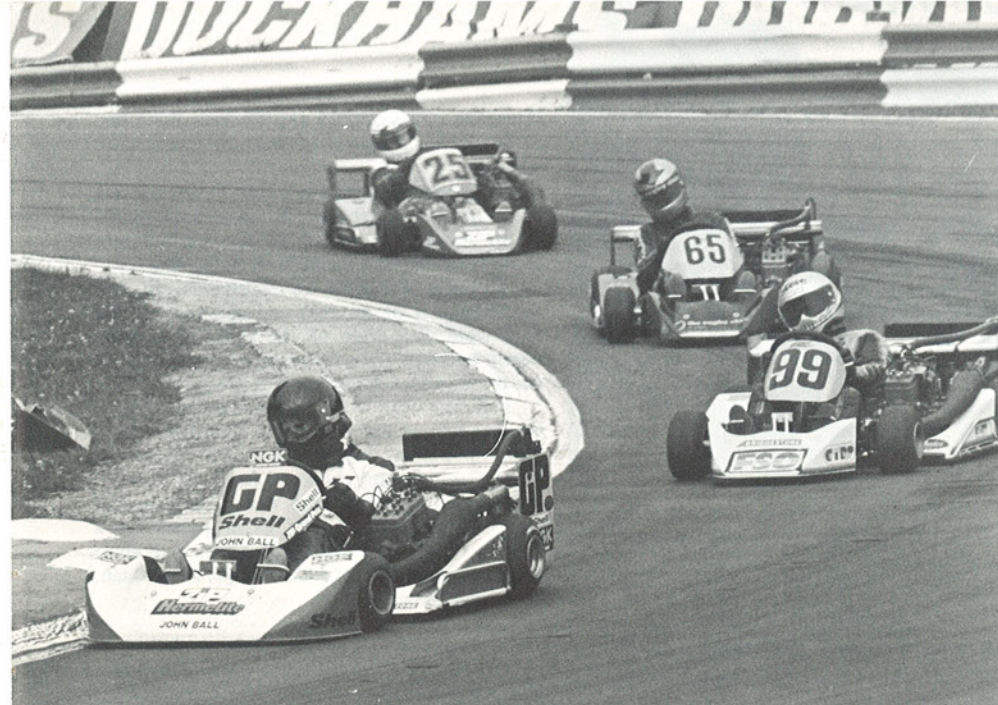
John Lowe, who has been having a run of troubles this season, was further dogged by ill fortune when a cracked exhaust flange caused an early retreat.

The result of the final was first a very fast Niall Smith, second George Douglas and third Pete Cartwright.

Class 125 National

Three more very fast heats followed by an even faster final, with some really fine performances. Inverurie driver, Ian Pratt, chased Sandy Taylor all day and looked set to win the third heat as he led the field at the start of the last lap, but the Crimond Cracker was first over the line. Carl Lockyer and Peter Gray also showed some fine driving skills during the first heat as they battled for third place. Alex Pettigrew was well up the field in the first heat but had to retire when he lost the cap of his fuel tank. Alex got off to a good start in the second heat and did his best to keep the lead, but Taylor again took the flag, and Pratt, who looked like doing big things in the second heat, had to retire due to an oil leak.

In the final, Ian Pratt made a dash for the front, but was passed halfway down the straight by Sandy Taylor. Further back Inverness man Alex Pettigrew over cooked things at the hairpin, allowing Frank Allan and Raymond



Lap two into Druids and it's Ball, Styrrin, Butterfield and Grant-Sale (Pic: R. Calvert).

Double Dose

Ball takes his first win of 1982 at Brands Hatch, but it's Butty again at Cadwell to sew up the British title, and the Cadwell Superkart trophy. A double-header in the Championship chase . . .

An unfortunate oversight on programming found two RAC Long Circuit Championship rounds scheduled for consecutive weekends in late July/early August. The first marked the return of a full kart meeting to Kent's Brands Hatch after an absence of several years. A Saturday meeting is often a handicap for race organisers, but nevertheless a healthy entry made its way south, no doubt attracted by the prospect of competing on what is undoubtedly a tailor-made Superkart circuit ...

Eight days later, the Championship hunt re-assembled in North Lincolnshire for the second Championship round to be held on the full, twisting Cadwell circuit. At the end of the day, two British titles had been sewn up — the rest going to the post at Oulton Park's final round.

1: Brands Hatch

With the Brands publicity machine obviously distracted by the F1 Grand Prix some six days earlier, it was perhaps to be expected that a smaller than would normally be expected crowd turned up. A shame, as the venue provides possibly the best spectating available, and there was plenty of action to keep the observer busy.

Certainly, the nature of the Pit/Paddock layout posed a few problems for the organisers,

but the Central Club team are an experienced bunch and will have ironed out any hitches next time. It is to be hoped that the ill-informed and destructive comments in another section of the karting press will not prejudice the future use of this exciting and stimulating venue ...

210 National — Doble's Decision

There is certainly a small bunch of 210 drivers who between them seem capable of dominating the results in this long-standing class. Messrs. Newton, Longden and points leader Boston have been joined by young Tim Doble in making up a quartet of seemingly unmatchable pace.

This day was no different, and as the final field snaked through to compete the opening tour, it was indeed Longden, Newton and Doble — with Boston the only absentee as they towed by. The threesome were joined by a fast-starting Barry Train and set off to pull clear in a four way slipstreaming battle for maximum points.

Behind them, Vincent Mundy and Alan Ogden broke clear of the main bunch, and would spend the entire race bobbing and weaving in a private duel for fifth.

Whoever proclaimed that 210's were unreliable machines would have done well to see this race — four of the fastest Villiers based machines, being strained well beyond their original design limits! It was a tactical race, and in the end it was Doble who got it right, moving into second spot with a lap or so to go, and pipping Newton to the line by inches with Longden taking third from Train. Munday won his duel with Ogden, while a little further back, Geoff Upton pipped Derek Avery as the bunch swept home.

1st Tim Doble Zip/APV
2nd John Newton Dunstonian Magnum/APV
3rd Bill Longden Barlotti/Longtune

125 National — Ziemelis Zaps Them

Any thoughts of a Ziemelis/Luby walkover were well dashed as the 125 field assembled for its ten lapper. Both had struck heat problems and would start near the tail of the field.

Away they went, settling into a three way lead group comprising Chris King, Andy Cowgill and Boyd Barrington, soon to be joined by a fast moving Brian McGee — unfortunately as often to go out before the finish. Not too far away, the bunch was led by Marc Haezenburghe, Mark Hood and Keith Glendenning.

With these two groups fighting it out, the rapid progress of Ziemelis held the attention. The advantage in speed was obvious as he carved past everybody to then pull out a five second margin at the chequered flag.

Behind, King had Cowgill and Barrington in line astern, with Haezenburghe just getting the better of his particular scrap.

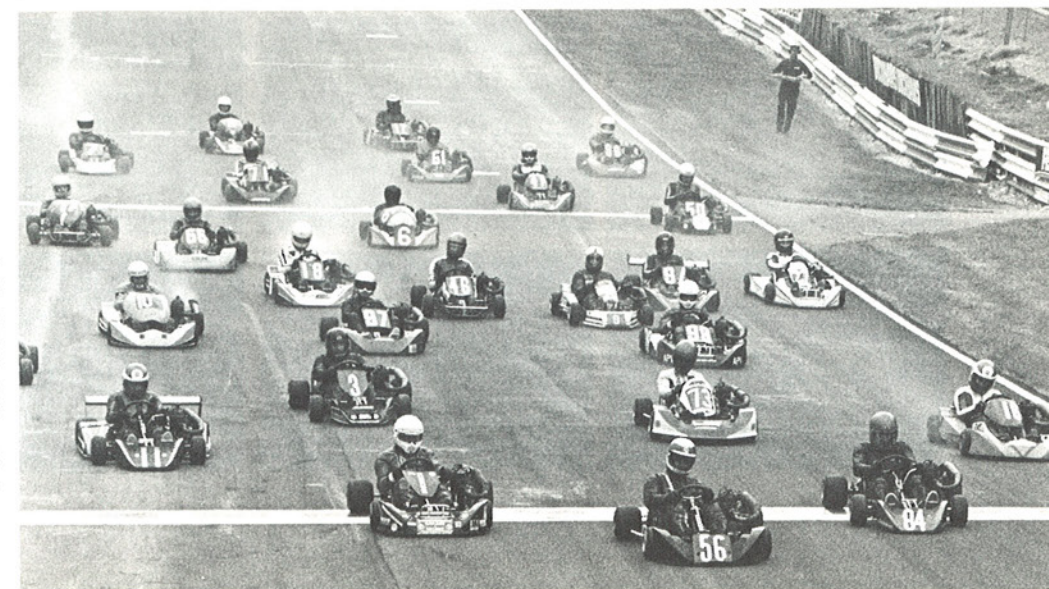
1st Stuart Ziemelis Zip/SRS Rotax
2nd Chris King Zip/Mark One Rotax
3rd Andy Cowgill Zip/Coward Rotax

250 National — More Cullimore

In line with the class revival, a good field of single cylinder 250's lined up for the start of their ten lap final.

First away, and managing to create a small gap in the opening laps, was Alan Cheetham, but almost as quickly as the gap had opened, it closed. Up came four challengers in the form of Chris Stoney, Alan Collard, Derek Rodgers, and the experienced Dave Cullimore, until at half distance, the leading bunch was a five kart

Bill Longden (56) gets the jump on the 210 field with Newton (1), Boston (84), Train (16) and Doble (11) at hand. (Pic: R. Calvert)





Ziemelis (42) heads the 125 pack - Cooke (60), MaGee (69), King (hidden), Cowgill (8) and Hood. (Pic: R. Calvert)

continued . . .

affair, with Richard Boston and John Taylor leading the main bunch some distance back.

Cullimore had picked his way through the lead bunch and slipped by leader Cheetham shortly before the latter disappeared with a mechanical failure. This left the former World Cup 250 International Champion with that vital few yards gap, and it was a gap that Derek Rodgers could do nothing about, despite pulling his own break on Collard and Stoney in his efforts to do so.

The last couple of laps passed without change or incident, and despite being credited with the fastest lap (49.8 sec. - 87.01 mph) Rodgers had to be content with second.

1st Dave Cullimore	Barlotti/KTM
2nd Derek Rodgers	Peak Revs
	Zip/Yamaha
3rd Alan Collard	Barlotti/Yamaha

First time into Druids and photographer Calvert's sequence shows the chain reaction as Donovan Collier rotates number 87. All goes well until Peter Brown (38) can't miss the stationary machine. Owen Jones (93) and Peter Wall (90) join the heap as they collide in avoidance. Moral: get a good start! ...

Superkarts - Ball Breaks Back

An interesting grid rolled out for the 10 lap Superkart final, with a mixture of experience and relatively new blood on the front row. A confident John Ball had planted the Discount Centre Zip on pole, flanked by Steve Stylin's similar FSO backed machine. Young Giles Butterfield lined up next, his heats showing the advantage of attending the previous Wednesday's test day, as did Chris Lambden, completing the front row with the LBF Zip. And where was man-of-the-moment Buttigieg? Dave, along with other regular contenders Smith, Gange, Hines, Kerkhoven et al, was languishing further down the grid, with a lot to do to continue his string of victories. . .

The front row left the line as one, with Stylin nosing into Paddock from Ball and Butterfield, with Lambden scrabbling wide in no-man's land. Through Druids, down the hill, and Smith was already out, a midfield melee puncturing his fuel tank, the Stocksigns machine spinning off on its own fuel.

Round they came - Stylin, Ball, Butterfield, a fast-starting Childerhouse, Grant-Sale and Lambden, with Glenn George showing an early turn of pace to lead the rest through. As Childerhouse coped with bags of power oversteer, Carolyn and Chris both pushed past, with the latter then slipping inside at Paddock to join the front threesome again.

Four laps gone, and Ball was through to open up a twenty yard gap. Stylin was now under heavy pressure from Butterfield, the Rugby Club machine nosing alongside into Paddock on more than one occasion, with Lambden getting a very close view of the action. Grant-Sale still held a fighting fifth from

George, while Buttigieg and Richard Dean had made useful progress to demote Hines from seventh.

As Lambden pulled off with steam gushing from a broken water pipe, Butterfield succeeded in his harassment of Stylin and pushed into second, albeit some yards from leader Ball.

Buttigieg was now on Carolyn's tail, but any thoughts of an easy passage into fourth spot were well wide of the mark as it took nearly two laps and a late, late move at Paddock for the European Champion to get by. . .

Ball was now well clear and on his way to his first win of the year and a fistful of Championship points. Stylin had fought back past Butterfield, leaving him to fend off the advancing Buttigieg. In the end Championship leader Buttigieg took the extra points by a nose. . . Carolyn was safe in fifth, with sixth going to Reg Gange in a late charge, from Dean, Hines and Dalgarno.

1st John Ball	Discount Centre
2nd Steve Stylin	Zip/Zip Rotax
	FSO Zip/CTRP
3rd Dave Buttigieg	Rotax
	Memorex Zip/
	Rotax
4th Giles Butterfield	Rugby Club Zip/
	CTRP Rotax
5th Carolyn Grant-Sale	Hermetite Zip/
	Zip Rotax

2: Cadwell Park

With the proposed changes to the full 2¼ mile Cadwell circuit already pegged out the meeting on August 1st was the last time karts will be seen on the Lincolnshire mini Nurburgring. The new shorter track will see the loss of the wooded section from the Esses through to Barn Corner, with the new link turning right from the pits straight and dropping down to join up with the main straight around the present Race Control/Commentary box. Circuit owner Chas. Wilkinson hopes to have the new circuit in use before the end of the season, but did say that every effort will be made to get it absolutely right, with very careful planning. The October kart meeting could well be one of the first to try it ...

The weather was very warm and humid bringing an almost unbearable problem in the form of thousands of minute thunder flies. If anyone has any ideas for a repellent they could make a fortune in aerosol sales next Summer ...

RODGERS PEAKS AGAIN

With smaller grids, the single cylinder boys

CLUB SCENE

Pete McCallum won two of the heats, Niall Smith won the third. Never far behind and fighting out other top places were James Forsyth, Andrew Graham, Tony Donaghue, Louis Di Resta and Pete Cartwright.

It was McCallum who made it first to the hairpin with Forsyth, Smith, Graham and Cartwright. British Champion Andy Buchan, who hadn't figured in the heats due to problems, started off the back of the grid and worked his way through the pack. Meanwhile up front it was still McCallum with Forsyth and Smith. As the laps rolled past, Smith had taken Forsyth for second, Graham was fourth and Buchan was now fifth. It was nail biting action as the leaders flew round just inches apart. Buchan took Graham and Forsyth and was now lying third behind Smith and McCallum. Smith repeatedly tried to get round McCallum at the hairpin, but McCallum shut the door every time! On the last lap it was still McCallum, and Smith and Buchan were neck and neck up the straight and round the hairpin. Buchan got into second as these three headed out of the left hander and towards Caravan Corner. Buchan dived to the inside of McCallum - disaster struck when Buchan's outfit went broadside (it was twisted after an earlier shunt), McCallum and Smith had nowhere to go, and the three of them disappeared over the bank through the bales and

out of sight. This left Forsyth the new leader, Graham second, Cartwright third and Brown fourth.

210 National

It was good to see George Bett racing in Scotland again and true to form he won two of the heats and finished second in the first heat. Sandy Pratt, currently the man to beat in this class, had a win and two seconds. Also going well were Doug Taylor, Jim Leslie and Gordon Donaldson. As the flag dropped for the final, Taylor, Bett and Pratt headed three abreast up the straight.

Taylor was first into the hairpin with Bett and Pratt behind. By lap two Bett had stormed into the lead. Lap three and Pratt had moved into second and set his sights on Bett. Donaldson was lying fourth and Baillie fifth. The first three remained unchanged to the flag. Pratt did look as though he was catching Bett as the laps rolled past but seemed to lose power in the closing stages of the final.

Jenny Taylor

Results

100 Junior Britain

1st Johnny McDonald	Rob Kart/Hewland
2nd Alan McNish	Wright/R'fd. Arrow
3rd Gary Cromar	Zip/Parilla

125 National

1st Sandy Taylor	Zip/SRS Rotax
2nd Roy McQueen	Dino/Yamaha
3rd Ian Pratt	SM Sprint/Yamaha

100 Junior National

1st Colin Bird	Lynx/TKM Turney
2nd Michael Barron	TKM/Turney KTM
3rd Ross McMorine	DAP/Parilla

250 International

1st Gavin Nicholson	Zip/RKR Yamaha
2nd Bevan Fraser	Zip/Yamaha

100 National

1st James Forsyth	Wright/R'fd. Arrow
2nd Andrew Graham	Le Spectre/R'fd. Arrow

210 National

1st George Bett	Zip/Villiers
2nd Sandy Pratt	SM Sprint/Upton
3rd Doug Taylor	Zip/RKR Upton

Northern Champions

100 Junior Britain - 1st equal Gary Cromar and Brian Tewnton, 125 National - Ian Pratt, 100 Junior National - Colin Bird, 250 International - Gavin Nicholson, 100 National - Andrew Graham, 210 National - Sandy Pratt.

Rissington

1st August 1982

Results:

Junior Britain

1st Adam Phillpotts	Zip/Arrow
2nd David Cuff	Sprint/Arrow
3rd Mike Horder	Barlotti/Arrow

Junior National

1st Jonty Millward	DAP/Parilla
2nd Martin Prior	Zip/PCR
3rd Steven Filkin	ART/Sirio

100 Britain

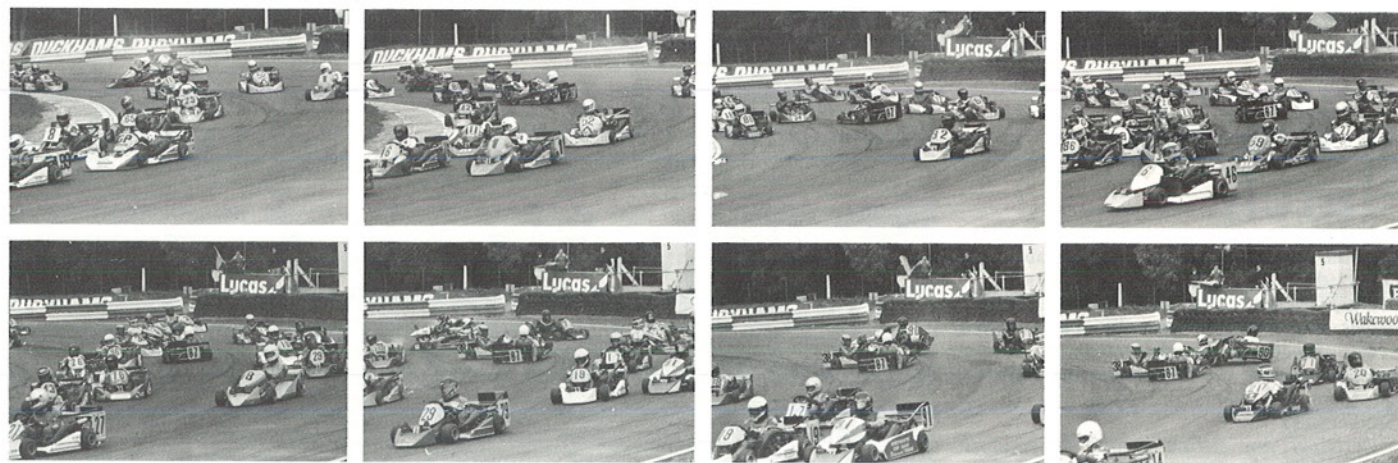
1st Brian Taylor	Jeta/Arrow
2nd Mark Powell	Kestrel/Arrow
3rd Dave Pope	Dart/Arrow

100 National

1st Paul Wilkes	Zip/DAP
2nd Pete Sauders	Lane/Parilla
3rd Keith Summerhill	Lane/Arrow



Pete Saunders eventually came second in 100 National using borrowed equipment. (Pic: R. Williams)



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CLUB SCENE

Boyndie

Northern Championships — 2nd Round

July's meeting at Boyndie was the venue for the second and final round of the Northern Championships. It was warm and sunny (rare conditions at this exposed circuit).

Leaders after the first round at Golspie were: 100 Junior Britain — Gary Cromar, 125 National — Ian Pratt, 100 Junior National — Colin Bird, 250 International — Gavin Nicholson, 100 National — Niall Smith, 210 National — Sandy Pratt.

100 Junior Britain

Stewart Massie, Brian Tewnton and Johnny McDonald each picked up a win over the three heats of the day. Alan McNish, Allan Innes and Ian Innes and Clair McArthur finished with the leaders. The final looked set to be a close fought finish for these Championships.

It was McDonald who took the lead with McNish hard up his exhaust. Close behind came McArthur, McMorine, Ian Innes and Cromar. A few laps on and McNish tried the outside and the inside lanes to get past a very determined McDonald. Meanwhile McArthur was still in the lead but now had Cromar, Allan Innes and Stewart Massie behind in fourth, fifth and sixth. As McDonald took the signal for his last lap, behind him at the hairpin there was a pile up of karts and the race was stopped. No-one was seriously injured and the first four places were taken by McDonald, McNish, Cromar and Massie.

Class 125 National

With a full grid of 125s the action was fiercely competitive. Winning two of the heats and finishing third in the third was Sandy Taylor. Ian Pratt had a first and second and a disastrous non start in the first heat, affecting his points as Championship leader. Roy McQueen hassled the leaders over the heats, as did Peter Gray and Bill Stoddart.

Championship leader Pratt led the first four laps with McQueen second, Williamson third, Keenan then Taylor. McQueen took the lead on lap five and stormed away from the rest of the field. As the laps rolled past the first four began to pick their way through the backmarkers, McQueen, Pratt, Taylor and Williamson. Taylor dived up the inside of Pratt at the hairpin and was now second, chasing after McQueen. Three laps later and Taylor took McQueen for the lead as they picked their way through more backmarkers. So it was to the flag, Taylor, McQueen, Pratt, Williamson and Gray.

Class 100 Junior National

Colin Bird, current leader in his class for the Northern, took two wins and a fourth. Ross McMorine won the third and had a second and fourth. Michael Barron, Evelyn McRitchie and Jimmy Sutherland were amongst the leaders over the heats. Bird took the lead off the final grid with Barron, McMorine, McRitchie and Sutherland streaming round nose to tail. Barron came alongside Bird as they negotiated the straight on the opening laps but Bird held him off. Bird began to pull away as the laps rolled on and had a slight 'twitch' coming out of the left hander enabling Barron and McMorine to

fly up behind him. At this point it was still anybody's race! However, Bird held off the challenge from Barron, McMorine and McRitchie to take the chequered flag and the 100 Junior National Northern Championship.

250 International

There was a low entry for the second round of these Championships. Gavin Nicholson looked set to take the Championships after winning the three heats. Closest to him came Leslie Cranston, and Bevan Fraser with seconds and thirds. It was Paul Cook (who hadn't figured in the heats due to mechanical problems) who stormed off in the lead with Cranston, Fraser and Nicholson in that order. It looked set to be a hard fought final! Compensating for his bad start, Nicholson screamed after Fraser and moved into third, he then set after Cranston and Cook. On lap five the whole order of things changed! Dogged by problems again, Cook's arm went up and he headed for the pits. Cranston took the lead and disaster struck him too as his arm went up. This left the field clear for Nicholson and Fraser to move into first and second. This they did and that's how they finished, Nicholson taking the final and the 250 Northern Championships.

100 National

This class was well supported and as always with so many experienced drivers and ex-Scottish Champions, it provided some of the closest exciting racing of the afternoon.



'Jaws' Buttigieg lifts the Memorex Zip off en route to nine points and the 250 British Championship. (Pic: R. Calvert)

produced some rather processional racing at times with the field becoming well spread out. The two heats of four laps each produced a win for both Derek Rodgers and Chris Stoney. Gloucester's Dave Cullimore had a couple of good heats, netting a second and a fourth to get on the front row for the final. The fourth spot on this row was taken by Pete Ablewhite, who ran well to claim fifth and fourth in the heats.

The ten lap final once again proved the superiority of Rodgers, Stoney and Cullimore. By the time they reached Park for the first time Rodgers' Peak Revs Yam was leading with Cullimore and Stoney occupying the next two places. The first three laps saw these drivers open up a comfortable lead over the rest with nothing really challenging going on behind. Retirements were quite regular and the small field became even smaller as the laps passed.

By half distance, Rodgers had what looked to be an impregnable lead over Stoney with Cullimore beginning to drop back with a sick motor. Soon after, the KTM had had enough and Cullimore pulled into the pits, his race over. Behind Stoney Pete Ablewhite was running in a very lonely third place ahead of Tony Scottorn who in turn was being chased by an equally lonely Adrian Lumb. Rodgers in fact was on his way up Coppice as third placed Ablewhite crested the Mountain!

At the end of the ten laps only seven karts were still mobile with Rodgers having a relatively easy win ahead of Stoney with Ablewhite third. The position at the top of the RAC points table means that Stoney on 31, Cullimore 25, and Rodgers 24, will be fighting like demons at Oulton in the last round. Stoney has scored in all rounds, so if you remove his worst result as per the rules his points tally becomes 28 ... even more interesting! ...

1st Derek Rodgers	Peak Revs
2nd Chris Stoney	Zip/Yamaha
3rd Pete Ablewhite	Barlotti/CSK Yamaha
	Zip/Yamaha
Fastest lap:	
Chris Stoney, 1m.34 sec. (85.80 mph — Record)	

DOBLE AGAIN

The two Villiers heat simply served notice that if you want to be at the top in this class, change your name ... quick. Boston, Longden, Newton and Doble are the names to choose as these

Longden a solitary second place. Doble's third win in a row means that only Longden can take the RAC Championship from him, with the pair of them separated by just eight points and just one round remaining. With that last round having been run by the time this is read you will know as much as I do ...

1st Tim Doble	Zip/APV
2nd Bill Longden	Barlotti/Longtune
	Villiers
3rd Barry Train	Zip/APV
Fastest Lap:	
Boston, 1m. 39.1 secs. (81.73 mph)	

KING'S HIGH

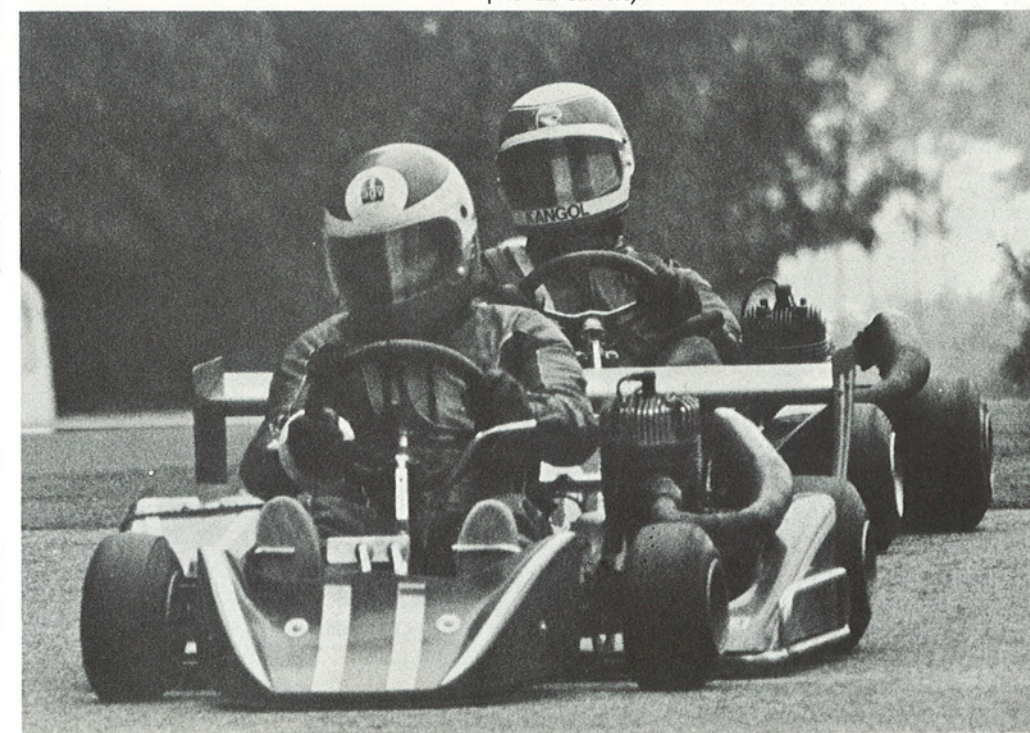
As Kurt Luby was not present ... (enjoying his holiday) ... you could be forgiven for possibly thinking the 125 class would be a Ziemelis benefit. Bubbling with praise for his new Zip chassis, Super Stu as expected wrapped up a couple of heat wins to take yet another pole position for the final. Les Cooper with a win and a third was alongside, with Chris King and Peter Tippell completing the front row after a couple of second places each. The second row was Mike Doble (3rd and 4th), Chris Anderson (4th and 5th), Jeff Johnson (3rd and 6th) with Boyd Barrington (4th and 5th). Andy Cogwill on a Coward tuned Rotax was the other heat winner and he duly lined up on the fourth row. So the scene was set, would Ziemelis walk away with it?

At the drop of the flag it certainly looked that way as he quickly took up the running with the usual 125 battle raging behind him. Doble, Tippell, Johnson, King, Cooper, Anderson, Cooke and Walker were all there, fighting tooth and nail for the places. This was the "tiddler class" at its best once again!

Boyd Barrington (4th and 5th). Andy Cowgill on a Coward tuned Rotax was the other heat winner and he duly lined up on the fourth row. So the scene was set, would Ziemelis walk away with it?

Ziemelis began to open up a sound looking lead with first Tippell then King leading the pack for the first half of the race. Lap six and we had a different second place man as the Sugden Aero of Chris Anderson took up the challenge. Gary Hill had by now latched on to the pack and was running in eighth place. As has been seen so many times this season, 125

Doble leads the 210 British Championship from Longden, here chasing through the woods. (Pic: R. Calvert)



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Anderson led the 125 race into the woods for the last time, but then the action began ... (Pic: R. Calvert)

continued...

racing in the pack is hectic and by lap eight, with Ziemelis out on his own, it was the turn of Cowgill to take second place as King moved past Anderson as well.

Then on lap nine it happened ... into the Mountain first came Chris King with Cowgill, Anderson, Ian Brown, Tippell, Hill and Doble in hot pursuit. No Ziemelis! A disappointed Stuart was left out in the country with a mystery ailment, but one which prevented any further progress.

The race was not over yet, and as they appeared at the Mountain for the last time Chris Anderson was in front with King, Brown, Cowgill and Tippell still scrapping hard. Into the Esses and Anderson had some strong words to say afterwards as King 'forced' his way through, almost removing the Workson driver from the race! Out of Barn Corner and down to the flag with Commentator Don Briggs again equal to the excitement as King crossed the line first from Brown, Tippell, a furious Anderson and Cowgill. Half a second in it at the end! ...



Some consolation for Ziemelis was that he recorded the fastest lap, a new record, and in addition made sure of the RAC Championship, with 30 points, from Luby's 18 with one round to go.

1st Chris King	Zip/Hood Rotax
2nd Ian Brown	CTRP/BGR Rotax
3rd Peter Tippell	Lancer/Rotax
Fastest Lap:	
Ziemelis, 1m. 35.9 secs. (84.46 mph — Record)	

BUTTY'S DOUBLE

After the Mallory meeting in May, I commented that no one in the Superkart class had at that time got a secure grip on the season in the way of outright wins. Well ... things have changed, and one man, in the shape of Dave Buttigieg, is the talking point around the Paddock. In the space of a couple of months the Memorex Man has at times made winning look so easy!

However on this day pole position for the 10 lap final went to Brands winner John Ball with two fine heat wins, getting within one tenth of a second of Derek Price's lap record in his second outing. In the same two heats Price himself ran well to a second and third place to

Richard Dean (32) leads newly Rotax powered Graham Roscoe (98). (Pic: R. Calvert)

take a front row position for the final. Butty was sandwiched between these two, having had his now usual win but having to settle for second in his other heat behind a really back to form Stylin. A mysterious loss of power from the Rotax dropped Steve to eighth place in his second four lapper but the FSO driver still had a second row start. DMA's Richard Dean was the fourth front row occupant running strongly to a second and third heat placing. Phil Ansell was behind Ball on the second row having had a third and fourth with Kerkhoven inside him after a sixth and a second. A revitalised 'Rocket' Roscoe was on the fourth spot of this row with a fifth and a fourth to his credit.

After four four lap heats then, the front rows of the final grid were thus:

Dean	Price	Butty	Ball
Roscoe	Stylin	Kerkhoven	Ansell
Collier	Smith	George	Butterfield

As the grid was led down to the line everyone searched for the best vantage point to see who would lead off the line and up Coppice. With a flourish the flag dropped and ... you've guessed, Butty, Price, Dean and Ball led the screaming pack out into the country. By Park Corner, Butty was in command from Price with Ball being slightly held up by Dean. Stylin, Roscoe, Collier, Smith, Ansell and Kerkhoven were next.

Two laps gone and Butty and Ball already had a slight gap with Price, Stylin and Smith having got past Dean leaving Roscoe to head the rest behind the DMA driver. Martin Hines took to the grass at Park, dropping well down the order, and on that same lap pulled in and called it a day.

Ball stuck to the task admirably up front in pursuit of Butty but at half distance came the decisive moment. Closing on backmarkers as the two leaders hurtled into the Esses, Butty quickly found a way through. John was not so fortunate, being badly baulked by Gallant and having to take to the rough, giving Butty the break he needed. At about this point in the race, Dalgarno pulled out with tyre problems, joining Rob Kerkhoven in retirement, the latter also suffering Burris rubber failure.

The pattern was now settled — Butty had once more a fairly comfortable lead from Ball and then another gap appeared before Smith led Price and Stylin, with Roscoe, Ansell, Dean, Carolyn and Collier fighting for the next five places. For laps six and seven that was how it stayed with Smith gradually easing away from Price to secure a somewhat lonely third. Roscoe and Stylin were shadowing the Wigan Kart Centre driver and had pulled away from Ansell who was still in charge of the next quartet. Chris Lambden followed that little lot, the LBF pilot running well after his lowly start position.

The final two tours produced no changes with Butty gleefully taking the flag for yet another victory, and the British Championship in the bag as well. That is to say nothing of the Cadwell Superkart Championship just to put the icing on the cake ... Some rapid laps were produced throughout the final with Butty being credited with a time one full second quicker than Price's record set in June.

1st Dave Buttigieg	Memorex Zip/Rotax
2nd John Ball	Discount Centre
	Zip/Rotax
3rd Nigel Smith	Stocksigns
	Zip/Waddon Rotax
4th Derek Price	WKC Zip/Rotax
5th Graham Roscoe	Zip/Rotax
6th Steve Stylin	FSO Zip/CTRP Rotax
Fastest Lap:	
Dave Buttigieg, 1m. 27.1 secs.	
(92.99 mph — Record)	

Kart & Superkart

CLUB SCENE

Class 6 — 210 Gearbox
1st Bedfordshire

Class 7 — 125cc Gearbox
1st Cheshunt, 2nd Turnford, 3rd Cheshunt, 4th Broxbourne, 5th Townsend.

Class 8 — Open Rotary
1st St. Wilfreds, 2nd John Warner, 3rd Townsend, 4th Bedfordshire, 5th Bedfordshire, 6th John Warner, 7th Bedfordshire.

Design and Build

1st Breezehill, 2nd Hethersett, 3rd Garth Hill, 4th Bishop Stopford, 5th St. Audreys.

*Denotes highest placed team entry (three or four drivers)

Pics: Right: Class 7 (125 gearbox). Eventual winner Cheshunt (Hertfordshire), close runner up Turnford (Hertfordshire). Below: The Solo class pushes out to the start. Bottom: Bedfordshire entry in Class 3 (Box Stock Solo) was placed sixth.



Kimbolton

8th August Meeting

Results

Junior National	
1st Ian White	Eagle Insul. Lane/TKM
2nd Adam Moody	Zip/DAP
3rd Stuart Sampson	Sprint/Komet

Junior Britain	
1st Dominic Connelly	Premier/Arrow
2nd Craig Lomas	Premier/Arrow
3rd Daron Bland	Zip/Arrow (Nov.)

250 National	
1st Barry Hawkes	Zip/Bultaco

250 International	
1st Frank Rowtham	Zip/EJ Yamaha
2nd Roger Thompson	Zip/EJ Yamaha

100 Britain	
1st Kevin Magee	Kestrel/Arrow
2nd Nigell Goff	Goff/Arrow

100 National 'A'	
1st Derek Higgins	DAP/DAP JM
2nd Bob Moon	Lane/Arrow
3rd Vince Bond	Lane/Parilla

100 National 'B'	
1st Steve Chennell	Gillard/Parilla
2nd Dave Croker	Lane/Parilla
3rd Paul Day	Zip/TKM

125 National	
1st Nigel Wigg	Dino/Rotax
2nd Sterling Morley	Zip/Rotax
3rd Pete Sale	Aero/Yamaha

210 National	
1st C. Poole	Zip/Villiers
2nd M. Dell	Bridge Motors
3rd S. Felts	Zip/DHU
	Zip/Upton

September 1982

NatSKA News

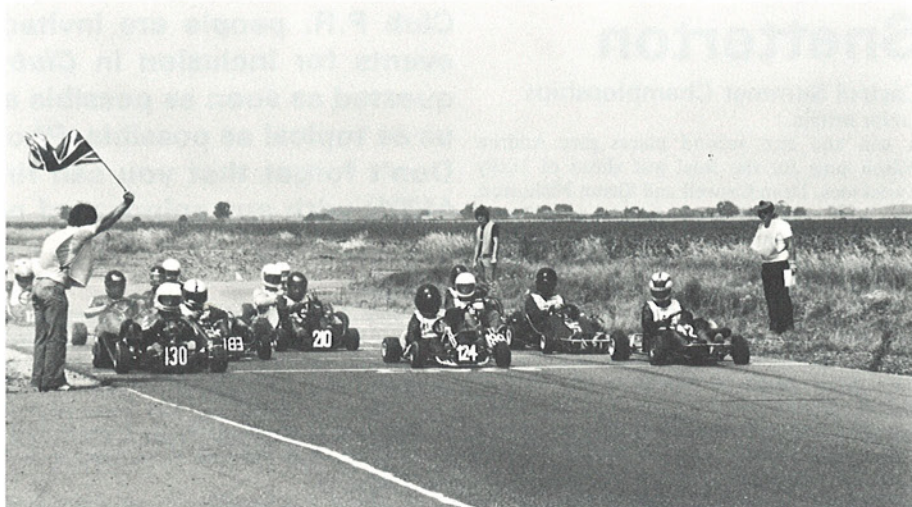
ESSO SPRINT CHAMPIONSHIPS

This, the eleventh Championship, was an experiment in its venue and organisation. Using a venue that was central to all schools and thus equalling travelling cost has been the aim of NATSKA for the last two years. The Lincs Kart Club on the Fulbeck circuit proved to be the all important link that allowed the Championship this year to take place and, of course, great thanks must go to their Committee.

Some of the facts and figures of the event are mind blowing, and imagine the pits at Fulbeck when the event attracted 292 entries, most with two, three or even four drivers. With the temperatures at the "Costa Brava level" the sales of canned drinks must have reached an all time high and for a change the umbrellas were to keep the sun off!

For those not familiar with schools karting, the event must have been confusing with ten racing classes (yes, ten) and, large entries in most of these, the total number of races for each day was 56 which lead to fast and furious activity off the track as well as on!

As the practice finished and the racing was about to begin, all the unknown quantities from the schools that have been working behind closed doors were now in the open and many 'spies' were sent out from competing schools to try and estimate chances. There were many areas of interest, how will the 50cc twins compete against the 100cc low powers? How will the 100cc motor cycle engines go without their gear boxes? Will the ply kart handle OK on this circuit? Will the organisers have a heart attack before it is all over? Will a wheelbarrow be needed to collect all the prizes?



Start of the 125 gearboxes: at the NatSKA Championship.

During the lunch break the judging of the design and build competition took place with the difficult task of marking design ideas alongside quality of engineering, originality, etc., left to the judges but no doubt all the onlookers making up their own minds. Again the pupil "spies" were sent out with note pad or camera to pick the ideas from the entries for possible use in their own team. As handling characteristics are part of the judging brief for the competition the judges were seen hurrying off to a quiet part of the circuit, clip boards in hand to observe the karts in action.

On the Saturday, pm, the racing started and many questions were being answered as the day evolved. With most of our classes running on the short circuit the races came and passed and to the casual onlooker it must have been difficult to follow, but to the pit crews, checking points of not only their own karts but the opposition, the calculators were working overtime.

On the track some expected results and some surprises were unfolding — the YZ50 of Breezehill was sorting out the FSIE's in the 50cc Gearbox Class but not able to match the flexible power band of the FSIE locked in gear.

Many of the "chopped-off" gearbox engines both 50cc and 100cc classes were performing well and the box stock solo class highlighted the difference that a good chassis and driver can make. The variety of speed, noise, and closeness of racing from the slowest Ariel engine karts to the rapid 125cc gearbox and 100 Rotary karts always kept the marshals and officials on their toes.

On the Saturday the first two heats of all classes, the conclusion of the 50cc gearbox class plus the judging of the Design and Build Competition left plenty to talk about at the Newark and Notts Showground, our home for the weekend.

The Sunday saw the sun even hotter and the competition to match. Chances were lost as

karts spun or even failed to start and performances fluctuated as different team members had their chance on the karts.

With the organisers keeping the meeting running superbly, and more important, friendly, no time was lost in explaining the Nat.S.K.A. organisation to our V.I.P.'s. Mr. J.J. Edwards of Esso could be seen getting to grips with the complexity of classes, gridding, points systems and the groaning prize table before he was called upon to present the trophies and prizes at the end of the event.

No sooner had the dust settled than people were taking their places for the prize giving. With ten racing classes plus a design competition and awards down to seventh place in the largest classes, over 60 handshakes were made and it could be seen that Mr. Edward's right hand was getting progressively oilier. Many people outside and some inside schools karting said that they felt that the spirit of the event was the best ever and it certainly showed up as being a friendly affair.

Results

Class 1A — 50cc Restricted

1st Bedfordshire, 2nd Brookvale, 3rd Breeze-hill, 4th Brookvale, 5th Cheshunt.

Class 1B — 50cc Open

1st St. Wilfreds, 2nd St. Audreys, 3rd St. Wilfreds, 4th Breeze-hill, 5th Brookvale, 6th Heronswood*, 7th John Warner.

Class 2 — 50cc Gearbox

1st Breeze-hill, 2nd Bransholme, 3rd St. Wilfreds, 5th Brookvale, 6th Breeze-hill, 7th Knottingly High.

Class 3 — Box Stock Solo

1st Bedfordshire, 2nd Brookvale, 3rd St. Wilfreds, 4th Winchmore, 5th Breeze-hill, 6th Townsend, 7th Bedfordshire.

Class 4 — Low Power 100cc

1st Breeze-hill, 2nd Breeze-hill, 3rd St. Wilfreds, 4th Heronswood, 5th St. Audreys, 6th Bransholme, 7th Barclay.

Class 5A — Maculloch

1st Barclay, 2nd Heathersett, 3rd Great Yarmouth, 4th Bedfordshire, 5th Goffs.

Class 5B — RAC Junior Britain

1st St. Wilfreds, 2nd Hextable, 3rd Bedfordshire, 4th Barclay, 5th Bedfordshire.

What a lucky lad ... by Pusher

Kimbolton, July Club meeting, second practice, gearboxes.

I live up to my name, he tears off, joins in the traffic.

First corner he gets clouted off by a spinning rabbit.

Luckily, I'm in the centre of the circuit and it looks like there's no-one else to help him restart, I start running. Now you will know I am not Sebastian Coe or the Hulk so by the time I reach him, I'm well knackered, but being gutsy, I try three times to restart him before my carcass cries "enough, give us a fag". So there we sit until the practice session finished and he pushes it back to the pits. Much disgruntled, he gets me to help him lift it on the stand. I retire to the tobacco, he starts tinkering.

"Here" he says "You didn't tighten the wheel nuts", wobbling a rear wheel.

"Oh yes I bloody well did" I respond.

"Well look at this" he says, pulling the wheel off the axle.

"Look at THAT" we says staring bug-eyed at the multi-cracked carrier bolted firmly to the rim.

IF I had been fit as a flea and had restarted him

He would probably still be in hospital.

MORAL (1) — To avoid accidents, keep as unfit as possible.

or (2) — A clouted kart must be vetted immediately.

What a lucky lad ...

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to sell?
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mini-ad

DID YOU SEE?

at the Felton RAC Jnr Britain Championship

Two ART Karts entered and they finished 2nd (Craig McWilliam) and 3rd (Jamie Kavanagh). Jamie also led the race convincingly and set an amazing fastest lap at 33.76 seconds*, using the latest Steve Carvill 'C' port Hewland Arrow.

at the Clay Pigeon GM5 Jnr Britain

Jamie Kavanagh on grid 2 for the Final, and ex-Britain Champ Steve Murphy up from 12th to 4th in a superb return to form — both using ART Karts and Steve Carvill prepared 'C' port Hewland Arrows.

at the Wombwell RAC Jnr National Championship

Four out of the Top Ten karts in the 'A' Final were ART! (only two others were even British, let alone of the same make) The leading two of these (Nick Crabtree and Simon Collins) were also using Steve Carvill prepared Arrows.

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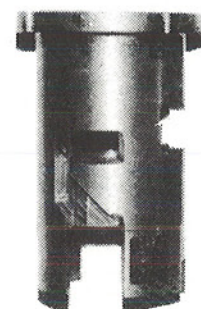
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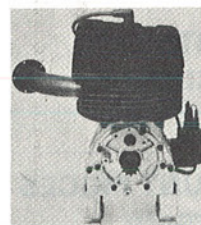
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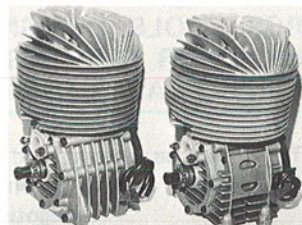


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Snetterton

Castrol Summer Championships Junior Britain

A win and two second places gave Andrew Wilson pole for the final just ahead of Nicky Kyriakides, Dean Caswell and Shaun Nicholson, who were only two points behind. Grid 2 went to Kyriakides by virtue of his better finishing position in the last heat with Caswell, Nicholson and Steven Webb next in line.

Wilson took an immediate lead from the start with Kyriakides grimly hanging on a few lengths behind. Webb got a good start to take third place ahead of Nicholson and Caswell. Wilson steadily increased his lead as second placed Kyriakides found himself being quickly hauled in by Webb. Lap 3 saw Webb latch on to Kyriakides bumper and three laps later he was through into second. Wilson's lead had by this time increased even further and he stroked home over the last half of the race to win from Webb and Kyriakides with Caswell fourth, having snatched the position from Nicholson on the last lap.

Junior National

Derek Shields, with two wins and a second, just pipped Ian Saville, one win and two second places, for pole. Next up came Simon Ricketts ahead of Darren Wenn, George Cubitt and Darren Maryon, who had only finished one heat.

From the flag Shields just held off Saville into the first corner and a great scrap looked in prospect, and so it happened, but not quite as everyone expected. First Shields went out with a sick motor on lap 3, then Saville spun out of what was a comfortable lead on lap 5, leaving Ricketts, who was having a great scrap with Maryon, to inherit the lead. Lap after lap these two continued their dogfight while Saville charged through from the back. With two laps to go Maryon at last found a way past to take the lead which he held to the flag, with Saville coming through well to take third.

125 National

Three very good races saw Stirling Morley wrest pole position from Colin Croxford and Steve Cooper. However, it was Croxford who got a flyer at the start and he quickly set about opening up a large gap over Morley, who in turn led Robert Towse, Gary Rueben, Jonathan Cook, T. Benstead and Cooper, who suffered badly at the start. At half distance Croxford's race looked a formality but Morley hadn't given up and we were treated to a thrilling finish as Morley steadily closed on the leader. Croxford, however, had done just enough in the opening laps and held on to take the flag by a few lengths with Towse third.

210 National

That wily campaigner, Fred Elderfield, donned his leathers for the first time in many months but alas 'Fast Freddie's' day was not a happy one as various problems stopped him from completing a race. Instead it was Ralph Howard who had taken the honours in the heats although he had been very hard pressed by Novice, P. Robinson.

Howard had everything his way in the final as he opened up a tremendous lead over Paul Waters, Robinson and Paul Trayhurn. Waters and Robinson had a fine old scrap for second place before Robinson managed to get by on lap 11. With just four laps to go it was too late for Robinson to do anything about the lead so he settled down to hold off Waters to the flag.

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

100 Britain

Two wins and a second had put Darren Gibbs firmly at the head of the field as the rest battled closely for the other front row place which eventually went to Martin Goodyear. Row 2 was filled by P. Smith and Ray Wake, who in turn was followed by John Raper, Chris Pollard, David Cook, Neil Wiltshier, Steve Sheldon and Paul Elkington.

Goodyear was unlucky to suffer problems on the rolling lap and when the flag went up he was carrying out some hasty repairs in the pits, leaving Gibbs a clear run. Lap 2 and Gibbs had gone out leaving Wake in front followed by Smith, Raper, Pollard and Sheldon, who were having a grand old tussle. Sheldon found a gap on lap 5 to take fourth but three laps later Pollard had retaken Sheldon and was pressing Raper hard. He was rewarded on lap 9 as he slipped by into third with Sheldon following him through. Goodyear, who had started some distance behind, was driving an inspired race and by lap 12 he was pushing Sheldon for fourth. At the front Wake was comfortably ahead of Smith and duly reeled off the final laps without incident to win. Pollard was equally safe in third while Goodyear completed his remarkable drive by passing Sheldon on the last lap to finish 4th.

100 National 'B'

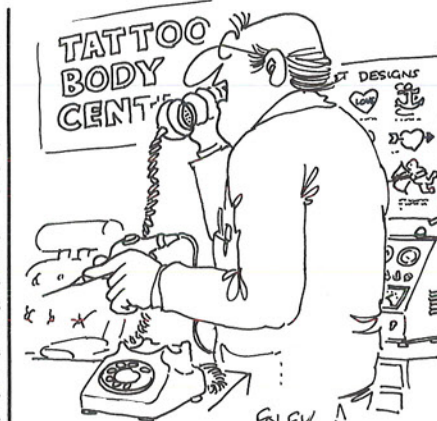
Nigel Cuttall looked the man on form with two wins but a non finish in his opening heat saw him relegated to grid 2, pole being taken by Brian Mulhearn with some consistent scoring. Simon Overett and Les Gomeche occupied row 2 followed by Colin Cage, John Green, A. Rogers, Peter Wythe and A. Goody.

Not surprisingly Cuttall blasted away from the flag, leaving Mulhearn to fend off Gomeche, Overett and Green. Gomeche took second on lap 5 and set about chasing after the leader while Mulhearn now had Overett snapping at his bumper. For eight laps these two provided some great excitement, then on lap 13 Overett finally found that elusive gap and was through. Cuttall was still controlling things at the front although Gomeche was not allowing him to relax. At the flag it was still Cuttall leading from Gomeche, Overett and Mulhearn.

100 National 'A'

Bob Kett claimed pole with a first, second and third but his task was not an easy one as Peter Giddings with two wins and a sixth shared the front row with Gordon Chenery and Miles Townshend sitting menacingly on row 2 with Robert Gant, Shaun Reid, Richard Anderson, Mike Davies and Steven Cage next up.

Indeed it was Giddings who led the field round on lap 1 followed by Chenery, Townshend, Kett and Gant. Chenery went out on lap 2 and two laps later Townshend relegated Giddings to second where he fell into the clutches of Kett who passed on lap 5. Townshend maintained a three kart lead over Kett but fortune smiled on the second placed man when, on lap 9, Townshend ground to a halt with electrical trouble. Kett proceeded to reel



OH YES, WE CAN TATTOO THE WORDS "GP WINNER", BUT I'M NOT SURE WE CAN DO IT ON THAT PART OF YOUR ANATOMY.

off the final 6 laps in total control with Giddings a comfortable second ahead of Gant, Reid and Cage.

Derek Calver

Results:

Junior Britain

1st	Andrew Wilson	C.O.R.D. Wright/ Arrow
2nd	Steven Webb	Lancer/Arrow

Junior National

1st	Darren Maryon	Sprint/Komet
2nd	Ian Saville	Dart/Parilla
Novice:	Simon Ricketts	Zip/Manx

125 National Novice

1st	Robert Towse	Star/Honda
2nd	Jonathan Cook	Tolly Cobbold Zip/ Rotax

125 National

1st	Colin Croxford	Sprint/Rotax
2nd	Stirling Morley	Zip/Rotax

210 National

1st	Ralph Howard
2nd	P. Robinson

100 Britain

1st	Ray Wake	Dart/Arrow
2nd	P. Smith	Dart/Arrow
3rd	Chris Pollard	Dart/Arrow
Novice:	Steve Sheldon	U.F.O./Arrow

100 National 'B'

1st	Nigel Cuttall	Dino/TKM
2nd	Les Gomeche	Barlotti/Manx
3rd	A. Rogers	C.O.R.D. Zip/ Yamaha

100 National 'A'

1st	Bob Kett	Mustang/F.E. Parilla
2nd	Peter Giddings	Dart/Parilla
3rd	Robert Gant	Kestrel/TKM

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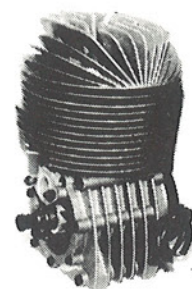
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On 31st July/1st August the Kart and Superkart and the SAM '82 contestants found themselves at the new East Anglian venue of Snetterton, at a crucial stage in both Championships. As so often happens at this point in the series, entries were beginning to drop off, with only 48 in National and 32 in Britain. There were a few notable absentees — Graham Waldron, last year's Kart and Superkart Champion, had apparently decided not to defend his title, having acquired a taste for foreign parts and working with Fullerton. The victor of this year's second round, Pete Elliot, was similarly occupied elsewhere, building up his new business. Other drivers had simply fallen by the wayside as the expense of racing squeezed them out of the arena.

As usual, most of the remaining contenders were at Snetterton on Saturday, coaxing the last couple of tenths out of their equipment, young Simon Sutton and the Gillard concern were revelling in a circuit which provided both slow corners and power straights. Wayne Homer's Dart equipment was also going well, shadowed by that of new team-mate Gary Prior. Nigel Edwards' Zip kart seemed to be handling very well with lap times to prove it, and current K & S leader Moynihan looked confident and relaxed as he toured round. (Interestingly, next door on the motor racing circuit, Kevin Warner was apparently throwing his Formula Ford around as if it were his old Dart Kart — fabulous stuff!) In the Britain arena, Pete Rochford looked sensationally quick, running a new Kelgate 'magnetic' brake system, and he was easily matching the leading Nationals' lap times. Such is the bizarre situation created by present tyre rulings ...

Sunday dawned bright, hot, and sticky, with the forecast of thunderstorms around the country. With the limited entry, few heat permutations were needed to determine grid positions for the final.

SAM '82 — IT'S COOL — SON!

The competition in the Britain brigade was as fierce as ever; Rochford looked confident but knew there was one person who could beat him — young Andrew Colson was now receiving some help from Dartford Jim in the form of the same quick motor used a fortnight before to win the RAC title at Clay Pigeon, and had convincingly staked his claim on pole for the final. Other good heat results came from Andrew Wood, flying the Mills flag, and from the ever-consistent Paul Browning working his Gillard with style and determination.

The turn-out for the B Final was small but aggressive, with the excellent Andrew King (one of the many Team Mistrale!) leading home the Northern contingent of Rupert Pool, Philip Hogg, and in the last vital position, Mark Bailey.

As they were about to set off, all sorts of nasty rumours were flying about illegal engines; "Bleed ports", "Dart ways", or — as I knew them years ago — "7 ports", invented by an Austrian tuner called Blaler around the time Fullerton won the World Championships. See — it has all been done before! Up went the flag, and poor Clark was unlucky enough to oil up, while Colson used his pole position to good advantage, snatching the lead from Rochford, Baines, Browning, Cottrell, Wood, quick man Miles Hall, and the rest ...

As the race progressed the two leaders began to pull away from the field rapidly, and treated us to one of the best races I have seen. Colson was under all sorts of pressure from Rochford,

Poleman Higgins — led early on, but had to give best to eventual winner Simon Sutton. . .



Super Simon

Sutton's first K&S victory. Hann second, with a fine third for Tillett. Homer takes the series lead with fourth as Moynihan falters.

Report: Paul Carr.

FORMULA HEWLAND? 'A' FINAL GRID

Peter Rochford
Zip/Hewland

Andrew Wood
Jeta/DAP JM

Andrew Clark
MM3/Hewland

Adrian Cottrell
Barlotti/Clevey
Arrow

Andrew Stapley
ERE Arrow

Kevin Magee
Kestrel/Hewland

David Germain
Kestrel/D.G. Arrow

Chris Burns
UFO/CBR Arrow

Mark Beddall
Reema/Arrow

Nigel Cleveley
Barlotti/Hewland

Andrew King
MM/Hewland

Philip Hogg
UFO/CSK Arrow

Andrew Colson
Dart/Arrow

Paul Browning
Gillard/Arrow

Keith Baines
Kestrel/Arrow

Martin Goodyear
Dart/C.O.R.D.
Arrow

Miles Hall
Zip/Christo Arrow

Gerard Cox
Kestrel/Komet

Sam Allpass
Dart/Hewland

Chris Pollard
Dart/Arrow

Trevor Faunch
UFO/CSK Arrow

David Smith
UFO/CSK Arrow

Rupert Poole
Sprint/Hewland

Mark Bailey
Reema/Arrow

who was all over his rear bumper. Then came a snake of karts led by Baines, packed close together, and just ahead of the duelling pair of Stapley and Germain. At third distance the form was the same, with Rochford trying everything he knew to get past the talented and sharp-witted Colson. Pete would try first one side, then the other, and even tried going over the top of young Andrew, who was having none of it and simply put his head down and kept going — this is what karting is all about.

The same gaggle of karts were battling hard, no-one giving any quarter, with the unfortunate Hall plagued with a stuck throttle which caused him to leave the circuit at unabated speed! However, Andrew King was enjoying the drive of his life; having come through from the B Final he kept closing all the time ... A quick check on the clock showed the charging King matching the times of the leaders, who were still going at it hammer and tongs — thrilling racing. Then a large gap ... Baines, Browning, Cottrell, Wood with King latched on to the end and trying oh so hard.

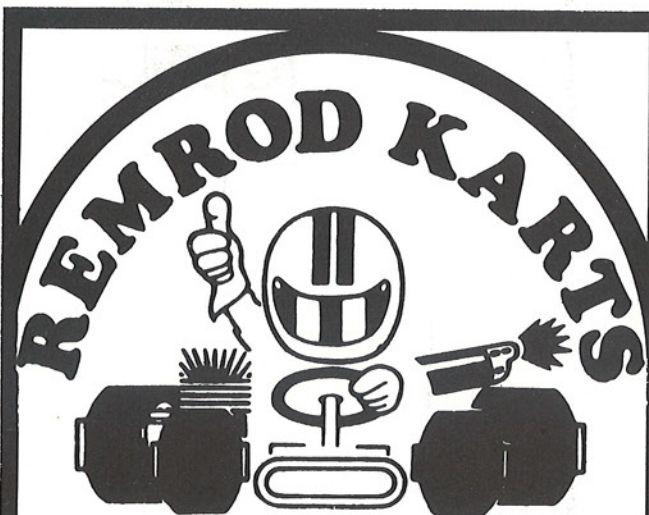
As the leaders began to lap the backmarkers, Colson was still driving superbly and absorbing all the pressure Rochford could dish out. Whenever Pete got alongside he either lost his bottle, ran up against a backmarker, or simply had the door slammed in his face — sometimes all three! After what must have seemed like an eternity to him, Colson took the flag to crown an excellent drive, with Rochford still on his tail. Following them, after a huge gap, came Cottrell, Browning, King (drive of the day), and Wood, Baines having become "involved" on the penultimate lap.

1st Andrew Colson Dart/Arrow
2nd Peter Rochford Zip/Hewland
3rd Adrian Cottrell Barlotti/Arrow

KART AND SUPERKART: S.S. — "VE HAF VAYS OF VINNING!"

Snetterton's tight, short track provided some really excellent action in the heats, and with overtaking restricted to only one or two places per lap, it became obvious that a good grid position for the Final was essential. In the first heat of the day Sutton simply walked into the distance from the front row, with his familiar Gillard/Sirio set-up, hinting at what was to come, while Moynihan's inexperience allowed him to be taken out of the fray (and perhaps out of the Championship stakes) through the quick stuff at the far end of the circuit.

The next heat provided considerable interest with the outstanding Higgins, known to some as the McEnroe of karting ("Mother, did I choke my carburettor, did I ...?") absolutely flying to the chequered flag and repeating the performance in his next heat. Nigel Edwards was driving better than I had ever seen him, overtaking where other drivers hadn't even contemplated moving out of line, and producing the fastest lap time of the meeting in his climb from the back of the grid to gain fourth place (and all



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Hann — second after winning at Wombwell.

continued . . .

this when Sarah was absent from a kart meeting for the first time in twelve years!)

Steve Tillett is a driver who is improving with every outing, and with as much Mick Fullerton power as he could handle, gained some excellent heat results — 1st, 6th and 7th — on this tortuous little track. Heat four will be one poor Edwards will want to forget; he stormed from midfield to catch leader Norman Box, only to find Box braking unexpectedly early before the left-hander. Exit one twisted Zip and a justly furious Edwards, while Box's immaculate Birel stroked home. In the same race Ian Williams can count himself lucky to have escaped with only dented pride and a few other bruises when his steering wheel parted company with the column and his new re-arranged chassis aimed him at the hardest available piece of crash barrier ...

I always love watching B finals and this was no exception. In a fierce race we saw local boy Chenery, a tough and determined Nicola Fletcher, and Martin Gilbert go through to the final with Moynihan suddenly flying forward as his new Goodyears began to bite, and taking the flag.

And so to the last race of the day. Higgins sat firmly on pole, with Sutton alongside parading a PCR. Behind them rock star Hann had young Tillett for company; on a track like this, one of these four had to be the winner ... A clean start saw a determined Higgins take the lead, followed by Sutton, Hann, Tillett, Homer, Giddings and Till. Sykes was unlucky enough to be firmly "Priorized" in the first bend, and had to restart from the back. Then came Prior,

Stephens (with the trusty old K77 flying), Box, and Moynihan, who was out to prove a point and streamed through from the back.

At first Higgins drew away from Sutton with ten-tenths effort, but as Sutton's kart began to handle he caught Derek with ease, taking Hann (who was experiencing more grip than usual) with him. When the time came, Derek was walked past on the straight by Simon, and, having one of those moments, seemed to motion Neil through also. From this moment on, Simon had won, and simply walked away; when not under pressure this lad is excellent, driving steadily and intelligently.

"A" FINAL GRID

Simon Sutton
Gillard/PCR

Steve Tillett
Gillard/Parilla

Peter Giddings
Dart/Parilla

Peter Stephens
Birel/K77!

Steve Sykes
Wilson/Parilla

Bob Kett
Mustang/Parilla

Ray Wright
Cobra/DAP

Stuart Watts
Gillard/Parilla

Ian Williams
Wilson/Hewland

Gary Moynihan
Lane/Parilla

Martin Gilbert
Zip/TKM

Derek Higgins
DAP/DAP

Neil Hann
BM/Hewland

Wayne Homer
Dart/TKM

D. Griffin
Zip/Parilla

Gary Prior
Dart/TKM

Gary Till
Dart/TKM

Norman Box
Birel/Parilla

Robin Hooker
Reema/Arrow

Robin Chuter
Sprint/Arrow

Peter McCallum
Zip/PCR

Gordon Chenery
Lancer/TKM

Nicola Fletcher
TKM/TKM

Then came Hann with Higgins in tow deciding that he could make a race of it as Neil's tyres appeared to go off. A good drive by Giddings saw him secure; a little adrift were Tillett and Homer really having a go at each other. Another gap and them came Prior and Till, showing little respect for their equipment, followed closely by Williams, Box, Kett and Stephens, with Moynihan coming through relentlessly.

In the closing stages Sutton was stroking home, his PCR sounding sweet. A now lonely Hann followed, for Derek Higgins had come off and had begun his Wimbledon walk back to the pits. Steve Tillett had inched clear of Wayne Homer with Giddings left on his own; Prior and Till were still at it with Moynihan breathing down their necks. There was a lot of tired drivers out there — not least of whom was Master Moynihan who had stormed through from the B Final and was still trying ...

With a classic little number taken from the Prior manual of gamesmanship, Gary motioned Moynihan through at the end of the straight; with no hope of navigating the corner, Moynihan tried his hand at a bit of rallying and succeeded in losing several places! And so the race was easily Sutton's, with a convincing victory for him and the Gillard team. He was followed home by Hann, who must now be in with a real Championship hope. Tillett enjoyed his best drive to date and Homer takes the lead in points with everything left to play for at the next round at Kimbolton.

1st Simon Sutton
2nd Neil Hann
3rd Steve Tillett
4th Wayne Homer

Gillard/PCR
BM/Hewland
Gillard/Parilla
Dart/TKM

KART AND SUPERKART 100 NATIONAL CHAMPIONSHIP — RESULTS AFTER FOUR ROUNDS

Driver	1	2	3	4	Total
Homer	128	128	122	121	499
Moynihan	132	130	126	94	482
Till	122	117	115	110	464
Giddings	101	98	112	119	430
Box	121	89	112	107	429
Higgins	104	102	83	109	398
Edwards	116	132	117	27	392
Prior	60	82	130	114	386
Tillett	118	114	26	123	381
McCallum	95	110	75	98	378
Hann	64	47	132	127	370
Hooker	92	77	96	104	369
Wright	31	126	104	98	359
Sutton	97	79	47	134	357
Carr	115	106	117	—	338
Sykes	103	79	44	104	330
Stephens	84	110	10	111	315
Gravett	95	111	107	—	313
Chuter	40	75	92	89	296
Matthews	108	69	113	—	290
Watts	24	107	59	98	288
Gilbert	—	77	102	92	271
Williams	118	96	46	—	260
Price	62	102	92	—	256
Mace	101	102	—	50	253
Knell	101	79	64	—	244
Fletcher	—	66	82	96	244
Murphy	—	114	92	37	243
Elliott	—	130	108	—	238
Waldron	123	55	52	—	230
Sayer	104	60	60	—	224
Hooley	18	106	90	—	214
Bridgeman	108	102	—	—	210
Bryant	117	86	—	—	203
Royston	108	16	72	—	196
Parrington	65	64	56	—	185
Percy	74	40	60	—	174
Allen	69	49	53	—	171
Priestly	47	41	—	74	162
Vincent	—	82	71	—	153

IT'S RESULTS THAT COUNT!!

NAT.

K&S — 3rd Round, 1ST. BM/MM-ARROW

K&S — 4th Round, 2ND. BM/MM-ARROW

JUN. NAT.

GREEN MAN — 4th Round, 1ST BM/MM-PCR

GREEN MAN — 5th Round, 1ST. BM/MM-PCR

JUN. BRIT.

GREEN MAN — 1st Round, 3RD. MM/MM-ARROW

GREEN MAN — 2nd Round, 1ST. MM/MM-ARROW

GREEN MAN — 3rd Round, 3RD. MM/MM-ARROW

GREEN MAN — 4th Round, 1ST. MM/MM-ARROW

GREEN MAN — 5th Round, 2ND. MM/MM-ARROW

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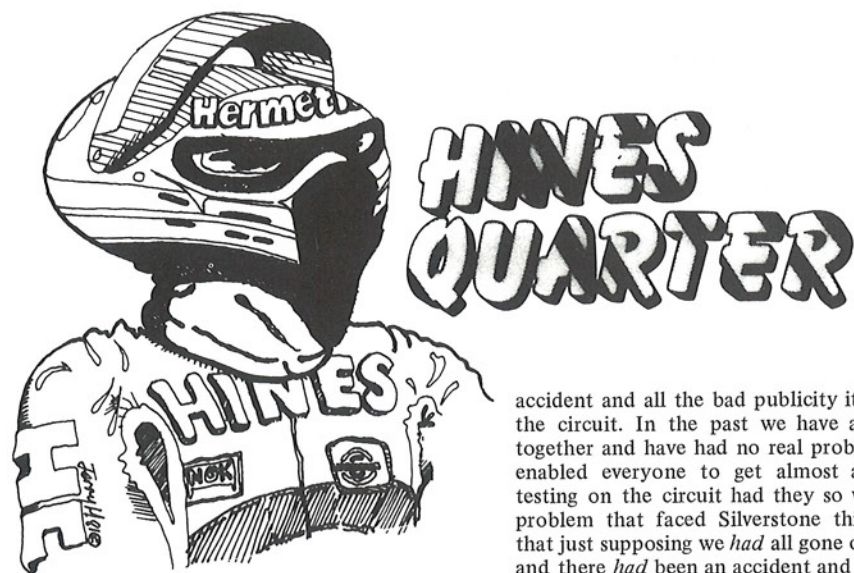
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Five Grands Prix have now come and gone and it seems that each year they get better and better, and what is even more important, each year more and more people turn up to watch. Certainly all credit must go to Hermetite and their P.R. consultants for getting the GP featured not only on the BBC 2 News but also on the BBC 1 News all that evening, where the same coverage was given to the Kart Grand Prix as for the Austrian F1 GP.

As for the racing, every Champion was worthy of his plates — most of all Reg Gange who certainly set a trail no-one else could follow. Reg had a perfect weekend, which is the only way to win a Grand Prix. Certainly in 1980 I had a day similar to Reg's day this year, and afterwards you look back and it all seems so easy — but that is the way it goes sometimes. From the moment Reg got there, he hardly changed the set-up of his kart at all — even the rain which ruined the only practice day we had, did not really affect anything. The new '82 Zip body Reg used looked as stable if not more so in the wet than it did in the dry — and without a wing. His choice to miss the Cadwell meeting and make sure he had it all together for the GP was indeed the right one. His hunch that the new '82 body was going to be the right choice also was spot on. All of this, coupled to his disappointment from last year, and the knowledge that nothing would please Jacquie Merritt, his sponsor, more (the GP was the event the late Martyn Merritt always wanted to win), was the stimulation he needed to get it all right — and that he certainly did!

Obviously the practice day arrangements had to be somewhat tightened up after Sheene's

accident and all the bad publicity it brought to the circuit. In the past we have all practised together and have had no real problems, which enabled everyone to get almost a full day's testing on the circuit had they so wished. The problem that faced Silverstone this year was that just supposing we had all gone out together and there had been an accident and a Superkart had hit a 125cc kart and the 250 driver had been seriously hurt, yes, the circuit would have been crucified by the media. I think that it will be found, upon investigation, that the accident was certainly not the circuit's fault, but it is a shame that really it was our practice day that was upset because of it all.

What I really do not understand, is that if a driver or a rider thinks it is so dangerous to have all the various classes together, then why go out and practice? I am sure there was no-one holding a gun to Barry Sheene's back and forcing him out there. On the other hand, I realise that it can be dangerous with different categories of machine on the circuit at once which have vastly different top speeds, and in all fairness, if you can get out for practice you do, as there is always something to test that will hopefully give you that extra few tenths. . . However, if you choose to run the risk then you have to take the consequences and you really can't blame anyone!

Well apart from all that, the rain really ruined the day for everyone anyway, and no matter what had happened it would not have been much different at the end of the day. What does seem wrong is that for the Motorcycle and Formula 1 Grands Prix they do seem to get about 1 week's testing over all the classes etc. Let's face it, there is a lot more of us and we get just 1 day for everyone. However, the ever perceptive powers that be at Silverstone have realised there is a problem there and have already said that next year for the Grand Prix, more satisfactory arrangements will be made for practice. They regret, however, they cannot control the weather yet — although it is being looked into. . .

One of the most surprising things to come out of the Grand Prix was the performance put up by the French contingent — the 3 L'Hermetique Zip drivers and the 2 Wynns drivers, all driving similar Zip/Rotax units. In fact there were four of them in the final — the 5th one was regrettably in hospital after an accident in the last 250 heat, although he had already made it to the final grid. When you consider that all of these drivers had only started in Superkarts in April or May this year, had no experience of circuits like Silverstone, and due to their lateness of arrival and the weather got virtually no practice, it was a supreme effort on their part. Credit must go to Etienne Batifoulier who has put the teams together. There is one thing for sure and that is that at the two French meetings on October 17th and 24th, they are going to be a real force to be reckoned with. Anyone who wants entry forms for these meetings should send me an s.a.e. and I will send them the appropriate forms. (N.B. — No s.a.e., no entry forms!)

We have decided to call the new Zip bodywork the 'Silverstone'. It does seem rather appropriate, with 3 out of the first 4 all using it and I am sure next year a very large percentage of the grid will be using it. What is worth noting, from all the testing I have done on it, is that it is as good at Snetterton and Donington as it is at Silverstone, so it's not just a 'one-circuit' body.

It was also pleasing this year to see our American friends back again. Unfortunately Bob Hyman was flown home on the Tuesday after the GP with a broken leg and foot — although he is recovering well now and it has not dampened his spirits. He is already talking about a return to Silverstone next year. American long circuit Champion, John Gibson had a mixed weekend but managed to get straight through to the final and was really going well when he came to grief at Abbey. However, I am sure that John will also be back again next year and perhaps accompanied by a few more.

The weekend was indeed a time of troubles for both Butty and myself, as we seemed to contract infectious fuel supply problems. At one stage I had two fuel pumps, one feeding each carb, and still could not get enough fuel in. Believe me we did everything possible, but could just not get over the problem, yet we were using the same set-up as John Ball, Bohlin, Styrin etc. . . and their's generally ran fine. We changed pumps, carbs., tanks, fuel etc., etc., yet still had problems down the straight every lap. Then just to fox us even more we changed kart and engine and we still had the problem! Finally we drilled everything out in the carbs that we could, and managed to get enough fuel through it to finish the final. Since then we have had a real good think about it and hopefully we have now cracked it. If we have, I will let you know in next month's column. . .

By the way, once again we have made a video film of the Grand Prix. It lasts about 35 minutes, has far less of me in it and far more racing, and is based on the Superkarts, showing virtually all the heats. The films are for sale only, not hire, at a cost of £50.00 + VAT per copy, available from Zip Kart.

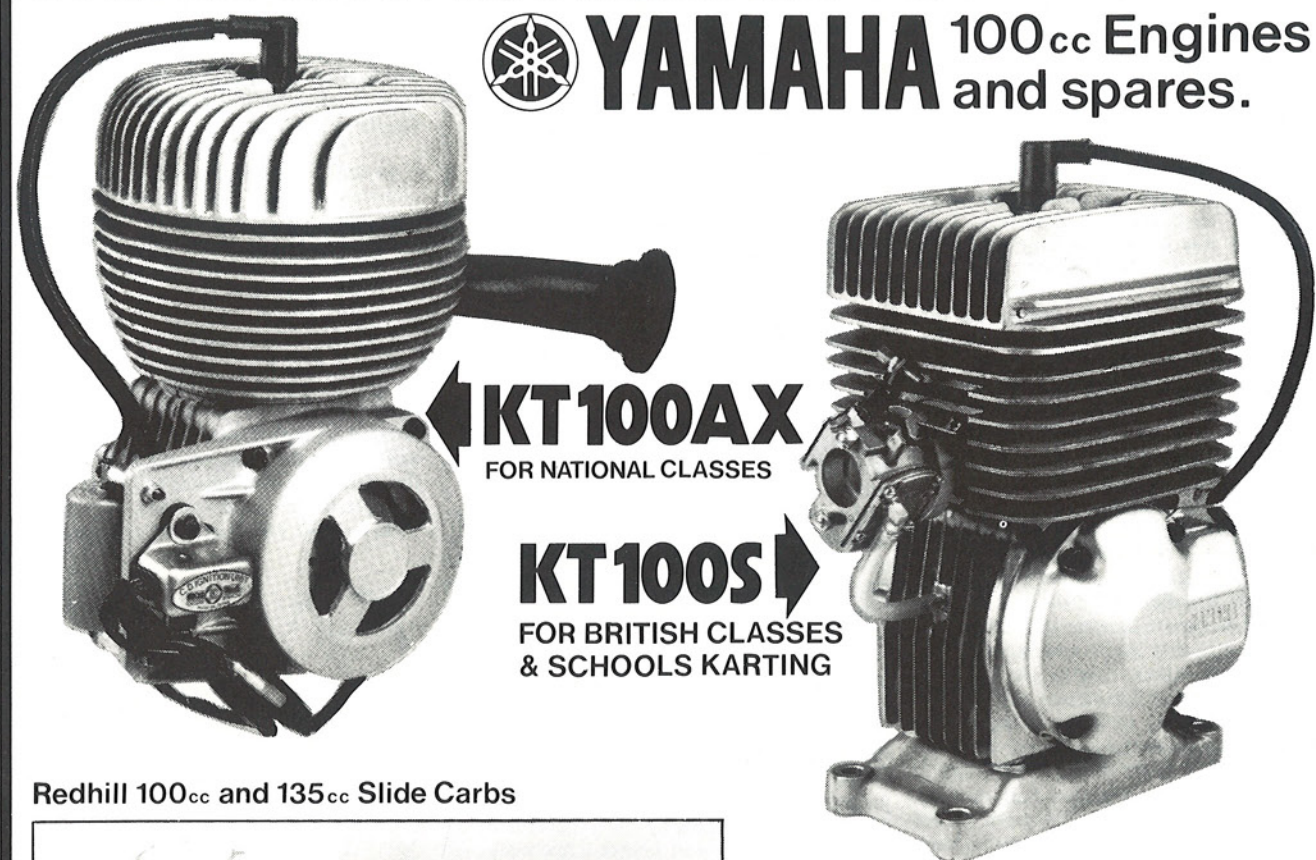
Martyn

Poor Bob Hyman's weekend ended spectacularly at Copse — but he intends to come back!!
(Pic: J. Grindrod)

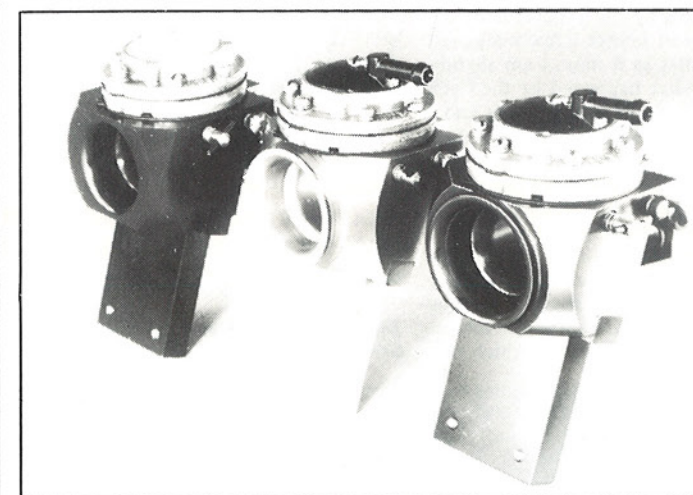
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I expect that when you look back in 1990 at all the columns I have written over the years for K&S, you will find that every year at about the same time I have had a rave about the Grand Prix at Silverstone. This year will be no exception. Wasn't it great? There's always something magical about the GP — some sort of special atmosphere. I suppose it's because the event marks an official recognition of karting as a premier motorsport.

Despite recession, this year's GP attracted a major crowd, in fact the best ever, and more than the Formula 2 race earlier this year. Mind you, when one looked round the crowds, there did seem to be an awful lot of familiar faces from the karting scene, which makes me wonder whether the whole crowd wasn't made up of karters, old and new, but then one presumes that just as the GP attracts karters, major motor races should attract their own followers too.

All in all though, it was a most exciting weekend. The Gange's, I'm sure will kill me for saying that it was a pity Reg won quite so convincingly, but there was no doubt as to the popularity of his long awaited victory. I am told also that Reg may have tied up a further year's sponsorship from Vingt-Trois because of his victory.

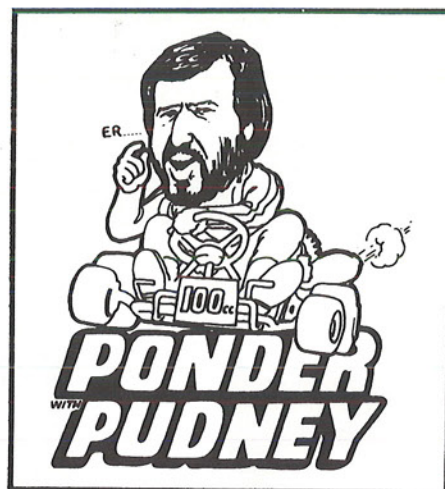
I must express a certain amount of bias towards young Kurt Luby who won the fantastically close 125 event in such fine style. Kurt was always a trier when he raced 100 International and despite being at most times out-classed by the 'factory' drivers, always retained a sense of humour through adversity. I have watched his progress in the hurly-burly of 125 with great interest, and it gave me great pleasure to witness his victory (especially as I had tipped him for victory the whole weekend!).

It was my pleasure to conduct a young lady called Juliette Brindley round the pits at Silverstone. Tim Lee-Davey, another ex-karter whom most of you probably know now races F3 and works for Brands Hatch, rang to ask if I would look after Juliette at Silverstone and give her some unbiased tips as to whom to watch etc., etc. Juliette was doing the report for the *Daily Express*, (which I trust you all read), and as she had never been to a proper kart meeting, needed someone to show her the ropes. As she is also a very good looking lady it was no hardship! ...

As we wandered round the pits introducing her to a few of the leading drivers, she passed the comment that a lot of the top Superkart drivers seemed quite old, certainly older than she had expected. At the risk of offending all and sundry, I suppose she's right. Lots of the top men have been at it for years — they've also been racing for a long time!! — Hines, Smith, Butty, Gange, Kerkhoven etc. The trouble is, who takes over? There doesn't seem to be many "youngsters" waiting in the wings of the 250 class. Remember the early days of Calvin Fish and John Ball. They were the "Young Lions". John of course, has established himself in the top echelon of 250, and Calvin has gone to race Formula Ford 2000. So who is there to look out for? Giles Butterfield is perhaps the most promising youngster, but who else you ask? What I reckon Superkarting could do with, is an influx of young talent. There must be lots of young drivers who are fed up with the 100cc scene and who can't afford or don't want to go motor racing — so why not try 125 as a stepping stone to 250? I reckon a reasonable 100cc driver is well equipped to take on the establishment — if he tried — look at Derek Price, Chris Lambden, Owen Jones etc., but as for Terry having a go, well.??

In between watching a couple of Superkart heats, I ran down the programme with Juliette Brindley earmarking the people I thought she should keep an eye on. I must admit to totally

bypassing the French contingent, even to the point of telling her none of them stood an earthly. It was with some embarrassment then, that when we thumbed through the programme quickly during a later Superkart heat to identify who it was making such electrifying progress, it turned out to be a Frenchman! To be honest, I was very impressed with some of the 'Frog' drivers. Those actually racing against the French



were in some cases less impressed, but considering their relative lack of experience they did very well. The weekend ended with a French driver in Northampton Hospital nursing a broken pelvis, so it wasn't exactly a pain-free weekend for them, but given time I reckon they could be a real force to be reckoned with. So don't think the forthcoming World Superkart Championship is a foregone conclusion for a British victory...

My instant dismissal of French chances, I must admit, results from an inbuilt distrust of the French. One always tends to judge a nation by the behaviour of a few, which of course is unfair. (I certainly hope that the British are not judged on the behaviour of some of our football fans, nor the Germans by the behaviour of the bunch in Palma airport lounge a few weeks ago etc., etc.) But be that as it may, I am slightly biased because of what happened at the Caen 6 hours, in 1968. Basically, Dave Ferris and I had won the event fair and square (or rather, David had won it — I just gave him a rest for the odd ¼ of an hour and kept the motor warm!). We had beaten into second place, a chap by the name of Goldberg... Goldpin... Goldstein — something like that! Anyway, he was quite well known at the time!! The trouble was, that dear Francois didn't much like being beaten, so he protested us. Firstly the motor, which was legal. Then the weight, which was

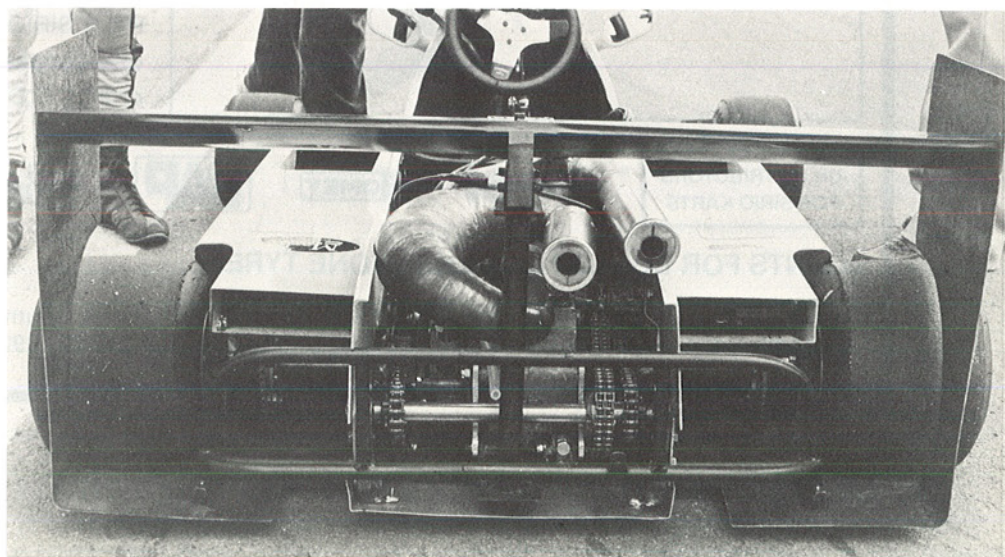
legal. Then the size of the petrol tank, which could not be over 5 litres. It too was legal. We then protested Goldstein. He was legal on motor and weight, but when his fuel tank was measured it was 5.2 litres! Did the French throw him out? Did they buggery... The French scrutineers reckoned that the fuel tank was only just oversize, so let it go... You can imagine what would have happened if we had been caught with a petrol tank "just" oversize — we would have been out on our ear. The "piece de resistance" came when we arrived at the town hall early for prizegiving to see two motorcycles on the stage amongst a glittering array of cups, the motorcycles obviously being the prizes for the winners. The stage curtain was closed, the Mayor made a speech and when the curtain was pulled back the two motorcycles had been replaced by bicycles! It is events like that which tend to influence your feelings towards a nation, rightly or wrongly...

I expect Chris Merlin will have made a few comments about Nigel Smith's rear engined experimental Superkart, so I won't go into technicalities ('cos I can't anyway), except to say IT WON'T WORK. However, before you start issuing writs Nigel (and I do classify you as a good buddy) read on. There is no way I can explain why I think Nigel's exceptionally beautiful and well-engineered device will not work — it is just gut feeling. But in terms of a publicity device, it is wonderful. Just like the ill-fated Tyrrell 6-wheeler, wherever it goes it will attract the most attention. Where were all the crowds in the Silverstone Pits? Not round the Hermetite encampment, not round the twin-engined jobs, yes, you've guessed it, they



NIGEL BLAMES THE WHOLE ACCIDENT ON JIMMY BROWN, HE SAYS HE HAD TWO WHEELS PAST THE GARAGE BEFORE IT HIT HIM.

Tasty — the rear end of the Smith project. Great PR value... (Pic: R. Calvert)



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Pics. Above: The 135 field blasts out of the hairpin for the first time headed by Alan Lane (38). Right: Lane pulled a slight gap on Simon Wright (2) before his engine broke a special factory con rod in spectacular fashion. Below: Mark Jennings held on to win the Junior National final.

continued...

began to slow. Brogan began to gain on Jennings, whilst down the field Dart passed Needham to take ninth. With three laps to go, Jennings suddenly overshot the hairpin, and although recovering, this let the faster Brogan get within striking distance. The last lap, and Jennings just managed to stave off Brogan to win by 15 feet, with Smith in third place half a lap behind, whilst fourth came Dewhurst with a well driven race.

Interestingly, the first three on the grid and in the final ran with the "old batch" tyres. Those with the "new batch" tyres spent the race sliding around the corners as if they were using Carlises...

1st Mark Jennings	BM/PCR
2nd Steve Brogan	Premier/Hewland
3rd Ian Smith	Wright/Yamaha
4th Rowan Dewhurst	Sprint/Parilla
5th Jeremy Cotterill	Sirio/Yamaha
Championship Points:	
Cotterill 216, Prior 186, Brogan 183, Jennings 176, Dart 173	

135 INTERNATIONAL:

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

Two heat wins earned Alan Lane pole position for the final, while alongside sat Richard Weatherley with consistently good heat positions.

From the start, Lane took the lead, with Wright on his bumper, forcing Weatherley into fourth place with Ward fifth. Into Billy's Blind for the first time and Grice was taken out as Knapfield drove over the top of him. With Lane and Wright clear of Weatherley, Ward, Bailey and Herbert began to fight it out for fourth



place. Lap four and eighth place Austin's engine seized, but he was able to continue. Lap six and Herbert slipped inside Bailey at Billy's Blind, only to have a front tyre puncture. Bailey grabbed the opportunity, outbraked Ward into the hairpin, and then began to pull away. Leach and Alcorn started to make up ground, and soon caught up with Ward.

Meanwhile Lane had started to pull out a small lead from Wright, but coming down the straight on lap nine, the con-rod punched a gaping hole through the crankcase. Exit Alan Lane... Leach, then Alcorn, passed Ward, only for Leach to come to a halt a lap later.

The race now started to settle down with Wright slowly being caught by the almost nonchalantly driving Weatherley, Bailey completely on his own, and a group consisting of Alcorn, Ward, Mellish and Little, with Austin gaining.



were round the Stocksigns' pits. If the machine never turns a wheel again it will have gained invaluable publicity for Nigel and especially Stocksigns, and as a P.R. job for professionalism in karting it is wonderful. Will someone though, please tell Nigel that he doesn't really have to drive it into the pit wall in front of hundreds of people to drum up interest - it creates enough attention just sitting on a stand doing nothing!

What, though, would happen if Nigel's machine was competitive? Well, it would instantly make Superkarting very much more expensive, because everyone would have to have one. Grids would look more like miniature F3 cars, but would the grids be full? I think not. All this of course is conjecture. It will be interesting to see what Mr. Merlin thinks, but if Nigel wins a long circuit race with the device within the next 12 months, I will personally guarantee to eat my plastic K&S 'celebrity' badge!!

As usual this year we had some Americans make the long trip to compete in the GP. Only two this year and one of them, Bob Hyman, ended up, for his sins, in hospital with a broken ankle (on his honeymoon of all things!). The other, John Gibson from Carolina, took me up on the offer of a bed on his way home. John had flown over on the Wednesday before the GP and returned the following Tuesday in order to get his equipment together for a race in Ohio the following Sunday... phew! That is dedication to karting - a round trip of 6,000 miles for two kart races. Of course in the States, a trip from California to Florida for a meeting is commonplace if you want to race. (Look at a map if you can't grasp how far that is) and in fact John is planning a trip to Canada soon which will entail driving non stop for 48 hours each way. Makes us Southerners think Felton isn't really that far after all!!

By lap 19 Weatherley had caught Wright, and took the lead at Billy's Blind three laps later. Bailey, out on his own, appeared to be getting bored, whilst the chasing group were continuously swapping positions. Finally Weatherley finished, a short distance in front of Wright, with third place Bailey almost half a lap behind. The chasing group finally sorted themselves out as Little, Austin, Alcorn and Mellish.

1st John Weatherley	Sprint/Komet
2nd Simon Wright	Wright/Komet
3rd Mark Bailey	Birel/Komet
4th Mike Little	Wright/TKM
5th Roy Austin	Lane/Komet
Championship Points:	
Ward 196, Grice 169, Lane 165, Alcorn 160, Wright 146	



...BUT APART FROM THIS LITTLE SET BACK, HOW ARE YOU ENJOYING YOUR HONEYMOON SIR?

Anyway, as usual we ended up having a very pleasant night out, this time quaffing wine in a rather posh French restaurant in Dorking which John reckoned was 'real neat'. There are degrees of 'neat' - plain 'neat' is okay, 'NEAT' is good and 'REAL NEAT' is pretty good. That is the only descriptive expression John seems to have, except the opposite end of the vocabulary which is summed up with a word which starts with 's' and finishes with 't' and in a North Carolina accent sounds like 'shirrrrrt'...

It's a shame that more Americans could not make the trip, because they are always good fun and good company. Let's hope the U.S. economy picks up enough to allow more over next year.

You may have noticed that I have been conspicuous by my absence, from most major 100cc events in the U.K. this year. This has been primarily caused by pressure of work, but not helped by the gradual death of 100 International and the singularly painful birth of the 135 class. Had this been a boom year for the economy I really reckon the class could have got going, but it hasn't, so there's not much we can do but wait. It's a sad fact that the RAC 100 International Championships almost passed by un-

noticed to me and probably the vast majority of readers. This previously most prestigious of events, normally reserved for Terry Fullerton or Mickey Allen, was won I am delighted to report by Biff Harris. Although I am sure Biff would have sooner won in 1978 or '79 when the competition was fiercer, most people will be pleased that what could be the last 100 International Championship has been won by such a well liked and respected driver. Going back to my earlier comments, I wonder whether Biff could become one of the "Young Lions" of Superkarting - he threatened it once, and may be tempted if the right offer was made.

By the time you read this, Kalmar will be imminent - the second World Championship run under the new 135 formula. Will it be a success or disappointing, like Parma? After Parma, I speculated that Forsman had been briefed not to win and Kalmar would be his moment. Now I'm not so sure. Apart from the fact that Terry, Peter De Bruyn and Mike Wilson are all going really well, there is another Swede, Andskar, who could pose a tremendous threat to Forsman at home. Andskar is currently joint leader of the new 135 European Individual Championship along with De Bruyn, and whilst not yet being an outright winner could certainly be one of the surprises of Kalmar, especially as performing in front of a home crowd seems to bring out the best in people.

Kalmar will almost certainly be Da Silva's last real chance of outright victory in the World Champs before he embarks on a completely full time career in car racing (although rumour has it that he may be signing an F3 contract this week, which could prevent his taking part). Kalmar will be fascinating. I just hope the racing will be as close as it used to be in the good old 100cc days. We shall see...

JOHN PUDNEY

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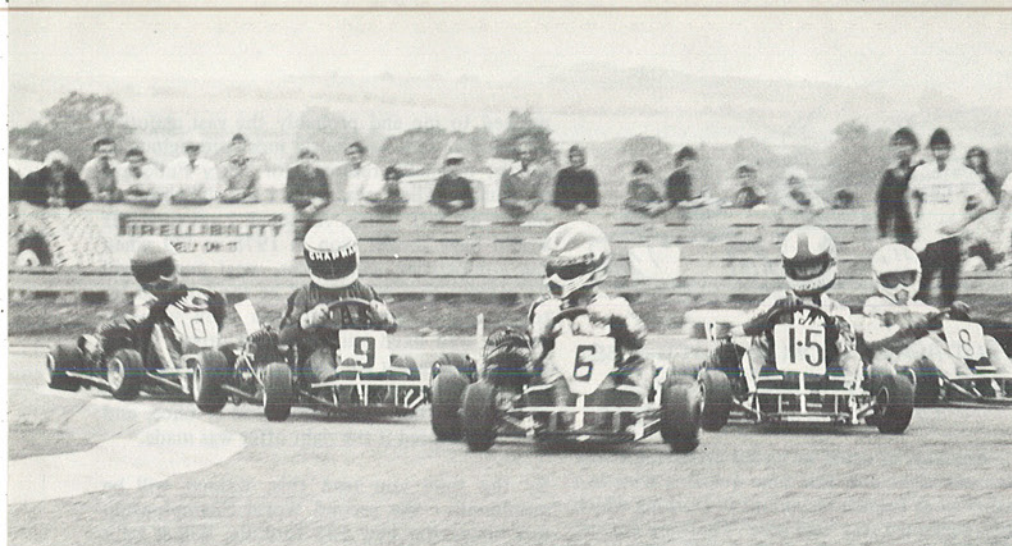
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Plato's "1"

Plato takes a 'home win' in the British Junior Britain Championship at Felton. McWilliams runner-up, with Kavanagh third after leading.

The northern venue of Felton was the scene for this year's 100 Junior Britain RAC Championship, and a field of 30 or so Juniors assembled on August 1st to do battle.

As usual the class proved very competitive, with no outright dominance, and the final result not decided until the last lap ...

The entry dictated that five qualifying heats would be needed, each competitor getting three starts in their attempt to take that valuable pole position:

Heat 1: From a handy starting spot, Jason Plato led all the way, from Stephen Key. Progress through the pack came from David Price who steadily picked his way through to third.

Thumbs up all round as Plato crosses the finish line and takes the title. (Pic: V. Heslop)

Heat 2: This time it was Jamie Kavanagh's turn to show the way, followed initially by Francis Stewart and Neil West. However, the Green Man regulars soon began to show, and Piers Hunnisett moved up to second as Plato arrived in sixth, on his way to an eventual third.

Heat 3: Gary Chapman came home first, after relieving Andrew O'Hara of the early lead. Gary Cromar held on to third from Hunnisett. Defending Champion Steve Murphy, not having a good day, went out.

Heat 4: A critical heat. An extra lap was accidentally allowed, and during it leaders Jamie Beasley and Plato collided, allowing Mark Salter to cross the line first. However, a quick consultation of the infamous "Blue Book", and the results were declared as at the previous lap, something for which Plato was to be extremely grateful ...

Heat 5: A relatively quiet heat, led all the way by Andrew Wilson, with Hunnisett and Kavanagh taking the places from a mid grid start.

First corner, and Plato (6) heads Chapman (9), Hunnisett (15), Beasley (10) and McWilliams (8). (Pic: V. Heslop)

And so, after the last chance 'B' final, to the Championships decider - 20 laps around Felton, with a set of No. '2' plates waiting at the finish.

After two rolling laps, Plato led as they slid out of pit corner, and immediately a bunch of four detached themselves slightly to fight it out - Plato, Chapman, Hunnisett, and Kavanagh. The latter was making the moves, closing up onto leader Plato's bumper, and on lap five slicing past on Paddock bend to lead.

It was now nose-to-tail stuff for all the next six or seven laps. Meanwhile, Craig McWilliams was making spectacular progress from a bad grid - steadily picking off the midfield until he reached the lead bunch, eventually slotting into third not far behind Plato and Kavanagh. This was getting exciting!

Into the last lap and Kavanagh timed his move - down the inside at Paddock to lead once more. But Plato wasn't having this, and as he desperately searched for a path back past, clipped a kerb and literally flew over Kavanagh, knocking him to one side.

And so it was a jubilant Plato at the line. Craig McWilliams crowned a superb drive with second, while poor Kavanagh could only resume to settle for third ...

Result:
1st Jason Plato MM3/Hewland
2nd Craig McWilliams ART/ART Hewland
3rd Jamie Kavanagh ART/ART Hewland

From information supplied by S. Heslop

Jamie Kavanagh moved right through to lead on the last lap, but a tangle with Plato moved him back to third. (Pic: V. Heslop)



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The return of the Stansted Green Man Championship to Clay Pigeon for a second round this year, found dry practice and race days for a change. The pit talk mainly consisted of the annihilation of the British at the Junior World Championship and as usual, tyres ... The latter hinged on the well known fact that the Clay Pigeon track is highly abrasive, and is getting worse. Practice showed that tyres could be worth anything up to two seconds per lap. Unlike the previous round at Wombwell, Saturday saw a supply of Dunlop tyres, so the one set tyre rule was re-introduced for the Juniors and so the majority practised on used tyres on Saturday, saving their new tyres for the racing on Sunday. The Junior Britains appeared happy with their SL tyres, but the Junior Nationals' rear tyres were from a "new batch", and were diabolical on the Clay Pigeon surface - they soon "went off" and wore very rapidly. Those who used tyres from an "old batch" soon found themselves at a distinct advantage over the others.

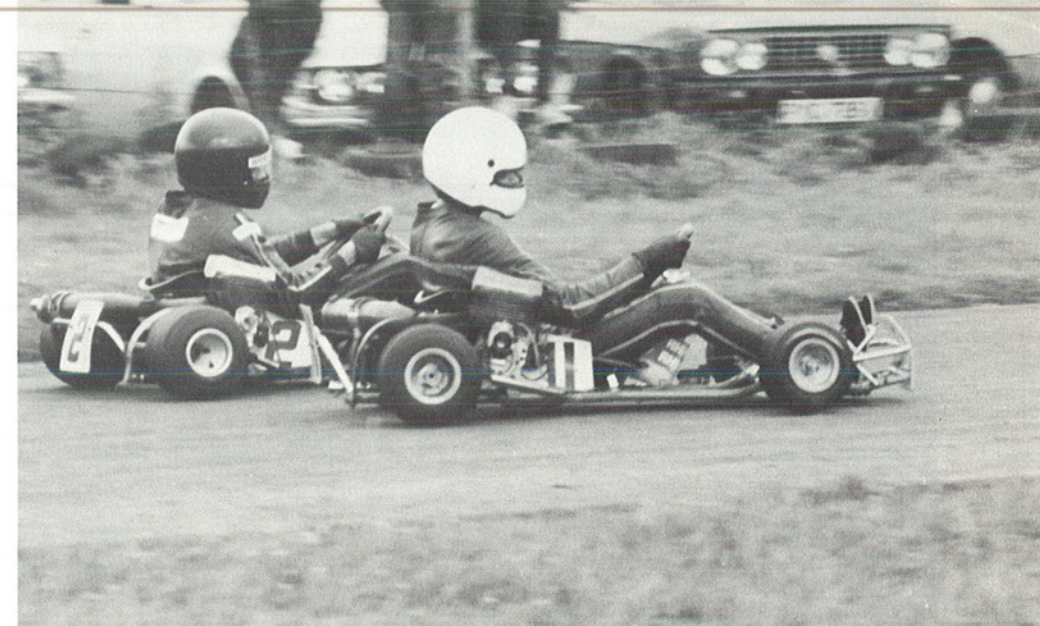
Meanwhile the reliability of the 135's improves with each meeting, with very few dropping out during the heats and final due to engine problems.

100 JUNIOR BRITAIN

Kavanagh	O'Hara ▲
Beasley	Hunnisett
Hunt	Cuff
Plato	McEwen-King
Reeves	Chapman
Murphy	Turner
Kemp	Salter
Banks	Elmore
Bond	Wilson
McNish	Price
Elliott	Maple
Webb	Dackner

From third position on the grid, Hunnisett shot into the lead and began to pull away from the rest of the field. Behind, two groups drove around the circuit nose to tail, with Beasley leading O'Hara, Plato, Hunt, Kavanagh, Cuff and Murphy. Beasley however, started to slip backwards, with the rest of the field queuing up behind him. Lap two Plato went past, lap four O'Hara and lap six Hunt. On lap seven O'Hara came to a sudden halt with a seize on the main straight.

Piers Hunnisett led the Junior Britain final all the way with ease. . .



John Weatherley slices inside Simon Wright to lead the fifth Green Man round.

Win For Weatherley

Weatherley gets Green Man victory as pace-setter Lane goes out. Wright and Bailey take the places. Jennings hangs on for Junior National win, but it's Hunnisett all the way in Junior Britain. Report: Norman Box.

At the front, Hunnisett was continuing to pull out his lead from Plato, Hunt and Kavanagh who had passed Beasley on lap nine, with Murphy and Turner outraking him into the hairpin on lap 12. Turner finally spun at Billy's Blind on lap 14, whilst contesting fourth place with Kavanagh, Murphy and Cuff. Lap 17 and Murphy overtook Kavanagh around the outside at the hairpin, whilst up front, the leaders were now cruising to the finish. Finally Hunnisett took the chequered flag, an easy victor from Plato, and Hunt crossed the line with a very rapidly gaining Murphy on his rear bumper.

1st Piers Hunnisett Kestrel/Hewland
2nd Jason Plato MM/Hewland
3rd Sammy Hunt Goff/Hewland
4th Steven Murphy ART/Hewland
5th David Cuff Sprint/Hewland

Championship Points:
Plato 265, Hunnisett 226, Banks 199, Murphy 172, Hunt 152

100 JUNIOR NATIONAL

Jennings	Smith ▲
Foster	Brogan
Crabtree	Brown
Dewhurst	Prior
Dart	Cotterill
Harvey	Needham
Margerison	Thorpe
Woolford	Hunt
O'Hara	Filkin
	Briere-Edney

Front row for the final was made up of Ian Smith and Mark Jennings, both having finished well up in the heats. Third position was Steve Brogan with two heat wins, the other heat being won by Martin Prior, but a punctured tyre in another heat put him down the field. Championship leader Jeremy Cotterill found himself starting in the middle of the grid, following a seize in his first heat.

The first lap start saw Smith take the lead from Jennings, Brogan and Foster, followed by Crabtree, Dewhurst, Dart, Brown and Cotterill, with Harvey and Margerison colliding. Lap two and Jennings took the lead. Shortly afterwards Foster, Dart and Brown collided in the with Brogan passing Smith at the same spot on lap five. The race was now beginning to spread out - Jennings leading Brogan, Smith and then a group consisting of Crabtree, Dewhurst and Cotterill, then Thorpe.

Lap seven and Dewhurst outraked Crabtree into the hairpin, with Cotterill following through on the exit to demote Crabtree to sixth position. Midway through the race and Smith





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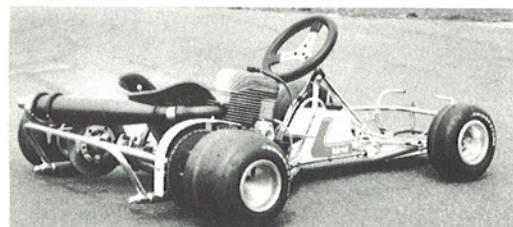
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Every time I open a copy of *Kart and Superkart* or *Karting* magazines, I end up reading yet more letters to the Editor about tyres, both for and against the 1982 tyre regulations. At virtually every club or SAM series meeting I have competed in this year, the conversation, debates or arguments that go on about Dunlops become decidedly wearing when you hear the same things — both for and against — time and time again.

I am therefore somewhat dismayed to find that for 1983, the new tyre regulations contain not only Carlises and Dunlops, but Goodyears and Bridgestones as well.

All I am interested in is seeing the 100 Britain Class grow so that SAM and Junior Green Man series get entries of 50 or more — not the 30-odd that appears the norm for '82. And similarly that the British Championships, both senior and junior, get the entries they deserve — that is 80 or more, and not as was the case in my own Senior Championship at Clay Pigeon — 46 entrants with only an 'A' and 'B' final.

The idea, as I understand it, of the 100 Britain class is to restrict the cost of karting, and allow the limited budget karter a competitive and realistic chance. I am of the opinion that the 1983 regulations, far from solving the 1982 problems and arguments, will just serve to create further dispute and splits in the class. I feel that it is time that a comprehensive opinion poll of 100 Britain drivers was taken and the results presented to the RAC with a view to averting the problem before it starts by showing what the drivers who make up the class want.

Complete the following questionnaire and return it to me as soon as possible. I will collate the opinions of you the drivers and forward them to the RAC.

Remember! — if you compete in the 100 Britain class, either senior or junior, and *don't* fill in this questionnaire, don't complain about whatever the RAC decide for 1983 ...

Tony Negal
RAC 100 Britain
British Champion 1982

100 Britain Tyre Survey, September 1982.

Name: RAC Licence No:

Address: Club:

Phone No: Senior or Junior:

1. Have you raced in 1982 on Carlises?

Answer:

5. If 'no' to 4, would you have entered if the series had been run on 1981 tyre regulations?

Answer:

2. Have you raced in 1982 on Dunlops?

Answer:

6. Did you enter the RAC British Championship this year?

Answer:

3. If 'yes' to both 1 and 2, which tyres in your opinion offer the best value, and competitively last longer?

Answer:

7. If 'no' to 6, would you have entered if the meeting had been run on 1981 tyre regulations?

Answer:

4. Did you enter SAM series or Green Man events this season?

Answer:

8. Assuming you have a choice for 1983, would you like:
(a) '81 tyre regs. — i.e. Carlises only
(b) '82 tyre regs. — i.e. Carlises and Dunlops
(c) '83 proposed tyre regs. — i.e. Carlises, Dunlops, Goodyears and Bridgestones

Answer:

Now send this questionnaire to me: Tony Negal, of Crown Cards, Unit 68D, Dartford Industrial Estate, Powder Mill Lane, Dartford, Kent DA1 1NX.

Anyone wanting a copy of the collated results of this poll, please include a stamped addressed envelope, and I will be happy to forward one.

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1st	Reg Gange	ZIP GRAND PRIX
2nd	John Ball	ZIP GRAND PRIX
3rd	Dave Buttigieg	ZIP GRAND PRIX

WHAT ABOUT THE NATIONAL CLASSES?

125 NATIONAL: 1st Kurt Luby	ZIP GRAND PRIX
210 NATIONAL: 1st Richard Boston	ZIP GRAND PRIX
250 NATIONAL: 1st Alan Mugglestone	ZIP GRAND PRIX

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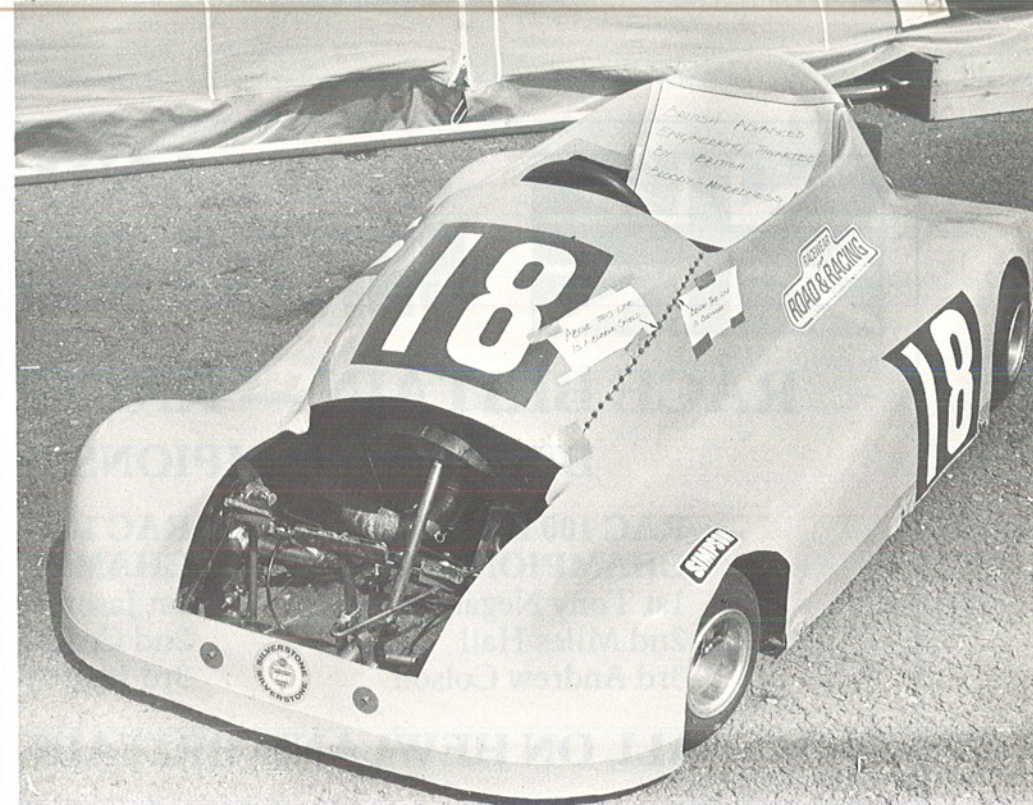
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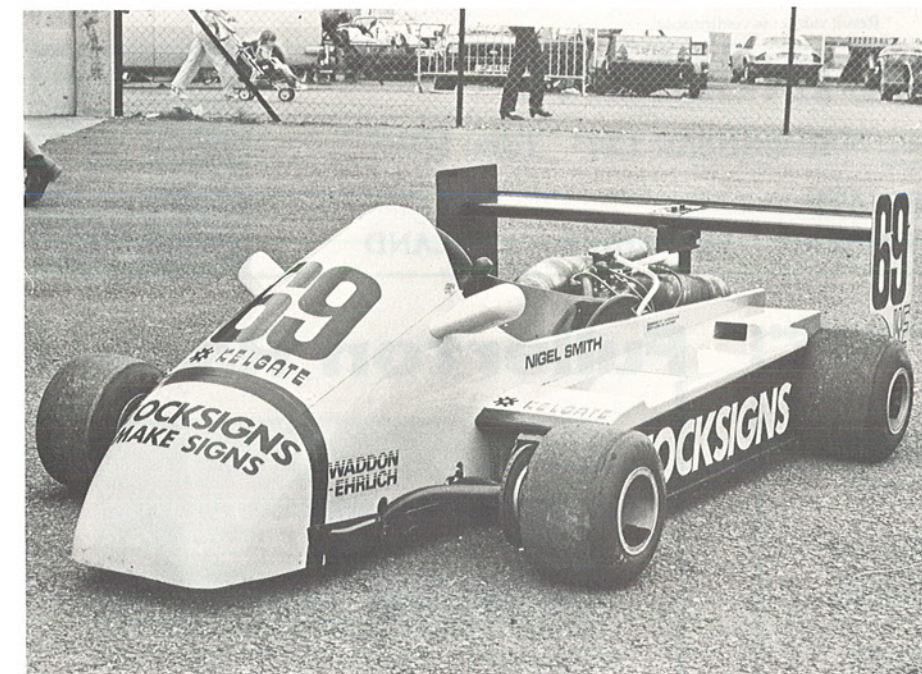
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Kurt Luby continues to establish his reputation by narrowly winning the 125 class, and is now talking and thinking about 250 next season, sponsor permitting. One aspect of the 125 top men I find curious is the fact that they regularly sell their winning engines. This applies to both Ziemelis and Luby who make a regular practice of it. It either underlines the confidence they have in their own driving ability or the fact that after a hard race the engine is ready for selling! I am not sure what to make of it. I shall have to find out who they sell them to, and watch the new owner's progress. . .

Whilst tyres of all makes were one of the problems at Silverstone, many people were also suffering fuel feed problems, both too little and excessive, producing richening or drying up half-way through the final. I have never liked the crankcase actuated fuel pumps - even the highly expensive Volvo pump was not doing its job and quite a few people only did about 4 of the 8 lap final in 250 before their engines would no longer pull top gear and in many cases only managed about 11,000rpm in fifth. . . The axle driven pump, which only has to operate about 4,000 cycles or functions a minute at 140mph, seems to have fallen from favour whilst the crankcase motivated, rather hit and miss diaphragm pumps have to work at 12,000 cycles a



125 Special - Paul Ansell's BMS Rotax ...



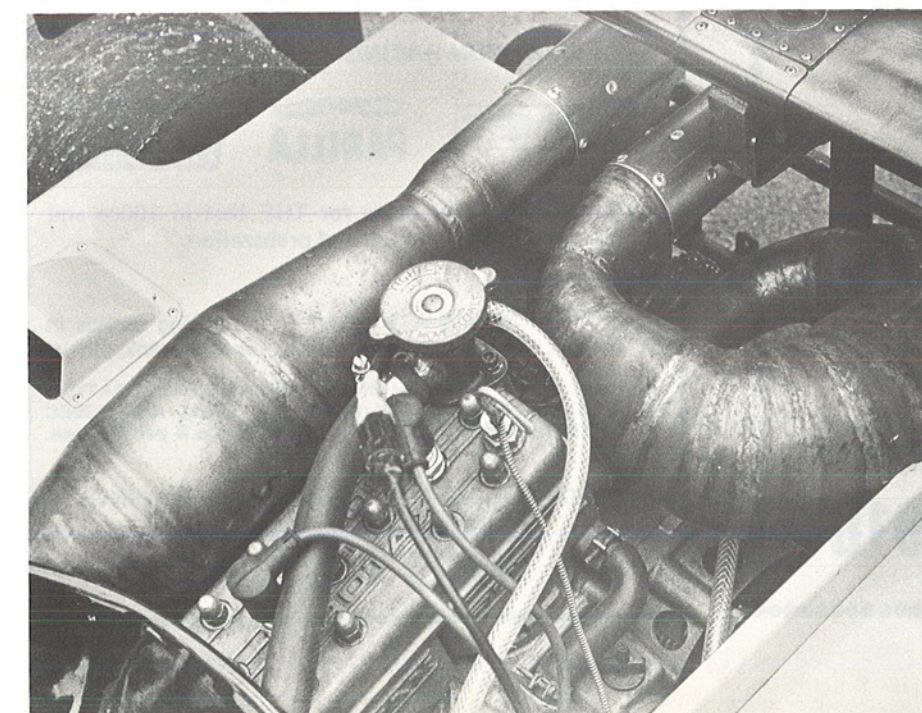
minute, which is well over twice what they are designed to do, and in my opinion there is no way they can be effective for long in such conditions. The axle driven pumps are designed to work off the camshaft of a four-stroke engine - half engine speed - and about 4,000 cycles a minute is therefore about the limit at which they can be expected to function efficiently. I'll be interested to see who takes notice of a mere scribe!

As already stated tyres were, as expected, a problem. Ball and Gange however, with the new body, said their tyres - Bridgestone and Burris respectively - were hardly getting warm. The super-slippery fibreglass gives phenomenal straight line speed, but negligible downforce, thus giving the tyres an easy time. Owen Jones, by comparison, had his off-side front tyre destroy itself after only three laps, eventually losing all its pressure. He barely battled on, relying upon centrifugal force to keep it more or less round and about the right diameter! He got home, but naturally, as last year, lost some good positions.

I am not sure on what grounds it was deemed not to comply with the regulations, but there was a very attractive special in the 125 National Class, the work of Paul Ansell - no relation to Phil of that ilk. Powered by a Rotax, the engine was front mounted between the driver's legs, with an extension shaft supported by a bearing from the engine sprocket, taking the chain line out to the side of the seat and back to the rear axle. The chain run was quite long but no longer than that on a motorcycle and there is no suspension movement to concern oneself with. This was then enveloped by quite an attractive fibreglass skin. As I say, the scrutineers had given it the thumbs down and it didn't race. Though I went back to the kart three or four times over the weekend to talk to the owners, they had deserted their creation in disgust, leaving various silent protests attached to their many hours of work - "British Advanced Engineering - thwarted by British Bloody-mindedness" etc. . .

Chris Merlin

Left above: The project - will he ever use those mirrors? Left: Congested engine compartment looks more like an F1 Renault turbo! ...



Last month's column sparked off one or two comments regarding the age of some drivers in 250 International, including a flat denial from Buttigieg that he had ever made any such statement! Why I bring this up again is simply the fact that there was a very attractive young lady at the Silverstone GP who writes for the Daily Express, being ushered round by John Pudney JP, who made an observation that rather made me smile. When I asked the blonde Juliet Brindley what she thought of it all (a highly original opening gambit) she seemed to be very favourably impressed, but added that the drivers were, on the whole, a lot older than she had expected when she compared them with the up-and-coming men in motor racings various single seater formulae. My explanation for this was that to some extent, unlike the abundance of rich men's teenage sons in motor racing, a large number of the top guys in karting were there due to their own efforts and many of them were hard working self-employed businessmen, and you don't get there until you are in your late twenties or early thirties. In fact I was quite disparaging about the average sort of play-boy image I associate with the little rich boys who populate Brands Hatch etc. It then transpired that she also had something to do with Brands Hatch, on their public relations side! So my views went down like a lead Zeppelin! This splendid lady is a racer herself — she has a sports car drive — and her husband John, drives a big hairy McLaren. . .

On the subject of Brands Hatch and the kart meeting, one notable who was there was the very prominent, both in stature and reputation, Surrey cricketer, David Smith, who usually bats number 3 and is having a very impressive season. He was nursing a broken thumb he had sustained in the pursuit of that highly dangerous English pursuit involving the striking of a lethally hard lump of leather with a piece of willow. David's father Dennis, has for a long while now been a competitor in 210 Villiers with a Barlotti. I first met David at a mutual friend's party about five or six years ago when he was a little uncertain of his future in cricket, and only getting an occasional game in the first team with Surrey. It is good to see his career blossoming — people in the know regard him as a good prospect to represent the country in a season or two. Whilst I am far from being a cricket fan, it is nice to vaguely know someone whose progress you can follow, particularly when he gets a complimentary mention on the sports news, which happens quite a lot these days.

Ex Villiers Champion Gordon Douglas and Graham Roscoe got into a spot of bother at Silverstone. They now both have Rotaxes, having started the season with Yamahas and Gordon, having had a very good heat result, finishing second, was required to be weighed. He obviously wasn't either expecting to finish this well up, or was unaware that he might be a bit 'border-line' when it came to the scales. Anyhow, team-mate Graham Roscoe helpfully handed Gordon a helmet whilst he was on the way to the scales. Unfortunately a sharp-eyed observer pointed out the fact that it wasn't Gordon's helmet and it seemed to look rather heavy — and did contain an assortment of ballast! It should, however, be pointed out that the deficit that Gordon was endeavouring to make up was only about 1½ kilos. For their troubles they were both excluded from the meeting — Graham for aiding and abetting! . . .

This was not the beginning of Roscoe's eventful weekend. No-one can deny the fact that Graham has rather a reputation for spirited driving — and it would seem that the "give a dog a bad name" expression came true, and that his notoriety was known by the strong French contingent at the Grand Prix. On the

closing lap of one race at Silverstone, Roscoe, slowing with engine problems, came upon a Frenchman obviously hurt, trapped underneath his Zip/Rotax in the middle of the track. Without more ado, Graham stopped his machine and performed the "good Samaritan" bit, lifting the kart off the unfortunate Frenchman and waiting for help to arrive. When he later returned to his pit he was met by an avenging horde of "frogs" ready to lynch him (or more probably the guillotine would be used) for his misunderstood attentions. They apparently assumed he had caused their compatriot's demise! . . . No, it just wasn't his weekend! . . .



The Chris Merlin column

For that matter Nigel Smith won't in future take much notice of the theory that lightning does not strike in the same place twice, or thrice for that matter. His team struggled all of Friday practice to coax his fabulous new 'project' to make a noise, and when in the early evening it eventually did, the throttle is supposed to have stuck open and in the execution of a spin turn at the end of the pit road it took on an unequal contest with the concrete pit wall. Fortunately, the damage was more or less superficial, and a short demonstration was given on the warm-up strip on Saturday evening. Not before, however, the enthusiastic Justin Steele had overturned Nigel's kart trolley and Zip on the way to the dummy grid whilst towing behind a monkey bike! And then, after probably starting the Grand Prix final a joint favourite, a piston peg came loose and he only completed a lap. It is becoming rather a habit for Nigel to watch the Grand Prix from Copse Corner — remember last year? Hard luck Nigel. If nothing else, his performance and new lap record does underline the power of his Ehrlich motor. As one 'wag' put it, compared with the other quick men, Nigel's kart was about as "aerodynamic as a brick!"

This cannot be said of the 'project', having its first public airing. If it can be made to get round corners at a respectable speed it will be a very formidable machine next year. I have seldom seen a kart attract more attention at a meeting — it is a shame there aren't more specials such as this. 'Super Yank' has made a superb job of the kart and body in particular, though it must not be forgotten that Richard Tapper was the prime mover of the original design.

Ricardo Tapper has now left Nigel Smith and is doing some racing himself. Like our Editor, he too is an ex New Zealand National Champion. He has been driving a borrowed Zip with an 'H' power valve Yamaha propelling it. Richard went to the bike GP at Silverstone and after seeing an 'H' Yamaha clean up the 250 class, beating the Kawasakis and leaving any Rotaxes well behind, was convinced he would go home from the Kart GP the new holder of the coveted plates! It didn't quite turn out like that, but he enjoyed himself and came home the wrong side of 20th position or thereabouts, his enthusiasm only slightly dampened!

Front view of "the project". Well fed-up Super Yank looks on, whilst Graham Roscoe — behind the kart — studies the rear for the most vulnerable point to attack!



Reggie's Remedy

Gange walks away with the Superkart Grand Prix. Ball and Buttigieg take the other places on the rostrum. Record crowd applaud a popular win. Other GP titles to Luby (125), Boston (210) and Mugglestone (250 Nat.).

Report: Mike Smith.
Pics: Roger Calvert.

The fifth birthday of the Daily Express/Hermetite British Kart Grand Prix was celebrated at Silverstone over the weekend of August 14th and 15th. The annual extravaganza of long circuit karting continues to impress everyone present with its mixture of first class, high speed racing and friendly family atmosphere. Ken Lawrence, Sports Editor of the Daily Express, was sufficiently impressed to say he felt the Grand Prix beat both the car and bike meetings for excitement and enjoyment. With a promise that both the Express and Hermetite Products would be back in 1983, that can't be bad. . .

Probably due to an increase in media coverage over recent months, the crowd present on the Sunday was certainly much larger than ever. The Press and local radio, together with video crews, were present in large numbers — hopefully

they were convinced that karting is a promotable branch of motor sport and well worth a little more attention at other times of the year.

With over 350 names listed in the programme, over the four classes, countries represented in addition to Britain included the U.S.A., Denmark, the Netherlands, South Africa, Austria, Sweden and France. The weather was reasonably kind throughout the weekend although a fairly strong wind persisted and gave way to the odd shower of rain but not enough to seriously affect proceedings. Friday however was a different story, and practice sessions almost became a waste of time with torrential rain making any hoped for setting up out of the question.

Pit Chat. . .

Around the garages and Paddock area, full bodies were numerous, (fibreglass ones that is) and the problems encountered with the extra appendages brought forth some interesting tales, some repeatable, some not. The centre of attention on Sunday morning during the public pit lane walkabout was the rear engined creation of Nigel Smith's, about which Mr. Merlin will

Out of Copse and Gange is on his way, shadowed by Ansell, Bohlin, Lambden, Ball, the lucky Richard Dean (see page 21 ...), Chris Taylor, and Steve Lawson. (Pic: P. Grindrod)

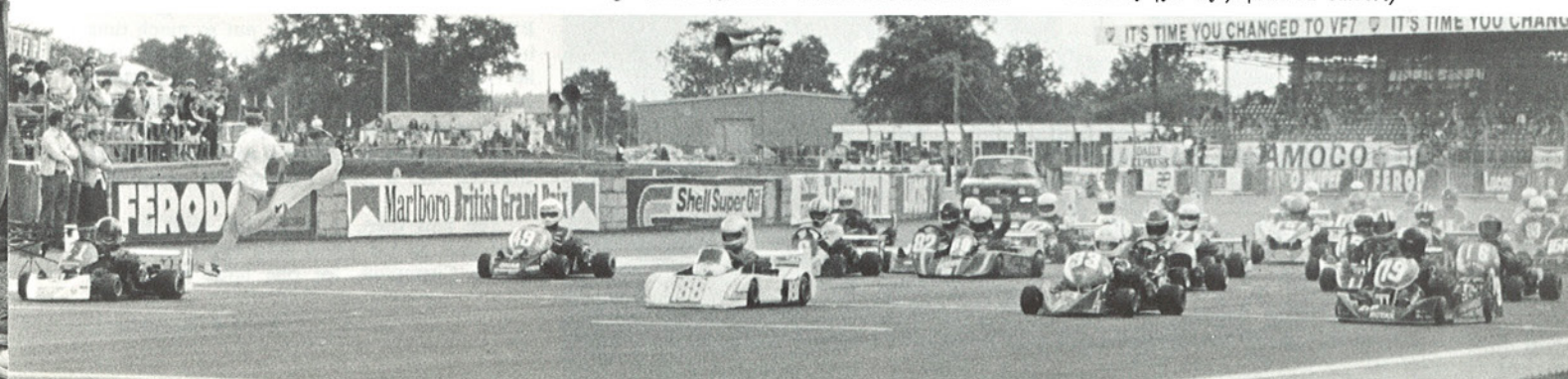
undoubtedly enthuse. But for reasons C.M. will probably elaborate, it was the conventional set up that Nigel actually raced, but we will come to that a little later. . .

Defending GP title holder John Ball, running his fully enclosed outfit under the Hermetite Zip banner with additional support from Zip Discount Centres, didn't turn a wheel until official practice on Saturday but seemed quite pleased with the way things were going. European Champion Dave Buttigieg was running the Memorex outfit with a modified version of last year's Can Am style, but suffered dreadful handling problems at times and by the time the final came round the Memorex crew had worked like beavers to return to more normal fibreglass.

By Sunday, the Hermetite Zip Team had only one driver using the full bodied concept and that was Martin Hines. With one of last year's Can Am type, plus a 1982 body — still very much an unknown quantity — Martin's progress at times, especially through Woodcote, looked a little twitchy to say the least. Carolyn and Simon were both running conventional outfits, the latter having tested and unfortunately dented his '82 body machine on Friday. Martin, however, unlike last year when he discarded the Can Am style for the final, persevered with the enclosed one this year and as you will read it got better.

Reg Gange and the Vingt-Trois Team were running the bodied kart, but with a few amendments here and there and minus a rear wing. Reg and his crew expressed some satisfaction regarding the general handling and certainly out on the circuit the Vingt-Trois driver looked very stable.

125 National blast off, headed by eventual winner Luby (far left). (Pic: R. Calvert)





The 250 National GP is under way, with Rodgers (100), Newby (GP) and eventual winner Muggleston (50) away well. (Pic: R. Calvert)

continued . . .

Up-and-coming youngster, Giles Butterfield had the Can Am type on the Rugby Club Zip but after Saturday it was back to wing and fairing with Giles declaring the body undrivable! That marvellous ambassador for karting, Super Swede Lennart Bohlén, was Zip mounted with an SRS Rotax and once racing got underway certainly looked very quick and definitely one to watch. Looking at Nigel's "project" with Lennart I asked "what do you think," to which he replied "I don't know - I have one at home." He then did his publicity bit and promptly stuck his sponsor's name, Loctite, on Nigel's kart! Lennart later found some more interesting places for his stickers such as his enthusiasm for the sport! . . .

The home runners who were not parading anything new in the way of bodywork were sure they were right to stick with a tried and proven set up. Chris Lambden was one not to change the looks of his outfit except in the name of his sponsors, Talasan Insurance taking over from LBF on the blue Zip/Rotax. One or two small mods were lined up by Chris but the heavy rain of Friday almost curtailed the practice session and any hopes of proving if they were worthwhile or not.

A very colourful addition to the entry list were the two French Teams, Michell Trolle and Denis Bernard representing the L'Hermetique/VSD equipe, the French equivalent of our own Hermetite Team, and Michel Fabre, Bruno Briquet and David Alves running the Team Wynns/VSD trio of Rotaxes. One black spot for the French visitors was the unfortunate accident at Stowe in the last heat on Sunday when the Supercharge/VSD of David Alves flipped, resulting in the driver being transferred to hospital with a fractured pelvis.

Back to the home drivers and Phil Ansell was seen running with DMA assistance as FSO concentrated their efforts in Steve Styrin's direction.

The other three classes, as usual for a meeting of this importance, were very well supported with all the expected front runners present. But after all the spanner work and preparation, at 1.45 p.m. on Saturday the talking had to stop and the 125's came out to set the wheels rolling in earnest. The 1982 Grand Prix meeting was about to start. . .

King Kurt

Three split heats were necessary to sort out the 100 plus entry in the 125's and as we have come to expect this year, two men secured the first two spots on the front row for the 8 lap final. Stuart Ziemelis and arch rival Kurt Luby had a couple of wins each with Kurt also taking a second for good measure. Stuart was not so fortunate in his other heat, being involved in a multiple collision resulting in some work being required before the final. Another Zip but this time with a Coward Rotax and in the hands of Andrew Cowgill was next on the first line, with the Lancer/Rotax of Les Cooper and the Zip/Coulthard Rotax of Brian Smith completing the row. The new breed of National tyres brought about a fall in lap times with 'Super Stu' recording a 1m 45.40s (a speed of 99.97mph) in his second heat!

Peter Tippell (Lancer/Rotax), Chris King's Mark One Racing Zip, the Magnum of Roy Wooldridge and the CTRP/BGR Rotax of Ian Brown made up the second row. Four different chassis in one row - that's variety for you.

Last year's winner of this class, Stephen Coward, was down on the 7th row, seated this time on a Star chassis. The two rows in front of him contained a couple of likely lads in the shape of Lancer's Boyd Barrington and the Barlotti of Roy Patterson. Boyd was running a John Newton set the early 210 pace, but fell back into the clutches of Richard Boston - here leading the chase ... (Pic: R. Calvert)

likely winning combination with the Rotax being a Luby top half mated to a Ziemelis bottom. A formula for success surely!

So as the green light flicked on, the horde swept off the line in true 125 style but it didn't take long for a pattern to emerge. With Ziemelis a late starter after that shunt, it was Patterson's Barlotti at the front with Barrington, Luby and Cowgill challenging hard. These four quickly made the break, leaving Ian Brown to head the rest with Tippell, Coward and co. lurking in the background.

Laps four and five; Luby had the lead as Patterson dropped to 4th. Such was the slipstream battle at the front that for laps 6 and 7 it was Luby in 4th place with Barrington, Patterson and Cowgill all sneaking by the Lancashire lad. The action behind this little lot was just as fierce with Brown and Tippell disputing the next two places and leaving Coward to control the next group of half a dozen. At the start of the last lap Barrington led - would he bring some glory for the Lancer crew or would anyone of the challenging trio - Luby, Patterson and Cowgill make it first?

As they appeared under the Express Bridge for the last time it was still anyone's race. Through Woodcote almost as one, and at the flag it was Luby, just, from Barrington, Patterson and Cowgill. Yet another example of some fine 125 racing. The final result sheet showed the first four covered by just ½ a second! A fitting reward for 19 year old Kurt, having run at the front of the class all season.

1st	Kurt Luby	Zip/LD Rotax
2nd	Boyd Barrington	Lancer/Rotax
3rd	Roy Patterson	Barlotti/Chatterton Rotax
Fastest Lap: Patterson - 1m 46.76(98.70mph)		

Boston's Best

The 210 National class enjoyed three straight heats and an 8 lap final in their bid for glory and those sought after GP plates, and once again the men at the front all season, dominated things on the fast sweeps of Silverstone.

Dunstonian Garages John Newton, on the Magnum/APV, safely secured pole for the final after three convincing heat wins. Temple Motors Richard Boston, taking in two classes at a meeting of this size, was alongside John after a couple of second places and a third. Brighton's Barry Train and that young charger Tim Doble took the next two places on the front row, with John Waggett completing the line - all the last three were similarly mounted with Zip/APV's. Bill Longden had seemingly put so much time into caring for other competitors' motors that he had to settle for a second row start after a couple of fifth places in the heats. Peter Haywood returned to the Stratos hot seat and duly lined up alongside Bill with an Irishman, John Brennan and a Scot, George Bett completing the row.

Ten laps then, were on the cards for the final and as the green light appeared it was British Champion, for one more meeting at

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continued . . .

Cadwell in June — not third. My apologies.) Anyone else hoping for glory was going to have to work extremely hard, for as you see, all the quickies were at the front when the lights changed. . . Pole man Rodgers was the first to appear as one lap was completed but that was as far as Derek got, well almost — an errant gear lever causing his retirement on lap two! Cullimore, from that fifth row, had got a flier and by the end of this second tour was leading the field! Collard, Mugglestone, Stoney, Newby, Boston, Homer and Cramp were next although the first four were beginning to pull out a lead even at this early stage.

Lap three and it was Newby's turn to relinquish his GP plates as a jammed gearbox brought about his retirement. The leading quartet of Cullimore, Mugglestone (after a sluggish start), Collard and Stoney, were well clear and by lap five they had the length of the straight over Boston, Cramp and Homer, with backmarkers already well mixed. Stoney appeared to be losing ground but then, surprise, surprise, after six laps he was leading. Not for long though, as Collard nipped through to start the seventh lap as top dog. Mugglestone had moved up to third with Cullimore being edged out to fourth. The battle was on and it seemed certain that the winner would come from these four. Boston, Cramp and Homer were still next with Cramp having survived a little spin and doing well to hold his sixth spot.

2.93 miles to go and Cullimore was back in front from Collard and Mugglestone — what a finish in prospect for this one. . .

Under the Daily Express the three appeared as one and as they slid into and out of Woodcote it was young Alan Mugglestone just getting the verdict from Cullimore and Collard. 9/100th's of a second covered the first three. . .

1st Alan Mugglestone Zip/Yamaha
2nd Dave Cullimore Barlotti/KTM
3rd Alan Collard Barlotti/Yamaha
Fastest Lap: Mugglestone — 1m 45.58s (99.80 mph)

Gold Plated Gange

After all the trials and tribulations of three split heats, the grid for the Superkart final still took on a formidable look. Bodies were played about with (in the nicest possible way), engines were rebuilt, carbs were re-set, accident damage repaired, tyres decided upon and at the end of it all it was Super Swede, Lennart Bohlin who put his Locite Zip/Rotax on pole position after a couple of wins. The second of his victories was felt by some to give little indication of things

The Hermitite duo scrapped for second in identical full bodied machines, until Butty arrived to join in. (Pic: R. Calvert)

to come as not too many of the 'Big Guns' were firing in that one. The heat was in fact the slowest of the six Superkart 4-lappers, but nevertheless Lennart had already showed earlier that he was no slouch in taking the first heat from Nigel Smith and Butty. The Stock-signs Waddon powered Zip of Nigel's had its moment of glory in the second heat as Nigel smashed Martin Hines' 1981 record to pieces with a lap of 1m 30.76, an amazing speed of 116.10mph. A win in his last heat, at a slightly slower pace, was enough to put Nigel on third spot for the final.

Between Bohlin and Smith on the front row was the all-enveloping blue Vingt-Trois outfit of Reg Gange's. Ably assisted by Gary Parkes, Vaughan McNealy and sidekick "Jochen", Reg had trod a methodical path throughout the weekend and stuck with a slightly altered body to good effect. Reggie's strategy was clear — go for the early break and flat out all the way! . . .

Hermitite Zip Teamster and GP plate holder John Ball had a good win and a fifth, therefore able to withstand a disqualification for being underweight. Give him three shredded wheat instead of two Jane! Fourth place on the all important front row was Johns.

Of the two visiting French teams, Michel Fabre of Team Wynns was the best placed, occupying the last front row berth. A third and a fourth were his best heat results. Another visitor, this time a Dane, Per Steffenson, had his Dino on the inside of the second row — a second and a sixth securing that for him. Three home lads made up the row with Phil Ansell and Richard Dean both running now with DMA assistance, joined by Rob Kerkhoven. Martin Hines suffered some niggling problems with the Hermitite Zip and had to be content with a middle of row three start. On his right sat Tudor Rose CTRP driver Phil Hemes and the Talasan Insurance liveried Zip of Chris Lambden's. Chris Taylor, running at home for this one, also shared the row.

European Champion and everyone's pre-ent favourite, Dave Buttigieg, had gambled and lost with the bodywork, returning to conventional form for his eighth row final start. Some notable names were missing from the grid completely, Derek Price and Hermitite's Simon Mercer having to sit it out. The third Hermitite member, Carolyn, had not enjoyed the best of fortunes but even so started from the sixth row. Steve Stylin's return to form looked to have come to an end with problems forcing Steve right back to the very last place on the grid, one of three vacant places allocated by the Stewards of the meeting.

At about 4 o'clock on Sunday afternoon the colourful mass of karts, drivers and pushers, made its way to the start line for the public to gaze upon. The course car was fired up and off they went on the rolling lap — all that is except Butty!! A rapid change of fibreglass meant Butty appeared at the end of the pit lane after the rest had gone and he had to wait for their return to the grid proper before nudging his way into the pack.

The lights flicked to green and the pack screamed off the line as only Superkarts can. Hermitite's Ball got the best jump but by Copse it was Gange and Ansell, from Bohlin. Lambden, from the third row, was alongside him, with Ball hovering wide. Through Maggotts into the slower Becketts and Lambden pushed into second. Spectacularly, they poured en masse onto Hangar Straight. The determined Gange already had a few handy yards as they swept through Abbey, with Lambden relegated by Bohlin and Ansell. Ball towed through, followed by Frenchman Briquet and Smith. Smith's race was soon to end, the Waddon began to break and Nigel found himself grinding to a halt past Copse.

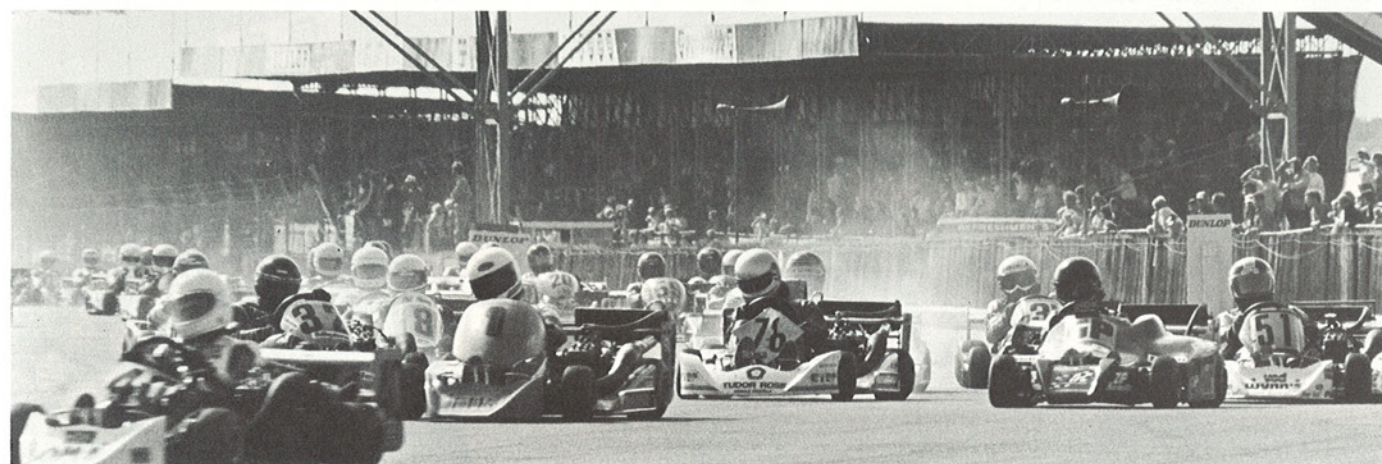
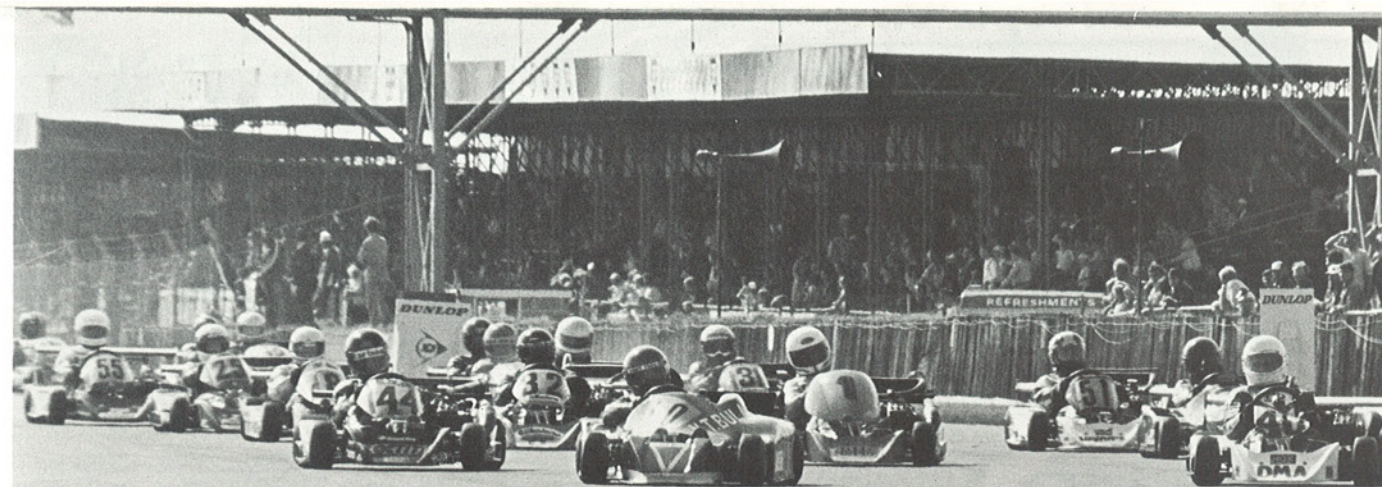
Gange was determined — this one he *really* wanted and by the end of three laps he had at least thirty yards over the rest. The blue Vingt-Trois machine looked good and was being driven as hard as it would go. Lambden, after showing so well at the start was slipping and had been hauled in by Ball, an improving Hines and the flying Butty. Butty was on one of his now famous charges but the manner in which he picked off the places didn't please those around him at times!

By lap four, leader Gange was out on his own and looked very good as he stretched his advantage even more. At this stage Kerkhoven had joined Smith in retirement with a broken plug, while team-mate Dalgarno had also pulled out with a broken gear lever. Another one, like Butty, on a charge was Steve Stylin who was hurling the FSO Zip through the field from his back row start to grab 9th place at the end of five laps.

Barring mechanical or tyre problems there appeared to be nothing to halt Gange's progress. As he completed lap six he must have had 300 yards over the rest and a big cheer erupted in the stands as he flashed by to start the penultimate tour. Ball, Butty and Hines were having a wheel-to-wheel scrap for second place with Bohlin suffering fuel problems and slipping back to sixth splitting the DMA pair Dean and Ansell. Stylin, Phil Hemes and Donovan Collier had edged in front of Lambden, whose Rotax had well and truly 'gone off', to put the Talasan man just out of the top ten. Carolyn had gone with fuel and gear selection problems leaving Martin Hines the best placed Hermitite runner getting it all together again in fourth place.

The last lap, and the Vingt-Trois camp heaved a sigh of relief as Reggie and the blue body appeared at Woodcote for the last time. Flat out in sixth and to a roar from the packed stands and pit lane, Reg took the flag all alone, to take sweet revenge for his last corner defeat in 1981. Next through were Ball and Butty after a hectic dice with Hines, with Ansell, Dean, Bohlin, Stylin, Hemes and Collier completing the top ten. 5.5 seconds was the Gange advantage at the finish, with the next five covered by a mere 1½ seconds.

1st Reg Gange Vingt-Trois Zip/Rotax
2nd John Ball Hermitite Zip/Rotax
3rd Dave Buttigieg Memorex Zip/Rotax
4th Martin Hines Hermitite Zip/Rotax
5th Phil Ansell DMA Zip/APV Rotax
Fastest Lap: Buttigieg — 1m 31.88s (114.68 mph)



Pics: Near disaster at the first corner of the Superkart final. As the leaders 'turn in', Chris Taylor (76) cannons into the rear of Richard Dean (32). As poor Dean struggles to control his wayward machine (bottom), Taylor ricochetes off towards John Ball (who to this day is probably unaware how close he was to being clobbered ...). (Pics: R. Calvert). Below: Butty used the full Can Am body in qualifying before reverting to standard trim for the final. (Pic: P. Grindrod).

least, John Newton, getting the best of things. Boston quickly settled into second place ahead of Brennan, Doble, Train and Longden.

The third lap was the turning point; Newton had led convincingly but as they appeared at Woodcote, Boston was in front and, hanging on, Newton, Doble and Brennan who had pulled out a gap from the rest. Train was in charge of the next little lot with Longden, Gibson, Munday and Dennis Smith challenging.

The next three tours gave Boston the chance to really consolidate his lead and by the end of six laps he looked to be out of reach. Newton, despite what turned out to be a broken piston ring, still had second from Doble whilst Brennan was gradually losing touch and slipping further back from the front three. Train and Munday were still having a good old battle between themselves for fifth and sixth place, while Peter Haywood was beginning to mount a challenge on Longden's sixth spot.

Lap seven and youngster Doble finally got the better of Newton to claim second but still out of reach of Boston. The field was very well spread out with backmarkers almost everywhere. Boston however, had no problems completing the last lap to take the GP plates to York — having run in two classes all season he deserved some reward for all his hard work. Brennan was the unlucky one, gradually falling back and back until he called it a day on the last lap.

1st Richard Boston Zip/Longtune Villiers
2nd Tim Doble Zip/APV
3rd John Newton Magnum/APV
Fastest Lap: Doble — 1m 50.38(95.46mph)

Master Mugglestone

It was last year's Grand Prix meeting with its high turn out of 250 Nationals which prompted Adrian Lumb to set the ball rolling with the Drivers' Championship. This year most of the 55 names in the programme have been seen around the circuits regularly instead of just coming out of hiding for the Big One.

1981 winner Mark Newby, was having a break from Formula Ford and was present to defend his title. Derek Rodgers, however, with the Peak Revs Zip/Yamaha, didn't let that disturb him too much in the heats as he safely wrapped up pole with a couple of wins. That pushed Mark into second place on the final grid after a win and a second. Alan Mugglestone, a Novice plate holder earlier this season, began the year well enough but had a black spell in the middle. However he seemed to find form again just at the right time as a second and third heat placing put him alongside Newby on the front row. Completing the row was another 1981 British Champion about to lose his crown, Alan Collard, together with that man again, Richard Boston. He certainly knows how to learn the circuits — run in two classes!

Chris Stoney and his Barlotti didn't have things all wine and roses, having to settle for a second row start with Brian Kennedy, Roger Cramp and Bob Phair for company. Dave Cullimore and his KTM languished on the fifth row after mechanical gremlins moved in over the weekend. (Yes Dave, you did finish second at

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Centrespread:

Photographer Roger Calvert (and Paul Grindrod — bottom right) capture the atmosphere of the 1982 Daily Express Hermitite British Kart Grand Prix ...



