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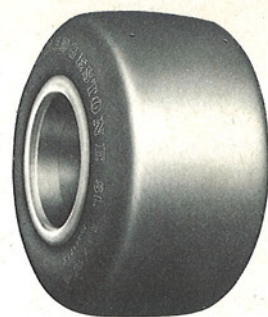


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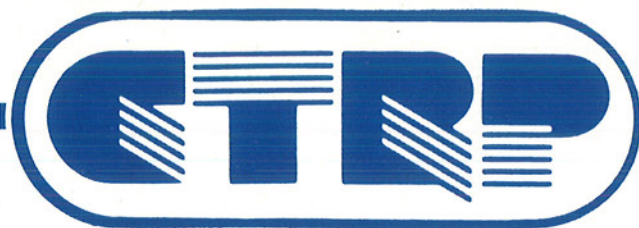
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To win a World Championship is fabulous, and is one thing. To retain a World Championship is something else — just you try and remember the Sporting World Champions (any sport, not just motor racing) who actually managed to retain their title the following year. Not many, is there? ...

Mike Wilson has done it, and done it in style. When you've won once, there can always be doubters — when you make it a double, no-one can argue. Despite his red Italian racing suit, British karting can be justly proud of the biggest thing to come out of Barnsley since Michael Parkinson! Whether Mike continues at the top of karting, or makes a break into the world of Formula 3 and beyond, he remains part of a very small elite — people who retained a World Kart Championship. There are only three other members: Guido Sala ('64/'65), the legendary Goldstein ('69/'70/'71/'72/'75) and the extraordinarily wealthy Felice Rovelli ('76/'77).

Above all, the Mike Wilson story stands as the perfect example for those who try to sell karting as the family motor-sport. The Wilson family were brought closer together by Mike's sport, and have been right behind him all the way. The World Champion spent his first weekend after Kalmar ... at a Fulbeck "clubbie" ...

Whatever way his career goes from here, Mike Wilson deserves to carry the karting world's respect and support with him. Heartiest congratulations from all at Kart & Superkart.

Chris Lambden

#### FRONT COVER:

Me and my shadow! Mike Wilson retained his World Championship at Kalmar, but not without withstanding tremendous pressure — mainly from teammate Forsman (right on his bumper...). European Champion Peter De Bruyn (52) was right there until spinning out in a multiple collision. Our coverage of Mike Wilson's triumph begins on page 6.  
(Pic: R. Calvert)

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# KART AND SUPERKART

Monthly

No. 46

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#### NEXT MONTH\*

Green Man Finale  
Final K & S Result  
Cadwell Superkarts

**PUBLICATION DATE: 4th NOVEMBER**  
\*These items were correct at time of going to press.





## Hines Takes Dutch GP

Holland's Superkart Grand Prix took place at the exhilarating Zandvoort circuit, near Amsterdam, on 4th/5th September, with 13 British competitors making up a field of 30 — fairly respectable for a country which has only recently joined the Superkart bandwagon.

The event was run on the timed practice — 2 heats — Pre-Final — Final basis and anyone expecting a British walkover was in for a slight shock. Local driver Perry Grondstra raised a few eyebrows when, with a 1:39.7 second lap, he found himself second fastest over the two timed sessions. Best time went to Nigel Smith (1:39.3), with Chris Lambden (1:39.7), Martin Hines (1:39.8), and Per Steffenson (1:40.7) completing a fine kart group some two seconds clear of the rest.

Both heats went to Grondstra — the first from Hines, Smith, and Lambden, and the second, with all three of the above going out, from Carolyn Grant-Sale, now getting it all together after an engine change.

With the Pre-Final approaching, more of the visiting drivers began to settle, on a demanding circuit, which combines a Silverstone type fast action with four second gear corners — a superb kart circuit. Grondstra led off pole, with a fast-starting Hines immediately challenging for the lead, and in fact taking it. The Dutchman tried to hang on, but a "character-building" high speed spin spelled the end of his race, handing second to Lambden, with Steffenson making it a close third at the end. Smith had gone out early with clutch problems and would start from the rear.

Out for the Dutch GP, and Lambden made the best start, to lead up the hill for the first time. Hines was challenging, and went through around the back to lead past the pits for the first time.

Already, Steffenson and Grondstra were towing past Lambden, slipping back to eventual retirement, while Smith was about to push past both into second.

Hines was now clear on his own, and barring mechanical misfortune, looked set to walk it. Smith seemed unable to close the gap, while the persistent Steffenson had opened up a small break on Grondstra. Giles Butterfield had held fifth, but a fast progressing Carolyn Grant-Sale now occupied that spot — closing gradually on Grondstra. As Butterfield went out, 100+ driver Steve Lane moved up to sixth, a fine result for the team new to the sport this year.

Nothing changed, and the full-bodied Hermetite Zip came in a convincing winner, with the Stocksigns man equally clear in second.

1st	Martin Hines	Hermetite Zip/Zip Rotax
2nd	Nigel Smith	Stocksigns Zip/Waddon Rotax
3rd	Per Steffenson	Dino/Rotax



## 250 National Drivers Series To Continue

Following its successful introduction this year, the 250 National Drivers Association Championship is to continue next year. This year's series has undoubtedly rescued the class from near extinction, and all credit and hopes for an even better '83 must go to series co-ordinators Adrian Lumb and Dave Cullimore.

Competitors interested in the class should read Adrian's letter (see *Letters*, page 4), for details on the Association.

It's been said before, but how pleasant it is to see a group of drivers taking positive action, and not just sitting back and moaning ...

### In a Word . . .

● If entries are sufficient, the Cheshire KC intends running a separate 125 Piston/Reed class at its next meetings at Three Sisters — 31st October and 19th December.

● The Hunts Kart Club, who operate at Kimbolton, have a new Competition Secretary: Paul Cunningham, 14 Wantage Road, Irchester, Northants. Tel: Rushden 57105.

● Motivation Design and Development announce that following successful testing of their Motiv Superflex Chassis — for all National Chassis — they are to extend the range to include two 250 International Chassis, one with engine mounted in the conventional 'alongside' position but with LH and RH options, and a more futuristic 'in-line' chassis with the engine behind the seat. The weight distribution problems that have made existing 'in-liners' unstable under power and twitchy, have apparently been solved.

● Paul Molloy reports successful testing of a "blown up" exhaust for 210 engines. The "blown" configuration apparently makes the pipe less prone to cracking.

● Graham Roscoe is now offering a cylinder rechroming service at sensible prices — see *Mini Ads* ...

*Left: Hines' full bodywork provided the right answers at Zandvoort. Below: the field heads toward Tarzan Corner. (Pics: H.J. Smit)*

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

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

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

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European Meeting 125 — Stuart Ziemelis  
World Cup 250 — Alan Kronow  
World Cup 125 — Stuart Ziemelis  
Silverstone GP 250 — Reggie Gange  
Silverstone GP 125 — Kurt Luby  
Short Circuit Champion 125 — Kurt Luby

Silverstone GP 250. Pole position. Fastest lap (Final). Lap record and 1st, 2nd, 3rd, 4th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th & 15th!

MERLIN EXHAUSTS would like to thank all the above for their help in improving the product.

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Tony Smith — Zips — Lennart Bohlin (Sweden) — Joe Grubbs (USA)

TELEPHONE: RAVENGLASS (06577) 244

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1 WRIGHT KART INTERNATIONAL  
1 PARILLA TT27  
1 TKM FF99TT

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ZIP SHADOW 250 NATIONAL MK 8 Bultaco, trophy winner, standard bore, latest disc carriers and master cylinders, GP rear bumper, latest Motiv pipe, Bridgestone SL tyres £450 incl. set of wets on rims. Spare Mk 8 engine, new rod, standard bore, £130 incl. exhaust. Ring Pete on Bedford 767272 evenings, 853 530 day.

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### 1983 125 P.R.

The increasing success of the hastily prepared 1982 125 P.R. Championship; the close racing and the reliability of the machinery has prompted me to repeat the series in 1983. Anyone who wishes to race in the 1983 Series with a 125 aircooled, piston or reed valve induction motor — please contact me as soon as possible to get on to the mailing list for further instructions.

BOB CLOWES, Motivation, Bagnall, Stoke-on-Trent, ST9 9JW.  
Telephone: (0782) 542621, 503908 (Eves.)

2 KARTS ON ZIP '80 with adjustable front end £150 o.n.o. One Zip Mirage £130. Both karts raced in '81 and in immaculate condition. Telephone Trevor 70550 Exeter

100 BRITAIN EQUIPMENT, competitive and maintained to a high standard. Dart chassis, Sisley Komet, Stoney Arrow, wets, cover, stand, pullers, tools plus K80TT barrel, piston, valve & cover & Goodyears to convert to National spec., suits and spares £450.00 or will split. Telephone 0474 873336

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HIGHLY SUCCESSFUL 250 NATIONAL OUTFIT AND SPARE MOTORS.

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Fully tuned engine, right-hand gearchange conversion, Volvo fuel pump, rear wing, side tank, bubble and front fairing, rev counter, PMP pipe. Prepared to the highest standard. The ideal long and short circuit kart.

Always well placed, £1,200.00.

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ZIP GP FULL BODY. Slight damage, complete with brackets and tank. Offers? Telephone 01-451 5126

TEAM RKR — ROB KERKHOVEN'S immaculate Superkart is for sale. Zip GP chassis, 250 Rotax engine £2,000. Ring Worcester 29902

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ZIP GRAND PRIX ROTAX SUPERKART. Four meetings from new. Excellent condition. Four sets of slicks and wets, many spares. Offers. Tel: (0943) 461041, (0423) 60650.

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TKM/SIRIO 6 meetings only. Latest Goodyears. Complete and immaculate £510 o.n.o. Also T70TT standard bore £170. Various spares, wheels, Goodyear CIK wets. Offers. Telephone Barnsley 726188

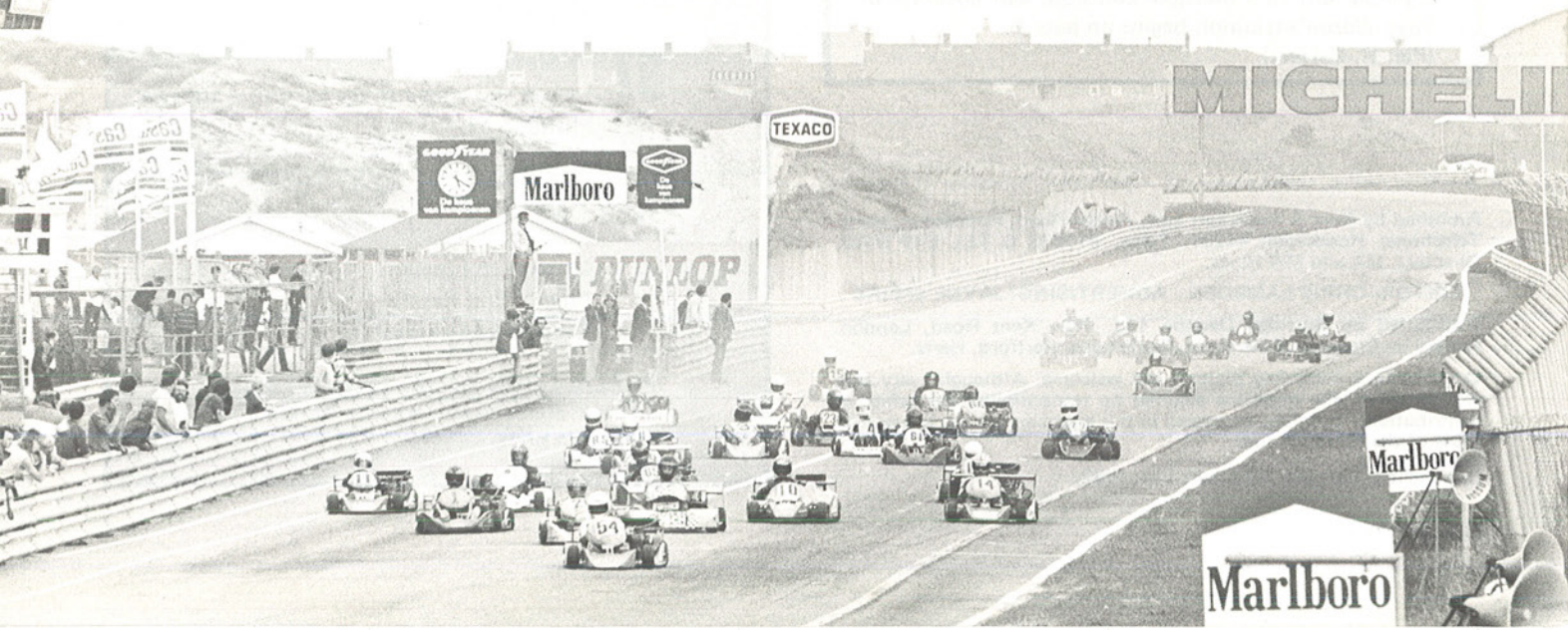
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WANTED — ZIP GP '82 to suit YZ 250 National. Will consider bent frame — price must be right. No time wasters please. Telephone Bristol (0272) 773554





# Kalendar

OCTOBER

**9** CASTLE COMBE (5 miles n.w. of Chippenham, on B4039) BRSCC Superkart Winter Series

**10** WOMBWELL (Dorothy Hyman Stadium, nr. Barnsley) Final round, Green Man 135 and Junior Championships

CLAY PIGEON (midway Yeovil/Dorchester on A37)

ROWRAH (nr. Frizington, Cumbria)

CHASEWATER (Pleasure Park, Brownhills, off A5)

TILBURY (Dunlop Road)

KIMBOLTON (10 miles s.w. of Huntingdon)

**17** ELLOUGH (2 miles south of Beccles)

HEMSWELL (6 miles east of Gainsborough)

DUNKESWELL (6 miles from Honiton, Devon)

SHENINGTON (8 miles from Banbury)

**24** SNETTERTON (15 miles s.w. of Norwich, on A11)

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

CRAIL — Scottish Open Championship

FULBECK (8 miles from Newark)

**31** LITTLE RISSINGTON (Air base, nr. Stow)

NOVEMBER

**7** FELTON (8 miles north of Morpeth, on A1)

HEMSWELL (6 miles east of Gainsborough)

KIMBOLTON (10 miles s.w. of Huntingdon)

CLAY PIGEON (midway Yeovil/Dorchester on A37)

**14** WOMBWELL (Dorothy Hyman Stadium, nr. Barnsley)

ROWRAH (nr. Frizington, Cumbria)

TILBURY (Dunlop Road)

CHASEWATER (Pleasure Park, Brownhills, off A5)

**21** BRANDS HATCH (nr. Farningham, Kent) BRSCC Superkart Winter Series

DUNKESWELL (6 miles from Honiton, Devon)

SHENINGTON (8 miles from Banbury)

**28** SNETTERTON (15 miles s.w. of Norwich, on A11)

FULBECK (8 miles from Newark)

## CLUB SCENE

continued...

On the penultimate lap Robbie got past Bob and Shaun Read slipped past Allan Hams. The race was over and a very good race it was too.

1st	Gordon Chenery	Lancer/DK Arrow
2nd	Robbie Adams	Dart/DK Arrow
3rd	Bob Kett	Mustang/Parilla

### 125 National

Heat 1 was a good win for Nigel Wigg with Boyd Barrington second and Ian Beaumont, who seems to be getting used to a 125 coming home a good third and Colin Croxford fourth.

Heat 2 was a flag to flag win for Barrington with Nigel second after getting past Ian Beaumont on lap 7. Ian came third with Stirling Morley fourth.

Heat 3 saw Ian Beaumont first after the initial leader Barrington dropped to fifth on lap 3 and retired on lap 6. Peter Tippell got it all together to finish second with Colin Croxford third and Nigel Wigg fourth.

In the Final Boyd and Stirling Morley's clutches went, Roger Barrington and Colin Croxford had big ends that went bang, Nigel Wigg's front stub axle broke and Terry Clayson failed to start! That left just two karts on the circuit after 10 laps. It was Peter Tippell leading, with Ian Beaumont 20 yards behind, when with one lap to go, Ian came round on '3' wheels and went gamely round to finish with loud cheers from the large crowd...

1st	Peter Tippell	Lancer/Rotax
2nd	Ian Beaumont	Dino/Rotax

### 210 National

Ian Jackson romped away with heat 1 with John Minns second after Tim Ayres leapt over the pit corner banking into the cornfield!

Heat 2 and Jackson again worked his magic to lead all the way, with Minns again second.

In heat 3 again it was Jackson first, but with young Tim Ayres, recovering from his first heat mishap second and John Minns third.

The Final and that man Ian Jackson again. He really is unbeatable at Ellough. Another win, with Tim Ayres second and John Minns third. It was nice to see Gerald Williams back in the driving seat after a year out of the sport. Better luck next time mate.

1st	Ian Jackson	Aero/Upton
2nd	Tim Ayres	Lancer/Upton
3rd	John Minns	Bullitt/Villiers

### 250 National & International

Heat 1 and with 2 Nationals and 1 International (who was a Novice), this was a disappointing entry for a 'Special Trophy' event. Mike Dzugalski walked away with the first heat with Nigel Ripley in second until he retired on lap 8. Ian Woodcock came second.

Nigel led heat 2 all the way after Mike made a bad start, but got himself all together to come second with Ian third.

Mike Dzugalski walked away with heat 3, with Ian Woodcock second and the twin of Nigel Ripley third.

Mike went out on the first lap of the Final with a broken fuel pump and Nigel Ripley came out on the 6th lap. This then left Ian Woodcock, a Novice driver who only came as he was on holiday in Great Yarmouth! As he came from Melton Mowbray he was able to take home a beautiful box of silver goblets. Not bad for an afternoon's racing!

1st	Ian Woodcock	Barlotti/Montesa
-----	--------------	------------------

That is about it except to say how strange things turned out, especially in the 125 class where the reliability was a bit suspect! Anyway, thanks to all marshals, lapscoreers and all the folks who make the meetings run so smoothly. I'm sure it had nothing to do with the fact that we had a visit from Mr. Langford. We're always like that. See you soon.

John Davies

### RKR — Rob Kerkhoven Racing END OF SEASON TEAM EQUIPMENT FOR SALE

125 and 250 EXHAUSTS  
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COMPETITIVE 100 NATIONAL SPRINT/fully tuned Arrow 5-port. Good condition. Wets, spares, stand, suit etc., £345 or offers. Telephone 01-808 9826

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AERO/TZ 'G' EX. RKR, full works bodywork and specification. Very fast and competitive. Dino/Upton very competitive, El carb., Long Circuit bodywork. Blow/Upton, sound and quick, third 1980 World Cup. Prices negotiable. Cheap to good home. Telephone Julian Parry (04577) 3704 home, (0204) 32425 work.

DINO/ROTAX 125, excellent condition, in black. Bubble, nosecone etc. Latest '82 barrel and head, two sets tyres. Ring for details. £900 o.n.o. John Moss, BP Garage, Thirsk, N. Yorks. Telephone Thirsk 22042

100 NATIONAL BARLOTTI DAP, frame resprayed and rebuilt, motor rebuilt, new main bearings, piston, rings, etc., fast and reliable. £295 o.v.n.o. Tel: Banbury 0295 811123 after 6 p.m.

## Snippets From The CIK

Nothing official yet, but the following tit-bits have emerged from recent CIK gatherings:

- Superkart (Formula E) and 135 (Formula K) Championship points system. This has been revised and for 1983 will be on a 15, 12, 10, 9, 8, 7 ... basis.

- The projected shore figures for 100cc Junior International (CIK) tyres has been amended. The figure is now 60. This is expected to include proprietary brands of SL "long-life" tyres.

- The 135 International (Formula K) weight minimum is to increase by 3kg to a total of 128kg.

- The 1983 World Superkart Championship is expected to involve three rounds — one each in Denmark, France (Le Castellet — Paul Ricard) and England. The English round will also carry the European Championship title.

- For long circuits, the CIK has adopted the FIM noise control standards — the full text is not yet to hand, but the decibel figure for the meter, held at the prescribed angle and distance from the exhaust is to be 110dB with a tolerance of 3dB.

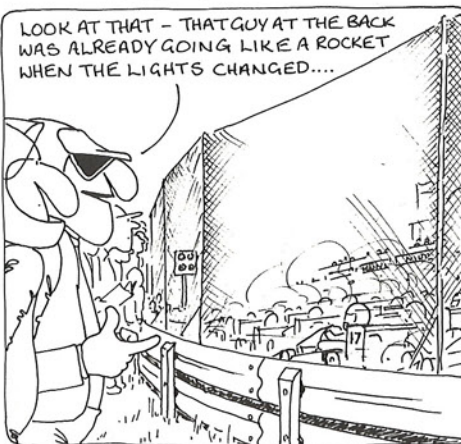
## K&S Series: 1983 Plans

Plans are already afoot for the 1983 Kart & Superkart 100 National Championship. Hopefully, with the tyre situation a bit more settled, the shambles that disrupted things early this year should be well forgotten, and the '83 series get off to a good start.

At present, negotiations are in hand with an additional sponsor for the overall series which could well make the 1983 series the best yet. An announcement on this is hoped for in the next few weeks.

In the meantime, clubs wishing to host a round of the 1983 K & S series are asked to apply in writing, before 20th October, giving a list of preferred dates. The keen clubs have already applied ahead of schedule ... Letters to: Kart & Superkart, Pindar Road, Hoddesdon, Herts.

## FRIGGIT



## Herbert Takes RAC 135

*It's wet and miserable, but Herbert heads Weatherley and Wright en route to the title. (Pics.: R. Calvert)*

Unfortunately our full coverage of the first 135 RAC Championship did not appear in time for inclusion, and so the event is summarised below.

A damp and miserable Fulbeck hosted the first ever British Championship for 135 International. The entry was slightly up on recent Green Man numbers, but even so, twenty or so drivers means the class still has a little way to go.

The three heats provided contrasting results. Ricky Grice walked the first, with the second equally dominated by Alan Lane. Fullerton, who had not practiced the previous day, gave an indication that he was getting sorted by dominating the third heat, a race which spelled disaster for others. Grice lost control and was deflected across the circuit by the deep water collected on the infield. Both Lane and Mark Bailey slammed into the wayward kart — Lane totally destroying his chassis, and Bailey finishing up in the adjoining field, with only three-quarters of his kart ...

Fullerton occupied pole for the final, with Herbert maintaining his recent fine form, alongside. Weatherley and Wright made up the second row.

As rain continued to fall, they got under way, with Fullerton literally racing away into the distance in what seemed likely to be a carbon copy of his 1978 100 International win. Herbert, Weatherley, and Wright opened and closed small gaps to each other, intervening

distances varying with the dampness of the circuit.

Things took a dramatic turn after five laps, as the gap to leader Fullerton narrowed rapidly. He was in brake trouble, and could be seen trying to operate the master cylinder manually, driving one-handed. That didn't work, and so he drove straight into the pits, just as Herbert caught him.

The second place battle was now for the British Championship, and as the rain reappeared, so Herbert increased the gap back to the others. The rest of the race focussed attention on Herbert, calmly holding everything together and taking a fine win. Weatherley took second, with Wright dropping out, and Paul Knapfield thus inherited a distant third.

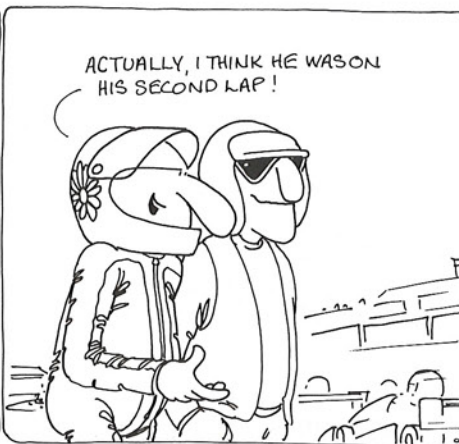
1st	John Herbert	FSO Cobra/Komet
2nd	John Weatherley	Sprint/Komet
3rd	Paul Knapfield	Sprint/Komet

### STOP PRESS

BRSCC Superkart Winter Series — Snetterton, September 26th

1st	Martin Hines	Hermetite Zip/Rotax
2nd	Nigel Smith	Stocksigns Zip/Rotax
3rd	Reg Gange	Vingt Trois Zip/Rotax

BY BARRY FOLEY





# WHEN IT REALLY MATTERS THOSE IN THE KNOW CHOOSE ZIP CHASSIS AND PCR ENGINES!

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### RAC 100 BRITAIN

1st TONY NEGAL  
2nd MILES HALL  
ZIP 100cc CHASSIS

### RAC 100 NATIONAL

1st ANDY BUCHAN  
2nd PAUL WILKES  
3rd NIGEL EDWARDS  
ALL ON ZIP 100cc CHASSIS

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Tel: (0283) 214489

Andy Kirkpatrick, 11 Church Road, Gracehill, Ballymena, Co. Antrim. Tel: (0266) 2403  
Mistral Racing, 41 Bishopston, Montacute, Somerset. Tel: (07476) 3910 10am - 4pm  
(0935) 822423 7pm - 10pm

AND OF COURSE ZIP KART, PINDAR ROAD, HODDESDON, HERTS. TEL: (09924) 63371/68503

PCR Engines are also  
available from:

Terry Fullerton, 23 Finchley Court, Ballards Lane, London N3  
Tel: (01) 349 2671

Redhill Racing, Unit 29, South Moons Moat Ind. Estate,  
Padgetts Lane, Redditch, Worcs. Tel: (0527) 26263/29002

Stansted Karting, Cambridge Road, Stansted, Essex.  
Tel: (0279) 812535

## CLUB SCENE

### Kimbolton

#### September Meeting

**Junior National**  
1st Sammy Hunt Goff/Goff Arrow  
2nd Andrew Wilson C.O.R.D. Wright/Yam.  
3rd Ian White Eagle Insulation Lane/  
TKM

**100 National 'B'**  
1st Richard Knox TKM/Arrow  
2nd Paul Day Sprint/TKM  
3rd Ray Last

**Junior Britain**  
1st Sammy Hunt Goff/Goff Arrow  
2nd Andrew Cox Zip/Arrow  
3rd Mark Parker Goff/Goff Arrow

**125 National**  
1st Roger Goff Zip/Rotax  
2nd Nigel Wigg Dino/Rotax  
3rd Tim Parrott Aero/Rotax

**100 Britain**  
1st Nigel Goff Goff/Goff Arrow  
2nd Darryl Davis Kestrel/Arrow

**210 National**  
1st Colin Poole Zip/Villiers  
2nd Rob Bicknell Zip/Villiers  
3rd Tom Sweeney Zip/DHU

**250 National**  
1st Alan Muggleston  
2nd Ian Woodcock Barlotti/Montesa

**250 International**  
1st Errol Johnson Dino/Yamaha  
2nd Terry Syanhope Sprint/Yamaha

**100 National 'A'**  
1st Paul Mace Lane/Parilla  
2nd Gary Moynihan Lane/Parilla  
3rd Chris Dagless Lane/PRE Parilla

**Junior National**  
1st Darren Maryon Sprint/Manx  
2nd Stuart Sampson Sprint/Komet  
3rd Darren Wenn Lancer/Arrow

**100 National**  
Heat 1 was a terrific race win for Miles Townsend. Bob Kett was second though right on Miles' back bumper for the full 10 laps, with Gordon Chennery third and Nigel Cuttall fourth.

In heat 2 Chennery held the lead for 7 laps 'til something went wrong and he handed the lead to Townsend who won, with Robbie Adams 2nd, Bob Kett 3rd from a slow start and Allan Hams 4th.

Robert Gant held the lead for half of heat three until Gordon Chennery found a way past and went on to win with Robert 2nd, a late starting Robbie Adams 3rd and a consistent Trevor Woodhouse 4th.

In the Final Adams went off the front row to lead for 3 laps until Chennery went past to create a gap. The scrap for second was between Robbie and Bob Kett who had Allan Hams and Shaun Read right behind battling for the next places. So the racing was rather fast and furious.



Scottish Champions

George Bett enjoys the 210 presentation

**Junior Britain**  
Alan McNish Wright/R'Ford Arrow

**Junior National**  
Craig McWilliam ART/Carvill Arrow

**100 National**  
Pete McCallum Zip/PCR

**125 National**  
Brian Smith Zip/Coulthard Rotax

**210 National**  
George Bett Zip/Bett Villiers

**250 International**  
Duncan White Zip GP/Coulthard Rotax

### Nuthampstead

Sunday, 19th September began as a dry but grey day and a large entry promised a good day's racing. But soon after practice finished, down came the rain and rain it did until almost time for the first event. The poor old Juniors were first out onto the track and they showed some good handling in tricky conditions for youngsters. Team Eaton were also on hand to show their skills. There were some fine "battles" in the 100 National Classes and the results in all events are as follows:-

**Junior Britain**  
1st Nicky Kyriakides AKR/DAP  
2nd Gary Ricketts Sprint/Arrow

**Junior National**  
1st Ian White Lane/TKM

**100 Britain**  
1st Allen Reeves Burgess/Arrow  
2nd Darryl Davis Kestrel/Arrow

**100 National 'B'**  
1st Tom Davis Devil/Arrow  
2nd Philip Hart Zip/PCR  
3rd Dickie Dyer Nimrod/TKM

**100 National 'A'**  
1st Martin Tyrrell Sprint/TKM  
2nd Pete Newman Nimrod/TKM  
3rd Pat Reynolds Dart/TKM

**210 National**  
1st Graham Payne Zip/Upton  
2nd Andy Slaughter Barlotti/RWM

**125 National**  
1st Ian Pearson Zip/Kawasaki

**250 International**  
1st Steve Papworth Zip/Yamaha  
(Team Eaton)

### Ellough

Sunday, August 29th was bright and sunny but with a cold wind blowing. As this meeting was a 250cc "Special Trophy" event it was disappointing to find that only three drivers "signed on" and two of them were Novices. The 125cc turned out to be a race of drama, with only 1 1/4 karts finishing, but more of that later. . .

#### Juniors

Heat 1 was a flag to flag win for Adrian Chapman with Dominic Wishlade second and Stephen Webb third. Stephen was accredited the winner as both 1st and 2nd placed drivers were on Dunlop tyres (we run per 1981 tyres). This put Shaun Nicholson second and Simon Richardson third.

Heat 2 was an outright win for Stephen Webb, Simon Richardson second and Marion Rump third. National driver Stuart Sampson was fourth and Darren Maryon fifth.

Heat 3 saw Adrian Chapman notch up his second win of the day with Stephen Webb second and Darren Maryon third.

In the Final Stephen Webb's motor seemed to go off on lap 7 and Shaun Nicholson slipped through at the pit corner to win. Stephen was also passed on lap 10 by Dominic Wishlade and this was the order they finished in with Darren Maryon fourth and Shaun Richardson fifth. Although excluded from the results, a goodwill trophy was presented to Dominic Wishlade as he was so far up the field, though racing on Dunlops.

**Junior Britain**  
1st Shaun Nicholson Wright/Arrow  
2nd Stephen Webb Lancer/TKM  
3rd Marion Rump Mustang/Arrow

Mrs Marie Curry



continued . . .

which rolled in front of them as two karts tangled on the Bus Straight. With 3 laps to go Buchanan and McCallum were still inseparable but as they came out of the left-hander there was a puff of blue smoke from Buchanan's machine and he exited the track, and the Championships. McCallum had four laps to go to the flag and the Title and this he did! Murray came in second, Di Resta third, Brown fourth, Ross fifth and Wilson sixth. Congratulations to Pete McCallum, 4 times Scottish Champion in 100 National.

## 125 National

With the big entry of 125's, this class was divided over the six heats. Over the four heats, Peter Gray and Bill Stoddart took a win each. Sandy Taylor, the defending Champion had two wins but in the closing stages of the second heat took the impact of Paul Cook and machine somersaulting through the air. Cook was shaken and badly bruised and Taylor had suspected injuries to his shoulder and looked to be out of the Championships. Brian Smith (Taylor's biggest threat), had two seconds while Roy McQueen, John Thomson, Charles Hislop and Gordon Petrie all finished in top 4 places. Ian Pratt, another favourite for the title after a very successful Scottish season in a Yamaha fielded an SRS Rotax for the first time this weekend but had disastrous results over the heats and qualified for the "B" Final.

Sunday morning's heats saw a win for Brian Smith with Gilbert Keenan, Carl Lockyer and Gordon Petrie following. The other heat was won painfully by Taylor, Cook second, then McQueen and Thomson. As they lined up for the Final it was Taylor, Smith, Stoddart and Cook on the front line. As the flag dropped it was Smith who was first off the line with Cook, Stoddart, Taylor, Pratt and McQueen the leading six. As the laps rolled past Smith began to pull away from the second place battle between Cook, Taylor and Pratt and the expected fight for the title between Smith and Taylor was not to be. Cook held on to second spot until lap 11 when Pratt had slipped past him coming out of the hairpin. After his bad luck in the heats Pratt got it all together and did what we all know he is capable of. He finished a cool second, Taylor had a painful third, Cook was fourth, Stoddart fifth and McQueen sixth. The Coulthard Racing Team erupted into cheers as their driver took the chequered flag and the



Championship. Well done Brian and congratulations on being 125 1982 Scottish Champion.

## 250 International

A smaller than normal entry of 250's saw the Coulthard Racing Team fielding another driver, Duncan White. He dominated the heats and looked set to take the Final. His closest challenge came from Gilbert Keenan and Gavin Nicholson. Bevan Fraser, defending Champion Leslie Cranston and Rob Mitchell, filled other top places but no-one really challenged White's supremacy.

On the warm up grid White's kart threw the chain giving him a very tense 5 minutes before the Final. It was quickly repaired for him to take up pole position. White took the lead with a very determined Keenan behind. Nicholson and Mitchell followed in third and fourth. Lap 14 and the order of things changed. Nicholson and Mitchell did not emerge from the hairpin 'til a lap later leaving Cranston and Fraser to slot into third and fourth. 11 laps to go and White was cruising home barring mechanical problems. He took the chequered flag and the Coulthard camp boasted another Scottish Champion. A delighted Keenan came in second, Cranston third, Fraser fourth and Gallant fifth. Congratulations to Duncan on winning the 250 International Scottish Title.

Pete McCallum, 100 National victor is joined on the rostrum by Louis Di Resta, third place man (Pic: A. Bodie).

## 210 National

The battle of the heats was between Fraser, Barbour, George Bett and Sandy Pratt. Bett (a Champion on many occasions) notched up two wins and a second. Barbour had a win and Pratt had two seconds. Alistair Mathie was never far from the front with a third and two fourths. Bill Stoddart, as well as entering 125, made a mark with his 210 as well. Gordon Donaldson also finished with the front men.

The front line for the Final had Bett on pole, Mathie alongside, Taylor and Campbell. Bett was first to the hairpin closely followed by Pratt, Barbour, Donaldson, Mathie and Campbell. By lap six Barbour had taken Pratt for second and set his sights on Bett. On lap 14 Bett's hand shot up in the air and it looked like curtains for him. However, whatever the problem was it sorted itself out and Bett held on to the flag with Barbour closing up in second. Pratt was third, Stoddart fourth, Mathie fifth and Baillie sixth. Congratulations for the 8th time to George Bett - 210 Scottish Champion!

Jenny Taylor

## In a Word . . .

Due to a clash with another motor sport event, the 1983 CIK All African Championship has been rescheduled to 14th/15th January, at Zwartkop Raceway.

The restriction to "Graded" or "Super" licence holders does not apply, and holders of International licences will be eligible for the 250cc and 100cc events.

Enquiries within Britain about the event are being handled by Mason Minns, 78 Dunvegan Road, London SE9. Tel: (01) 850 8886.

Aberdeen driver Grodon Mellis recently won the 3rd round of the Canadian Kart Championship, to move into 2nd place over all. The event was a two day one, held in Saskatchewan. The final round should have taken place as this is published.

Mellis, a 28 year old Chevron employee, won timed practice, all his heats, and the final ...

To clear up confusion in some quarters, our report on the 100 Junior Britain RAC Championship last month was written by ourselves, based upon a written report from contributor S. Heslop, plus information from other eye-witnesses ...

## RAC News

We have been advised of a few likely changes to the RAC Blue Book Kart Regs for 1983. The official text is not to hand yet, but the basic changes are:

An increase in overall length to 210cm for gearbox class karts.

The static noise text may now be used for short circuit gearbox classes, as per long circuit regs.

Gearbox kart fuel capacity is increased to 15 litres (only 10 litres allowed in any side tank).

Bubble regs for gearbox classes are the same as per the CIK Superkart rule.

Britain Class rain tyres. As well as hand cut slicks, moulded wets are to be allowed, as long as they fall within the class price/size requirements.

Britain Class chassis - the restriction to those of British manufacture is to be removed.

Clothing. For short circuit use, the newly constituted list of CIK "homologated" racewear is permitted (these are not necessarily leather or vinyl).

As these are all changes to the Blue Book, it can be assumed that the introduction date will be 1st January 1983.

## Letters

Dear Sir,

### Junior Gearbox Karting?

Since we started to produce complete karts recently we have been noticed more locally. The result being that several fathers with sons ranging from 11 to 14 - 15 have called in to ask about karting. They explain that their sons are keen to compete in karts or motorcycles but require more detailed information. Unfortunately, virtually all of them lose interest in the sport when they realise that the only classes in which they can compete; 100cc non-gearbox; will incur 70 - 100 mile round trips just to start them up because 100cc karts require to be run on circuits.

Our sport is competing with schoolboy scrambling for these boys and coming a very poor second. A gearbox class for juniors would fill this considerable gap. Unlike the 100cc kart, a gearbox kart can be started on any level hard surface and does not need turning room because they can three point turn if necessary. This makes the kart more fun between events because there are more 'venues' for them to play around. I suggest an 80cc motor with six gears using Yamaha, Honda, Kawasaki and Suzuki motors which, like our early 125's were very reliable and relatively cheap to maintain.

In the past karting has been sold to the public as somewhere to start driving when you are young if you want to aspire to Formula One motor racing. If instead we consider, as a few of us have always done, that karting, particularly 250 International, is a goal in itself, then we should be starting juniors in the art of gearbox karting from the start.

In schoolboy scrambling young lads of 10 and upwards are running their bikes round the local quarry imagining they are Graham Noyce, etc. Why should karting not have the same young lads doing clutch starts and burn outs in the drive imagining they are Reg Gange or Dave Buttigieg drifting a 250 Formula E round Silverstone. You never know, they might even replace some of our 'old men' some day.

Any further ideas or constructive criticism would be welcome. Please think seriously - our sport is not getting any bigger.

Bob Clowes  
Motivation Design & Development  
Bagnall, Stoke-on-Trent

ED: An interesting idea. What do our readers - especially Junior ones think?

Dear Sir,  
Having been a subscriber to your excellent magazine since its introduction - as a mere female I usually read it from cover to cover without feeling the need to comment on the contents. However the report in September's issue regarding the Grand Prix has spurred me to put pen to paper to supply the reporter with some facts that obviously eluded him at the time.

I refer mainly to the report on the 125's, in particular the heat on the Sunday, of which the reporter wrote that Ziemelis was unfortunate in having to do some work on his kart before the final after being involved in a "multiple collision".

I would like it put on record that this "multiple collision" involved by husband, Robin, who was confronted by a kart steaming backwards across the track in Hangar Straight and through no fault of his own was sent hurtling end over end for some 50 - 100 ft. before being thrown out of his kart onto the grass. The only thing he can remember is seeing a shunt out of the corner of his eye on his left (presumably Ziemelis and one Paul Osborne - who suffered a broken leg) and then praying that the inevitable didn't happen - which it did. My point finally is that as a result of being thrown from the kart, he badly severed the ligaments in his knee and has subsequently spent the last three weeks since Silverstone in hospital and faces another five weeks in a groin to toe plaster here at home and then anything up to 6 - 24 months before he may be able to walk properly again. I feel I am entitled to suggest to your reporter that if "doing a few repairs" before the final was all Ziemelis had to do, then he was considerably more fortunate than some others in that "multiple collision" and I'm sure Stuart would be the first to agree.

Finally may I through the columns of your mag. thank the medical staff at Silverstone and all our friends who rallied round at the time to help us get home and who have since helped me and made Robin's stay in hospital a bit more interesting by visiting him. Thank you all again.

Susan Stoner (Mrs)  
Farnborough

ED: As a contender for overall victory Ziemelis' progress in the heats was obviously watched by our reporter. Obviously, it is impossible to keep track of all competitors in such a huge event. There is nothing worse than being the innocent victim of someone else's accident - thank you for writing, and our sincerest best wishes to Robin for a complete and hopefully more rapid recovery.

Dear Ed,  
With the completion at Oulton Park of the 250 National Drivers Championship I am pleased to inform your readers that the Championship is to continue in 1983. Details and '83 registration forms can be obtained from the new Drivers Association Secretary Derek Rodgers (assisted by his lovely wife Gail). STAMPED ADDRESSED ENVELOPES please to: 2 Elm Tree Close, Stalybridge, Cheshire SK15 2HF.

Treasurer is Alan Cheetham and Sponsorship Co-ordinator is Alan Gaskell. If any Championship drivers think they know of any prospective sponsors with at least £2,500 they want a tax loss situation for, please telephone Alan Gaskell before you approach them. The DAYTIME 9 - 7 number is (061) 480 7966.

Dave Cullimore has withdrawn from the Committee because of increased work commitment and as for myself, I shall continue as Chairman of the Association, but in a reduced capacity due to the amount of money I must earn, to cover the loss because of the broken arm I collected at Silverstone - I knew I shouldn't have let the Kart watch the video of last year's Silverstone, where Nigel's pirouette off at Copse looked very spectacular. The trouble is these Zip GP's are so competitive, mine had to better it with a double somersault, so I am told. The funny side of it was that after I had been carted off, a friend of mine ran up to my wife with one of the Nashua Sport info sheets which read ... Copse report No. 35 - etc., etc. ... BUT in a stressed condition my wife Lyn read ... Corpse No. 35 - Adrian Lumb ... and it took a little time to dawn on her that no-one had mentioned 34 other people having been killed that day! ...

Finally, to those who already have details of next year's championship, the B-points system seems to have been unfavourably received so it's been dropped. An' for those serious characters who took the quip about non-championship drivers, it was a jest.

Adrian Lumb  
250 National Drivers Association

As the Championship season comes to a close, we have received our usual pile of letters from winners, near winners, and also accident victims, thanking their various sponsors, parents, friends, tuners, etc. Unfortunately space does not currently allow us to fit them all in. We would however, like to acknowledge receipt of such correspondence from: Jason Plato; Jamie Kavanagh; Roger, Gary and Janet Parker; Miles Hall; Tony Negal; Nick Harvey and John Burns.

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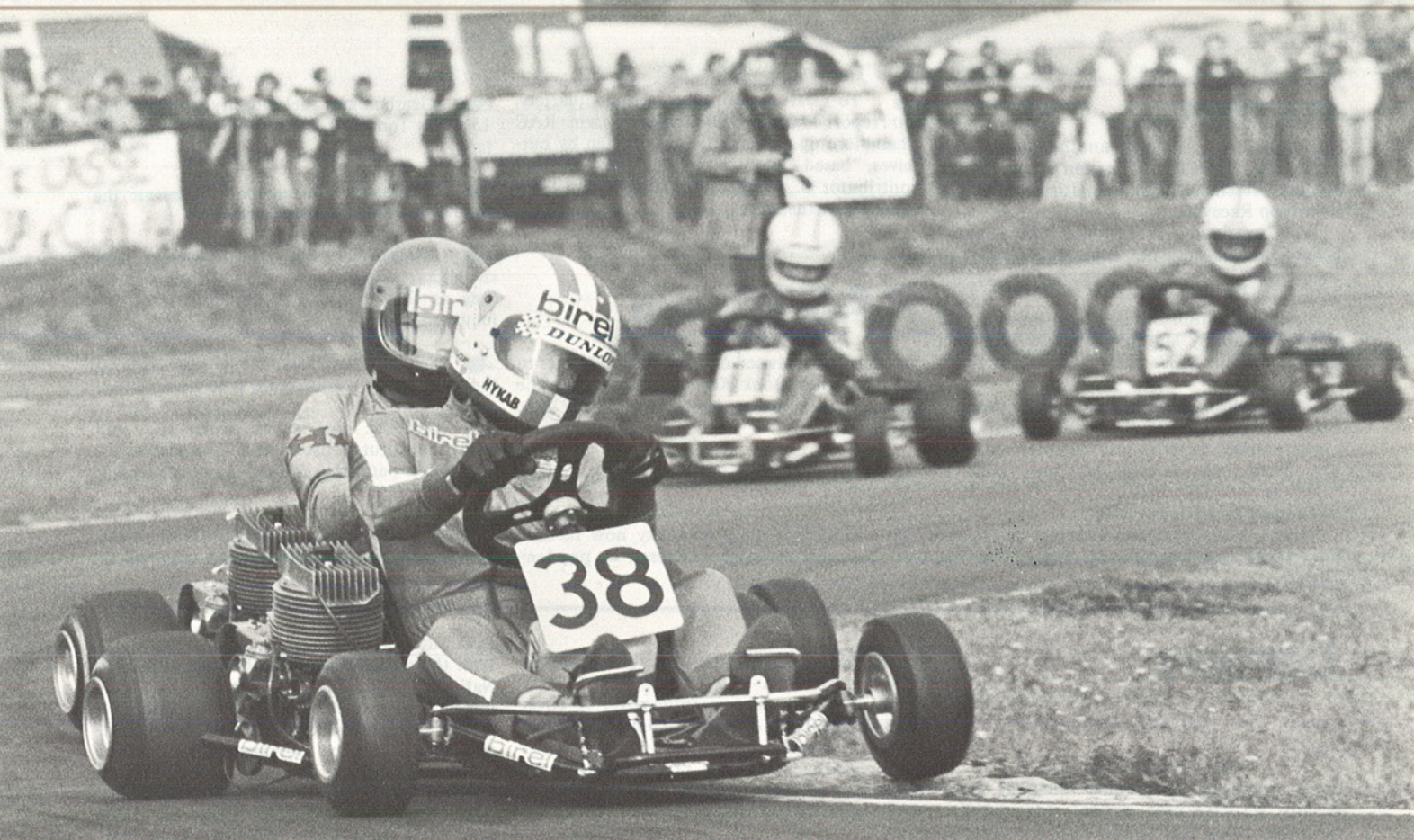
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Third lap of the final. Wilson and Forsman are already a few yards clear of Haase (11) and De Bruyn (52). It was this close for the lead all the way. . .

## Déjà-Vu...

**Mike Wilson retains his World title in style during a high-pressure final. Team mate Forsman settles for second. Young Swede Danielsson and Andersson impressive in third and fourth, from Haase. Alcorn best UK finisher as Fullerton and Herbert go out in desperately unlucky circumstances. A question mark over suitability of some circuits for 135 International.**

**Report: Chris Lambden  
Pics: Roger Calvert**

The 1982 World Championship, second to be run under the 135cc formula, would once again be an important guide to the progress the class had made since last year, and it's future prospects. Coming after a year-long series of 6 Grands Prix, would the entry be affected? Had other factories managed to close the gap between themselves and the dominance shown by the Birel/Komet works team at Parma? How would the circuit cope with large 135 fields? Is the new "one final" system preferable to the old three race final?

In the end, some of the questions remained unanswered, but in the meantime, Mike Wilson put together a perfect unbeaten series of races to re-confirm himself as World number one. His performance under pressure, particularly in the final itself, was brilliant — authoritative and controlled. Of his challengers, team-mate Forsman had the pace but seemed to lack the fire, Fullerton was once again

taken out in remarkably unlucky circumstances, and Rensing fell foul of mechanical gremlins. With European Champion De Bruyn confined to a supporting role, along with steadily advancing Dane Haase, a brace of young Swedes came forward to step into the limelight as future stars — none more so than Thomas Danielsson. . .

### ENTRY AND PRACTICE

The main bulk of English supporters arrived in Kalmar on the Thursday, to find that much had already been happening. First news was that the entry was below 64 — the number who usually make up the main Saturday/Sunday section of the event. This meant that the Wednesday/Thursday qualifying races had been scrapped — but not before a drivers' "strike" had been necessary to convince the organisers that there was no way they were going to race in a point-less series of qualifying heats! And so, both days developed into further free practice.

Anti-apartheid feeling entered the karting sphere for the first time, with the local press giving much space to the entry of a pair of South Africans — Derick Irving and Chad Wentzel. Pit rumour had the affair reaching government level, with the likelihood of demonstrations at the circuit. Fortunately this did not

materialise, although one of the driver's cars was burgled outside their hotel, and a quantity of racing equipment stolen. . .

In the end, 62 entries arrived to take part, but by Friday this was sadly 61 as Harm Schuurman returned home upon hearing of the death of his Mother. The entry thus represented a drop of around one third over the previous year, with traditional entries from the likes of Australia, Hong Kong etc. absent, and only the host nation fielding a full seven-man team. Most European countries however had their leading contenders present, with the exception of France, missing regulars Boulineau and Raphanel.

Great Britain fielded six drivers. With Wright and Weatherley dropping out of the original selection, to be replaced by Bailey, the UK team was Fullerton, Lane, Brown, Alcorn, Herbert and Bailey.

Practice thus occupied virtually the whole of the preceding week, although the leading teams invariably left their tyre testing until the last day, with the track surface changing gradually as layers of Dunlop and Bridgestone rubber were laid.

However, come Friday, and the atmosphere was still one of relative calm, and it would be late Saturday before the World Championship would start to come to life. In the meantime there were the occasional pieces of comic opera, such as the Pit Steward who suddenly

## Boyndie

### SCOTTISH CHAMPIONSHIPS

The climax to the Scottish karting season took place at Boyndie circuit on September 11/12th. There was a record entry and the racing was excellent. The weather was dry, sunny but very windy. It was gale force at one point and the marquee which had been erected for the disco and buffet on the Saturday night was blown over and flattened by the wind in the early hours of Sunday morning. Fortunately no-one had decided to camp in it overnight! The meeting was sponsored by "Grundig International" in conjunction with "Dyce & District" TV Services Limited. Our grateful thanks to the sponsors.

Two heats were run on Saturday and the third on Sunday. These decided positions for the Final grid, making the results of the Final only to count.

#### 100 Junior Britain

Johnny McDonald set the pace on Saturday, winning the two heats with Craig McWilliam following with two seconds. Alan McNish, Ian McLeish, Allan Innes and Brian Tewnion finished in the top four over the two heats. Sunday's heat resulted in a win for Craig McWilliam with Roderick Brown, Gary Cromar and Alan McNish next in line.

On Sunday afternoon this was the first of the classes to run their Final for the Scottish Championships and it was McWilliam who led the way off pole position with McNish, Innes, Tewnion, McArthur and Cromar — the leading six.

The battle for the lead however, was between McWilliam and McNish. By lap five they were up amongst the back markers. McNish repeatedly showed McWilliam his front wheels as they sped up the straight towards the hairpin and McWilliam held him off 'til lap 9 when McNish's persistence paid off and he took the lead. Could this plucky little lad ("Boots and helmet" I've heard him called) hold on to snatch the title from McWilliam? Further down the field Cromar had moved up into third, McDonald had come from the back of the field to fourth, McLeish was lying fifth and Innes sixth. The first six finished in that order with McNish sailing over the line to take the title. Congratulations to Alan McNish — 100 Junior Britain Scottish Champion 1982.

#### 100 Junior National

This class featured Craig McWilliam again, fielding his Steve Carvill sponsored Arrow. McWilliam, who had just been runner-up in the Junior Britain, scored a hat trick over the three heats and looked favourite for the Cham-

**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.**



Junior National Champion Craig McWilliam receives his award from the young lady from Grundig (Pic: A. Bodie).

pionship. Alisdair Stewart had a second, fourth and third. Colin Bird was in on the action finishing behind the leaders, as did Ross McMorris and Evelyn MacRitchie. Michael Barron got Saturday's problems sorted out to finish fourth in Sunday's heat.

Completing lap one in the lead off the Final grid was McWilliam, Stewart, Cope McMorris, MacRitchie and Barron in the first six. Lap 2 on the Bus Straight and Cope's machine seized knocking Evelyn MacRitchie off the circuit. She restarted and shook her fist with frustration as she rejoined the race behind the first and second place men. Although a lap down, she lay in third spot to the flag and who knows where this talented young lady might have finished had she been given her chance? By lap 5 Barron had come from the back of the grid up to third and McMorris was fourth. By lap 12 McWilliam was driving a superb race and had pulled out a comfortable lead. So it was to the flag and the cheers went up in the McWilliam camp. In second it was Stewart, then Barron and McMorris. Congratulations to Craig on the defence of his Scottish Title — Junior National Champion.

#### 100 National

This class had it all. Gordon Murray the reigning Champion, had the classic finish last year against the reigning British Champion and past Scottish Champion Andy Buchan, previous 3 times Scottish Champion Pete McCallum looking for a fourth win, and a host of talented drivers who have provided us with some hairy racing over the last few years. Louis Di Resta had a win, a second and a third. Niall Smith had two wins. Jim Forsyth was on great form with two wins and a second. Gordon Murray won the second heat and had a third. Andy Buchan and Pete McCallum had seconds and thirds. Others finishing in the top four over the heats included Tony Donaghue, Sam Brown, Ronnie Ross, Andrew Graham, Douglas Croft, Brian Ross, George Douglas and A. R. Thomson.

The line-up for the Final had Forsyth on pole with Di Resta alongside, Murray and Donaghue then McCallum and Buchan. Lap 2 saw Di Resta in the lead from the grid with Forsyth, Brown, Buchan, McCallum and Murray in the first six. As they completed lap three Donaghue, Forsyth and Murray came in contact on the short straight in front of race control. Murray kept his machine under control, Donaghue disappeared and Forsyth who had been lying second must have been close to tears as he unsuccessfully tried to restart his motor. Meanwhile the now leading trio of Di Resta, McCallum and Buchan moved as one round the circuit, to the gasp of spectators and pits crowd alike. Behind these three the action was fast and furious, but all eyes were on the first three. Buchan nipped past McCallum and into second but McCallum stuck behind Buchan. On lap 14 these three sped up the straight 3-abreast. Buchan made it first into the hairpin with McCallum behind and Di Resta found himself third. Buchan could not shake off McCallum. The laps rolled past and there was no daylight between them. They weaved out and in, through back-markers and even missed a driver-less kart

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began to enforce the condition that all entrants should run a Bridgestone sticker on the top of their number plates. No-one was let out onto the circuit without the necessary stickers, and most begrudgingly affixed them. However, tension mounted as both Alan Lane and World Champion Mike Wilson arrived on the dummy grid at the same time — both 'works' Dunlop men, and both somewhat understandably reluctant to comply! Much arm waving and shouting by mechanics failed to convince the Pit Steward, and after unsuccessfully trying to sneak out the 'in' gate, Wilson followed Lane's example and pushed off, giving the hapless official the choice — shift or get run over!

Coincidentally, Wilson was just about to test a set of Bridgestones, having been courted by both tyre companies, but as at Parma last year, the works Birel/Komets actually raced on Dunlops. This year, the maximum quantity of tyres rule was discontinued, and so the big names would appear on fresh tyres for every race — and of course the 'qualifier' would also be back in force. However, the maximum overall width would be enforced, and as some Birel wheels were found to be a few millimetres over, mechanics began shaving and peening back the edges to comply.

### TIMED PRACTICE

Saturday morning brought a change in the previously pleasant weather, as the temperature dropped and the wind picked up. Timed practice started at 9.30 a.m. and the 61 remaining entries went out one at a time for their two timed laps — the 'ten minute' system apparently also having been scrapped.

Forsman, Wilson, and quick German Rensing were due out consecutively and so this period became a focus of attention. Wilson it was who set the standard, with a time of 36.62 sec. for the remaining names to aim for. Local youngster Danielsson came close, with 36.74, and both De Bruyn and Haase clocked 36.80. A mild drama preceded Fullerton's attempt as his engine refused to light up — but a new plug solved that. His time of 36.84 was well down on free practice, and on a circuit that was to prove very difficult to pass on, was disappointing. But spare a thought for poor Ayerton Da Silva — looking uncomfortable anyway with his DAP/DAP set-up. A tyre valve blew out on his first timed lap, and because he received assistance on the circuit there was no rerun. Starting at the rear of all the heats would effectively end his chances.

Of the rest of the British team, John Herbert proved next quickest — 18th overall with 37.14 sec, with Alan Lane, struggling to make his kart suit the circuit, on 37.18 sec.

*The Kalmar circuit was brushed at least twice a day to remove piles of tyre rubber. . .*



### Result — Timed Practice

1 Wilson	(I)	Birel/Komet	36.66
2 Danielsson	(S)	Kali/PCR	36.74
3 Rensing	(D)	Mach 1/Komet	36.78
4 Haase	(DK)	Birel/Komet	36.80
5 De Bruyn	(NL)	Tecno/Komet	36.80
6 Fullerton	(GB)	Zip/PCR	36.84
7 Gudel	(CH)	Hutless/Komet	36.86
8 Forsman	(S)	Birel/Komet	36.94
9 Munkholm	(DK)	Dino/Komet	36.96
10 Lindstrom	(S)	Birel/Komet	36.96
18 Herbert	(GB)	Cobra/Komet	37.14
23 Lane	(GB)	Lane/Komet	37.18
29 Bailey	(GB)	Birel/Komet	37.34
34 Brown	(GB)	Zip/PCR	37.50
50 Alcorn	(GB)	Zip/PCR	37.88

### QUALIFYING HEATS

As usual, each competitor had three qualifying heats to earn points for a pre-final grid. Each was over 13 laps.

#### Heat One

Unfortunate drama for Jackie Brown right at the start, as his carburettor slide jammed on the rolling lap, putting him out immediately.

Wilson got away well from pole, but on the outside, Danielsson was elbowed aside by both De Bruyn and Fullerton. This leading trio rapidly broke clear, leaving the Swede to fend off Munkholm, Sandhaas and Lindstrom, with Herbert heading the chasing queue.

Up front, Fullerton was searching for a way past De Bruyn in order to have a go at Wilson in this their only heat clash. Finally he made it,

*Fullerton (31) looked Wilson's main danger after the heats. Here he shows promising Swedish pair Danielsson (67) and Lindstrom (69) the way in heat 3.*

darting inside at an unlikely spot before the main straight. Over the next lap or two, he inched closer to the World Champion, but the latter responded, edging away again to win by some 15 yards at the flag. De Bruyn was now some distance away, with Danielsson closing in as the end neared. Herbert finished a steady 8th, with poor Lane having obviously been delayed, well down.

#### Heat Two

The second half of the field, with Rensing and Haase on the front row, Gudel and Forsman next.

A typical first corner midfield shunt temporarily delayed John Alcorn, who was to restart just a lap in arrears. Rensing made a superb start, and led by an amazing 20 yards after one lap! Forsman picked his way past Gudel and Haase on consecutive laps, but looked to have a tough job to contain the leader.

Further back, the consistent Bailey had just been passed by Da Silva, moving slowly through, but unable to make more progress in the latter part of the race.

As Rensing drove on to a clear win, interest was provided by Alcorn — between Rensing and Forsman, albeit a lap down, but staying right with them. A confidence boosting experience that probably helped his performance later in the weekend. Bailey continued to a valuable 10th.

#### Heat Three

Danielsson led from pole, with Rensing well and truly bundled back to fifth at the tight first corner. Fullerton slotted into second, with Lindstrom for company. A couple more nose-to-tail tours, and Fullerton was through, easing out a small but comfortable gap. The two Swedes continued in line astern all the way to the flag, clear of Rensing and Gudel.

John Herbert was circulating safely in 8th, until mid-distance, when a rear tyre deflated, spinning him to a halt. Poor old Jackie Brown had suffered an exact repeat of his carburettor problem, and started late, while a sign of the changing fortunes in racing was the three-way race for 15th place involving Lane, Zoserl, and Da Silva!





continued . . .

#### Heat Four

Probably the best heat of the day. Danielsson surged away from pole, dragging Fullerton with him and leaving Haase to follow on with Forsman in tow.

The latter immediately slipped by onto Fullerton's tail, and so a tense snake-like battle began, with no-one able to make any progress for several laps. With Fullerton and Forsman seemingly held up behind the leader, Haase and Lindstrom closed in to make it a five kart train.

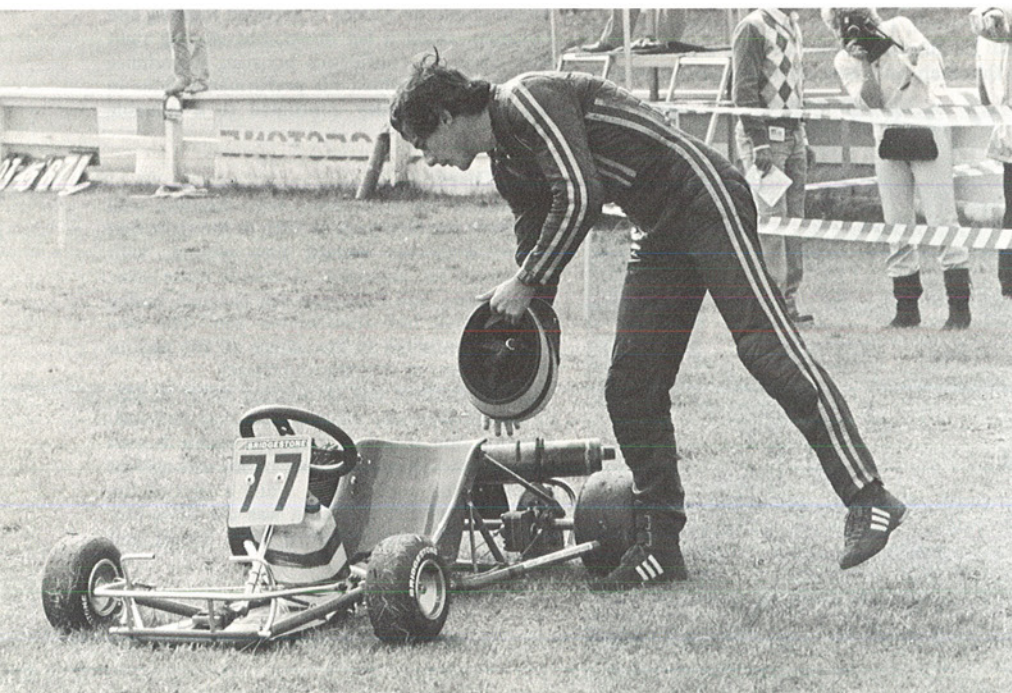
It was only with a couple of laps left that Fullerton managed to push past on the pit corner — forcing Danielsson so wide that Forsman came through as well. Forsman in fact looked snappy, and as they finished was almost alongside . . .

Herbert again showed good steady form to chalk up a good 7th. Jackie Brown's day ended disastrously — his first decent race ending upside down in the outfield!

#### Heat Five

With Fullerton's heats over, this left the stage to Wilson, needing two more good wins to ensure pole, and the psychological advantage for the Pre-Final. This one was relatively easy. A good start, and a steadily increasing gap over

Some probably wish they'd stayed home! Top: Jackie Brown exits heat 4 spectacularly. (Pic.: R. Johansson) Below: absolutely nothing went right for Da Silva. . .



Haase and De Bruyn. Forsman mysteriously dropped back a handful of places in mid-race, but battled back for fourth at the end.

John Alcorn completed his heats with a steady 12th.

#### Heat Six

By now the late afternoon sea mist was really rolling in — so much so that Mike Wilson appeared with a wet weather whirly visor on! Once again it was a one horse race, the Champion breaking clear early on, to leave Rensing, De Bruyn, Gudel and Andersson scrapping for the places, with just Gudel improving, to squeeze past De Bruyn.

Rensing (3) and Gudel (71) were always near the action. . .

Mark Bailey completed his three heats with an eleventh to go with his two other good results and ensure a mid-grid Pre-Final start.

And so the scene was set for a potentially fabulous final day — Wilson and Fullerton up front, with Rensing, Forsman, Haase, and Danielsson lurking close at hand. Bailey and Herbert had qualified directly and Alcorn and perhaps Lane looked possibilities from the last chance race. Would the dry weather hold? Fortunately it did . . .

#### LAST CHANCE RACE

First race on Sunday was the final fling for those who had struck problems, or had not been fast enough, in the heats. Out they came, with none other than Toni Zoserl on pole. Toni was not having a good Championship — having raced only three times earlier in the year, he felt out of form, and an enjoyable evening in Kalmar's leading night club wasn't helping his concentration much either . . .

Italian Culminatti joined him on the front row, with Great Britain's Alcorn inside Dutchman Baltus on the second line. Alan Lane sat back on the seventh row — he would need a good charge to make the top six qualifiers, while right at the back, effectively out of it, was Jackie Brown.

Thirteen exciting laps were in prospect as Zoserl led out of the opening traffic jam. The opening laps were chaotic, but out of it all emerged a nine kart queue, with Alcorn initially settling in third, before Baltus moved past.

The leading foursome broke clear, and given this breathing space, Alcorn began to get things together, passing Baltus and Culminatti on consecutive laps to put some pressure on leader Zoserl.

Meanwhile, European 100cc Champion Bertzen had flown past Japan's Tanada to leave the latter in the last qualifying hot spot — and being pressured by Luhtanen and ex World Champion Koene.

As Zoserl came home, some three feet ahead of a clearly hyped up Alcorn, Tanada held on to grab that last spot on the 32 kart final grid — reduced from its usual 34. Lane thus just missed the final cut.

#### PRE-FINAL

The new CIK Championship format calls for a pre-final to determine grids for the main final, and as such the pre-final is a finish-at-all-costs race. All that has gone before is forgotten. Everything is still to gain or lose . . .

A World Championship which had until now frankly lacked atmosphere, now suddenly began to get tense — a mistake by anyone now could end their chances.

At the event, Lennart Bohlin put on a 250cc demo which went down well, although the circuit did not really allow people to get the true impression. The week prior to the World Champs, Lennart was doing some testing and tried out a set of Bridgestone YAK (SL) tyres. He found his lap times did not change from the first lap to the 70th — yes he reckons that after 70 laps the tyres still had plenty of life left and with the same set-up as the first test he could record the identical time. Well I for one will certainly be trying it out, and it seems indeed a way in which everyone could reduce running costs considerably. It was interesting that Lennart also reckoned there was very little difference, if any, in lap times over normal tyres! . . .

Well back to the 135cc World Champs, where timed practice is the most crucial part of the meeting. Indeed this year it meant more than ever before because with 135cc karts having improved handling, more grip, and more importantly still, more bhp but with reliability, it was virtually impossible to overtake, even if you were one second a lap quicker than the driver in front. In this situation, to come from 10th on the grid to 1st in the 28 lap Final would indeed have been a super human feat, and so a good grid was crucial.

At the end of Friday's practice our own Terry Fullerton must have been a firm favourite along with Mike Wilson, driving for Italy. After timed practice, in which Terry made just one slip on just one corner, on one single lap, he dropped from a likely pole to 6th, leaving Mike on pole. The heats ran pretty true to form with Fullerton doing the only real overtaking at the front of the field. And so, for the Pre-final they lined up with Mike on pole and Terry alongside. As has happened countless times in the past 9 years, Terry was taken out by an accident



The impressive Birel Team tent — plus team graffiti! ... (Pic: R. Calvert)

which was really no fault of his own and so after all that effort, testing, and practice, on the third corner of the first lap of the first Final, Terry's hopes of regaining the World crown he last held in '73, were gone! Mike went on to retain the title he won for the first time last year, in superb style, with Lars Forsman almost appearing content to be second once again.

I enjoyed watching the event, and indeed over the weekend found myself "getting involved" once again, although it has been 11 years since I last drove in a 100cc World Championship event. I am certainly happier though in the Superkart Class, because as a rule if you are quick enough, you can win and to me that is the name of the game — thankfully in Superkarts, drivers do not get pushed off in quite the same regular way that they seem to in 135cc. Let's face it — to be 10th on the grid would be considered a reasonably good position, certainly not a no-hope position. Even last on a grid of 60 is certainly not that!

Elsewhere you will read the report on the excellent Zandvoort meeting where the track record tumbled once again. Indeed, they are always excellent meetings when you win them, so I will labour the point no more! Suffice to say, next year there will certainly be a Dutch Grand Prix at Zandvoort, and a Belgian Grand Prix at Zolder, both in September of which the dates I should have confirmed in November 1982.

Don't forget the French meeting on the 24th October (N.B. 17th October has been cancelled). It is only about 40 miles from Boulogne and there is about £3,000 prize money. Practice on Saturday, racing on Sunday and if you send an s.a.e., I will forward you entry forms.

Well that's it from me and I am sure the rest of the page will be a refreshing change from my dull and unexciting style of writing (which I'm sure is only really appreciated by my Mum! . . .).




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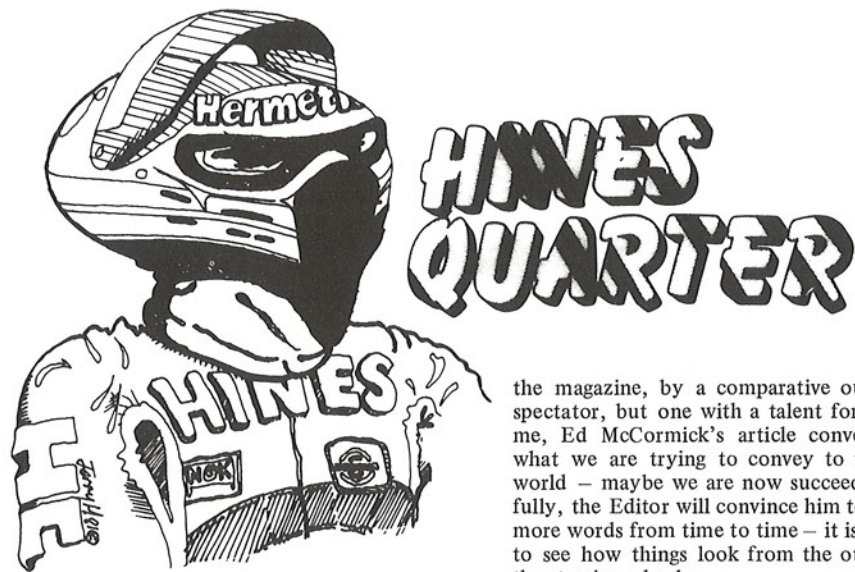
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## From One Outsider – To Another

This month's column is a little different from normal, as to some extent it will be taken up with an interesting little article submitted to

### Impressions of a Bystander

by Ed. McCormick

Names such as Hines, Buttigieg, Ball, Smith, Rogers, a year ago meant nothing to me. They were postulated by Robert, my work colleague, with great feeling. "Why don't you come along to Kimbolton next Sunday?" he suggested, one quiet afternoon when the typical English summer was slipping down the windows in rivulets. "Will I see any of those mythical heroes you've spoken about?" I asked. "Not anymore, they've graduated beyond the Kimboltons to greater things."

Armed with four-wheeled mobility, in the form of a borrowed, clapped out Bedford van, I eventually discovered Kimbolton circuit, the home of Hunts Kart Club, situated on what remains of the disused airfield. The weather had blessed fine and the day became a picnic outing for the wives and children of the keen competitors.

As I watched those youngsters, the juniors of that daredevil brigade hammer round the tarmac kidney, a memory stirred. It was eighteen years ago. The venue, Bangor, Co. Down, Northern Ireland. Home on leave from the RAF, I was lucky enough to escort two young ladies to a short circuit meeting. Until that moment at Kimbolton the memory had slipped. Suddenly it all came back, but it wasn't the same. The techniques were different. Gone were those days of four-wheeled grass cutters. This was a different spectacle, the attitude of the competitors reminiscent of the Roman games of yet another era. In one way analogous, yet in no way do I degenerate the performance or ability of those youngsters. They were superb and I, suitably impressed.

From such, pardon the expression, meagre beginnings my interest waxed, though courage to drive such machines lies not beneath this fair skin of mine! However, I realised I had become a well-hooked spectator.

In pursuance of my newly acquired interest, we chanced upon Cadwell Park. I think it was April of this year, though if I'm wrong about the date I'm sure the pundits of the sport will offer correction. Still fogged by the brief, hazy recollections of eighteen years ago and unsure what to ex-

pect following Kimbolton, we strolled through the pits. The numbers, the variety of models, shapes and sizes, each resplendent in the individual's own choice of livery, the sound, shouts and curses interspersed with laughter and cajoling. The smell of oil, the bark and growl of those engines, all that wonderful cacophony went into stimulating my senses further.

To appreciate Robert's discourse on the various classes and struggle to make my own observations as to what was happening, proved too much to digest in the short period before the heats, so we departed for the trackside itself. Taking up station overlooking the start/finish line of the short circuit, there was a tinge of disappointment that "the Mountain" was to be excluded from that meeting. There we stood waiting. The proof of the pudding and all that. . .

By this time I had managed to recognise the classes. The Villiers were impressive, the 125 Nationals zipping and cutting like frantic bees, the 250 Nationals throaty and powerful. Robert passed me a smirk, "gets to you doesn't it?" Then I caught the throaty bark of the Twins announcing their arrival. "You ain't seen nothing yet!" I was told. . .

Anticipation, apprehension knotted my stomach and with a deafening roar they left the start-line, clouds of blue smoke drifting to catch the breeze. To me they were miniature Formula 1 machines, though more impressive and exciting to watch. As we left Cadwell Park that day I was awestruck and totally sold on karting.

Since those early beginnings my interest has grown. I've attended every meeting, barring two or three through lack of transport. My avidity has taught me an appreciation of the mechanical handling of those little machines, the technical expertise required to squeeze every valuable ounce of bhp from a 250cc two-stroke motor. Several acquaintances still refute my claims about karts and refuse to believe the incredible speeds and lap times attained, to say nothing of standing records smashed.

As a writer, albeit an unpublished one, the essence of my trade is studying people. Who could fail to be impressed by the courage and skills of men at the peak of

their chosen sport, or the up-and-coming generation of contenders who have yet to master the emulation of those skills. We have the dynamic Mister "Butty", whose smooth driving and counter-steering techniques in corners makes his machine glide as though suspended on a cushion of air. Then there is the flamboyant style of Messrs Smith and Ball whose competence cannot be questioned. The devil-take-the-hindmost style of Steve Stylin, the courage of Carolyn; the only young lady I've seen in the Superkart class – in fact the only one I've had the pleasure to see in any class, be that long or short circuit. The acquiescent Stuart Ziemelis and the determined expression in the eyes of Kurt Luby, this year's GP winner in his 125 class, who seemed totally void of the jubilation of the crowd.

I have not forgotten Martin Hines, a man who takes karting seriously, with a reverence akin to a devout clergyman, as his expressions have revealed on many occasions in the pits. A mentor and stabilising influence amongst the karting fraternity who does more than most to popularise and expand the sport to the public at large. I take this opportunity to inform him he is succeeding. At various meetings throughout this past season, I have mingled with spectators who, like myself, have been newcomers and, more frequently, have glimpsed those same faces at later venues subscribed to. They also are hooked, quite a few sharing my own opinions.

There are many more names I have not mentioned as I fear to do so might cause irreparable damage to the tendons of this writing hand!

As a postscript I should like to add that, growing to know many of the drivers; some to speak with, others as nodding acquaintances, has augmented my feeling about the sport. They are all personalities, whose successes and disappointments brand them indelibly individual. All these traits make karting one of the most exciting and memorable spectator events I know of today. My thanks reach out to all you competitors, acorns or fully fledged oaks, because you have made and are making karting. For as long as the Creator decrees, I will see and continue to enjoy you at future meetings. . .

I feel it must become necessary soon to re-limit competitors to a maximum number of sets per race meeting, otherwise the whole thing gets completely out of proportion. I would estimate that over the week something like £50,000 worth of tyres must have been used!

At the front of the grid, what a contrasting scene – Mike Wilson, young defending Champion, still with time and composure to wave to Mum in the stands; Terry Fullerton, unsmiling, confident; Otto Rensing, relative newcomer, inclined they say to be a bit looney, Lars Forsman, experienced perennial, on his "home" circuit ...

Out rolled the field for its warm-up laps, and first time up, they got the flag. Into the first, tight, right-hander and it was Wilson. Fullerton slid fractionally wide, and in an instant, Rensing and Forsman were past. Next corner and drama – Forsman climbed over the rear of Rensing, and as Fullerton moved to avoid the collision, Danielsson thumped into his rear wheel, and in a moment of shattered magnesium and deflating tyre, Fullerton was out.

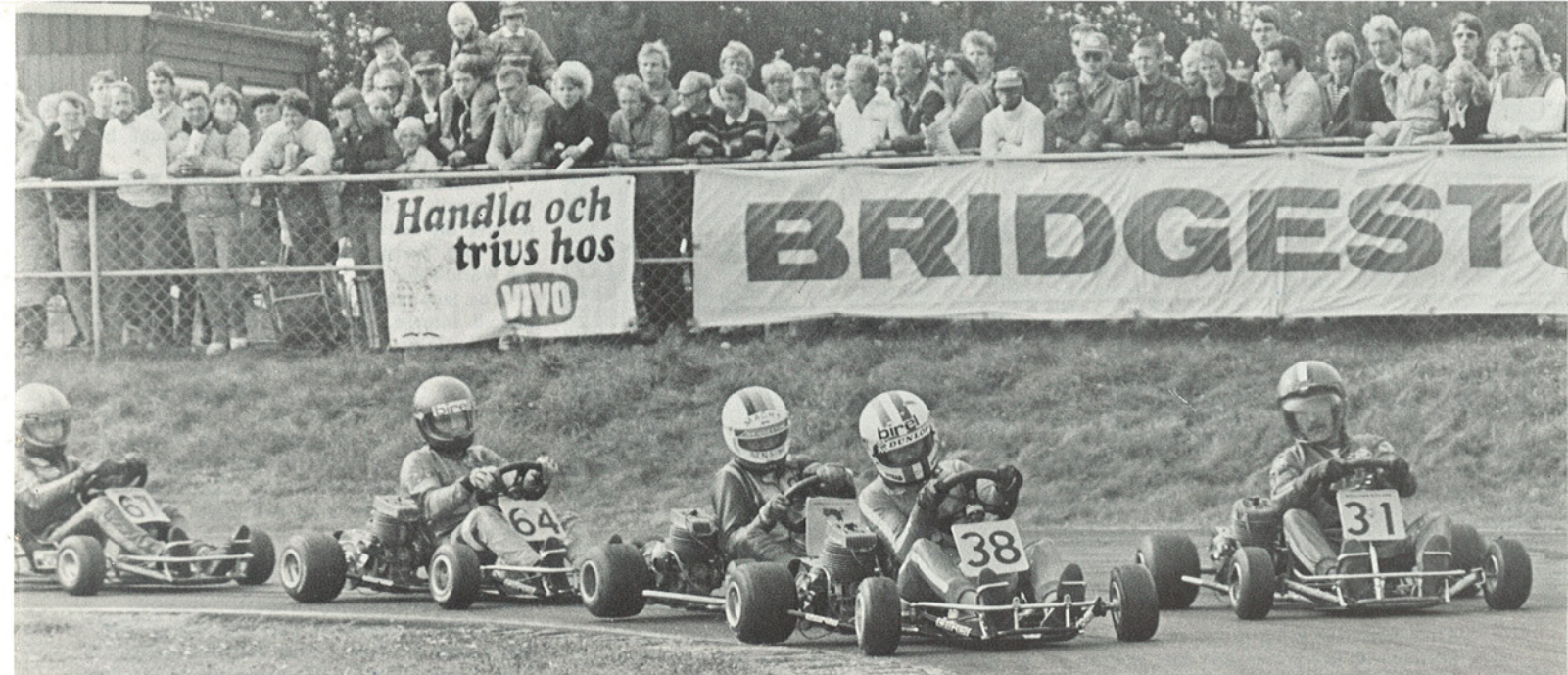
The rear of the field had its own multiple collision and when the dust had settled, Da Silva, Alcorn and Bailey were sidelined – the latter's stub axle sheared straight off ... Wilson burst onto the straight to complete the opening lap, but right there were Rensing, Danielsson, Forsman, and the persistent De Bruyn.

German Rensing was not about to let Wilson get away easily and as they poured into the infield section, thrust positively down the inside – but the door was just as positively shut!

Several laps passed with the front five still together, in line astern, and it wasn't until lap 10 that things changed. Up went Rensing's hand as his engine hesitated, and in an instant, Forsman was past a distracted Danielsson, and closing on team-mate Wilson.

These two had now made the vital break, leaving Haase to eventually break clear for third, and Danielsson to lead De Bruyn and Gudel. Herbert was circulating well in what was to be an excellent 11th place finish. Up front, Forsman looked a fraction faster than Wilson as he closed in and made a few jabs down either side. But this was only the Pre-Final – second would obviously do, although grid 2 had proved unkind ...

The race ran out to its conclusion, with no change. Now there was just the hour to wait for the main Final ...



Above: decisive first corner of the Pre-Final. Fullerton slides wide as Wilson heads Rensing, Forsman, and Danielsson down the inside line. Below: second lap of the final, and with the lead pair already gone, Haase (11) leads De Bruyn, Danielsson, Gudel, Lindstrom and Bollingtoff. Bottom: Herbert (36) and Bailey (37) both made the final, the former so unlucky to go out. . .

Below: second lap of the final, and with the lead pair already gone, Haase (11) leads De Bruyn, Danielsson, Gudel, Lindstrom and Bollingtoff. Bottom: Herbert (36) and Bailey (37) both made the final, the former so unlucky to go out. . .

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After restarting a lap down, Alcorn (32) held Forsman at bay for several laps in heat 2 — a prelude to a good drive in the final.

**continued . . .**

De Bruyn, on the third row, had made a big decision. A contracted Bridgestone driver, he had concluded that the opposition's product suited the circuit better, and arrived on the grid with Dunlop rubber all round. His estimate was that they would come on better later on in the long race.

The Italians are nothing if not theatrical, and both works Birels arrived on the front row covered with richly emblazoned Birel blankets, whipped off only seconds before the off — two bonus points! ...

#### World Championship Final Grid

Forsman (S)	Wilson (I)
Danielsson (S)	Haase (DK)
Gudel (CH)	De Bruyn (NL)
Lindstrom (S)	Bollinghoff (DK)
Rensing (D)	Andersson (S)
Sutter (CH)	Herbert (GB)
Johansson (S)	Culminatti (I)
Sandhaas (D)	Baltus (NL)
Zoserl (A)	Tanada (J)
Andskar (S)	Bertzen (D)
Koiranen (FIN)	Karhu (FIN)
Fullerton (GB)	Aebi (CH)
Carlsen (DK)	Lundin (S)
Bugatti (RSM)	Bott (D)
Guerel (CH)	Bailey (GB)
Da Silva (BR)	Alcorn (GB)

After two laps, the field was mysteriously stopped and reformed, but not before Bollinghoff had changed rear tyres, an indiscretion for which he was later disqualified ...

Everyone restarted, and this time they got the Swedish flag. The front row made such a good start that they arrived at the first corner some yards clear, and the race pattern looked set. Even on this opening lap, both pulled clear of the queue headed by Haase, De Bruyn, Danielsson, Gudel, Lindstrom, Bollinghoff and a fast-starting Herbert.

However, as rapidly as the gap behind the lead pair had opened, it closed, and after a handful of laps there was an eight man crocodile, and no-one seemed able to move. Was Wilson taking it too cautiously? Surely something would happen soon — it all looked very tense ...

This went on for 14 laps — but then the half distance board signalled action. Out of the hair-pin, Wilson tweaked sideways, and Forsman tapped him. The chain reaction behind saw

Haase on the grass and De Bruyn rotating to a standstill. One more lap, and Lindstrom cart-wheeled off the end of the straight, taking out the unfortunate Gudel as well — another broken stub-axle ...



IT'S TERRIBLE, I JUST HATE TO SEE MIKE WILSON GET IN SUCH A RUT.

In two laps, the race had been transformed. The race was now a two way fight — Wilson v Forsman. Danielsson was alone in third, clear of a four way scrap — Andersson, Haase, Bollinghoff, and Herbert, looking better and better as laps went by. Further back, Alcorn was

enhancing his reputation as he picked off the occasional kart in a drive that would be rewarded with a top ten finish.

Meanwhile, Forsman was all over Wilson, occasionally nosing alongside, but not seeming to have the conviction to stick it out. Both had been told "no silly stuff", but it was, after all, the World Final ...

The laps reeled by. The pressure on Wilson looked intense. Would Forsman have a real go? Two to go. One to go. Into the infield and he dived for the inside. He was through ... no, he wasn't! Only yards to go, Wilson's arm was raised in victory salute, and it was all over.

Danielsson and the late-charging Andersson completed an impressive Swedish sweep of the places, but disaster had struck John Herbert. A lap to go, and headed for sixth place, the chain had broken ...

Alcorn completed his excellent drive in tenth and thus became the highest placed U.K. driver (out of little A(I)corns ...).

Herbert's retirement classified him as 18th, just ahead of Bailey, who had had a fraught final. From grid 24, Fullerton's race had lasted 100 yards, a first corner melee knocking a front tyre clean off the wheel! ...

#### Result — 1982 World Championship

1st	Mike Wilson	Birel/Komet
2nd	Lars Forsman	Birel/Komet
3rd	Thomas Danielsson	Kali/PCR
4th	Reine Andersson	Dino/DAP
5th	Jorn Haase	Birel/Komet

10th	John Alcorn	Zip/PCR
18th	John Herbert	Cobra/Komet
19th	Mark Bailey	Birel/Komet
28th	Terry Fullerton	Zip/PCR

The atmosphere in the Birel camp, after the race was decidedly bizarre — almost morgue-like, with no-one knowing whether to laugh with Champion Wilson or commiserate a distraught Forsman ...

A fabulous win however for Mike Wilson, under severe pressure, answering perfectly those who under-estimated his 1981 victory. But questions still remain about the class. By its very elitist nature, the days of the 5-day Championship would seem to be gone, 3 days easily covering the entry.

More than anything, the circuit itself contributed to the at times processional racing, and suitability of size and layout must be considered carefully for future Championships, or it may fizzle — just like the "champs" on Wilson's victory rostrum. Alcohol is not allowed to be given by Swedish law — it turned out to be apple juice ...

Victory rostrum (l to r): Forsman, Wilson, Danielsson.



The fight for third was no place for the faint-hearted and on the 13th lap, just as Foster was about to join in, Smith made his move and dived down the inside at the Pit Corner, only to slide wide, collect Prior's front wheel and both were off. With Foster just missing the debris to take over third, Dart had drafted past Needham to take a commendable fourth, while Collins, having climbed to 6th was rudely deposited back to 8th behind Kavanagh and Cotterill by trying to pass a back marker, touring for a finish, through the back of the circuit.

Brogan by the end had driven away from them all, while Crabtree, though 300 yards down, was putting in the same lap times. Third was Foster, followed by a fast closing Dart, from Needham, Cotterill and Collins having dropped Kavanagh a couple of places near the end through their experience and pressure.

1st	Brogan	Sprint/Parilla
2nd	Crabtree	ART/ART Arrow
3rd	Foster	Wright/Yamaha
4th	Dart	Swiss Hutless/ERE

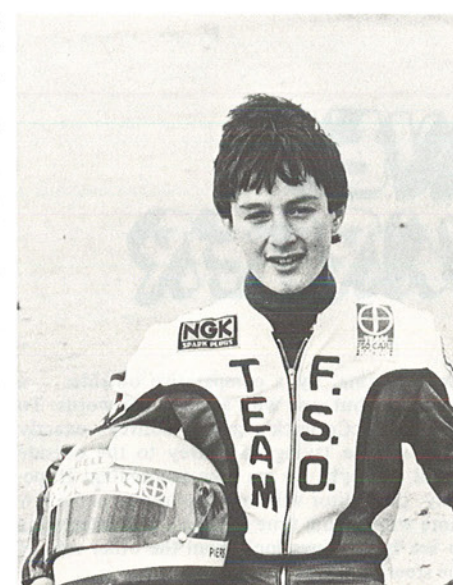
Arrow/PCR

5th Needham Lane/ERE Arrow

Championship Points:— Brogan 237, Cotterill 230, Prior 206, Foster 202, Jennings 196.

#### 135 INTERNATIONAL

Herbert	Lane
Alcorn	Ward
Wright	Mellish
Helmore	Grice
Donaldson	Little
	Knapfield



Hunnisett completed an FSO double by taking Junior Britain ...

With only 11 on the grid, there was going to have to be a lot of quality to overcome the quantity if the Final was to hold the interest of the crowd standing in the foul weather. Initially, interest was high, for while Alan Lane was on pole with two heat wins, Grice with a new lap record of 33.6 and Herbert had proved to be quicker through the heats. From the rolling lap we lost Dave Mellish (a sign of things to come).

As the flag went up, Lane and Herbert moved away from the second row and into the first corner while Grice, with Mellish's grid clear in front of him slammed down the inside

of Ward and Alcorn, taking Wright with him. As they crossed the line it was Lane, Herbert, Grice, Wright no more than a foot apart, a small gap, then Ward (troubled by lack of wet weather experience!), Alcorn, Little, Knapfield, Donaldson and Helmore. Lap 2 and Donaldson was gone. Grice was measuring up Herbert for a pass, while Knapfield looked to be on the move.

Grice was through into second a lap later but the front four were very close, and Knapfield was closing in on Ward. For a while it looked like Team Lane Racing orders, but with Herbert alongside Grice all too often for his liking, Ricky made his move on lap 6 outbraking Alan into pit bend and beginning to pull away. A lap later and Lane was in trouble and as they crossed the line it was Grice about 10 lengths up on Herbert, Wright, then a gap to Lane and a distant Ward.

Lap 10 and Herbert was pressuring Grice and trying down the outside into the pit bend. Next time round Herbert tried again and Ricky seemed to fall for it. He moved wide to close the door and in a flash was spinning into the bales.

From then on, the racing was over and with nearly 20 laps still to run it was a question of driver concentration and reliability. At the end, Herbert crossed the line 20 lengths ahead of Wright, a distance which had stayed fairly constant for the second half of the race, then Lane nearly half a lap down followed by the only other finisher in Ward, gradually coming to terms with the conditions.

1st	Herbert	FSO Cobra/Komet
2nd	Wright	Wright '82/Wright Komet
3rd	Lane	Lane Aerospace/Komet
4th	Ward	Wright/ERE Komet

Championship Points:— Ward 220, Lane 215, Wright 196, Grice 179, Alcorn 170.

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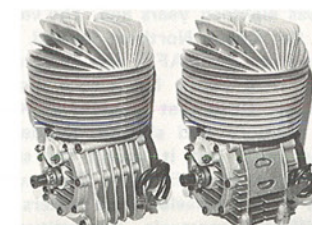


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Herbert — first Green Man victory

# Herbert's Hour

Herbert's turn for GM victory, from Wright and Lane, but Ward still leads the series . . . just. Brogan takes Junior National lead with a win, and it's the same for Hunnisett in Junior Britain.

Report: Alan Evans

On Saturday and Sunday of August Bank Holiday weekend the Stansted Green Man circus descended on Dunkeswell for the penultimate round of the series. The organisation had been well planned and was efficiently carried out by a pleasant team of Club Officials and a resident Track Manager. Due to the low entries within the Championship Classes, they appeared to have been given the bridesmaid's role to a very well supported Club meeting, only being allowed to work from a newly reclaimed area of grassland roped off from the sealed pit area. Thus with approximately 160 entrants covering ten classes from Junior Britain "Clubman" to 250 National in attendance, race day got under way, beneath a dry but overcast sky.

By the time all the heats had been run it was late afternoon and the overcast sky had turned to light rain. With agreement from the gearbox classes, the Club decided to cancel part of their programme and move straight on to the Championship Finals.

## JUNIOR BRITAIN

Hunnisett	Guy-Johnson
Cuff	Plato
Kemp	Banks
Key	Beasley
Dackner	Salter
Elliott	McEwen-King
Radford	Murphy
Reeves	Chapman
Maple	Price
O'Hara	Turner

It was a somewhat apprehensive grid of Junior Britains who came to the start, having set up their equipment for the wet conditions for the first time of the weekend. None more so than pole man Andrew Guy-Johnson who had burst onto the Championship scene with some fine driving through the heats, having been deliberately kept away from the past few rounds by his father, to gain valuable race experience at

Club level. Alongside Andrew on the front row was Championship contender Piers Hunnisett who had proved to be exceptionally quick all weekend, setting a new lap record of 35.0 in the heats. The second row consisted of new British Champion and current Championship leader Jason Plato, the only one to be able to match Hunnisett for sheer pace, and David Cuff who, like Guy-Johnson was having a fine meeting. Third row was Scott-Banks and Mathew Kemp, both putting in consistent drives. Scott in fact won the second heat convincingly, though he didn't look quite as sharp as I have seen him at previous rounds. Stephen Murphy, with two difficult heats, found himself on the 7th row while Ivan Turner and Andrew O'Hara were trying to forget their abysmal luck and do something "special" from the last row of the grid.

As the flag went up, Hunnisett out-dragged Guy-Johnson into the Pit Corner and with a clear road was able to take full advantage of the situation and pull slightly clear of the pack through the tortuous back section of the circuit while Plato was pressing hard in third place with Banks in close company, and Cuff hustled back to fifth.

Crossing the line for the first time it was Hunnisett already pulling away from Guy-Johnson, Plato, Banks, Cuff, Kemp, Beasley and Key while Murphy was looking in a determined mood and up to 10th. Second time round, with the conditions getting much worse, with heavy rain and high winds causing the driver to spread out and survive, Hunnisett was getting out of reach while Guy-Johnson was pulling clear of Plato with Banks about five lengths back. Cuff came through at the rear of the pack while Key and Murphy had jumped to 6th and 7th respectively.

By lap 4 Plato had closed the gap on Guy-Johnson while the rest had already settled down to a rather spread out race. Next lap and Jason was through into second giving Andrew someone to pace him in the poor conditions as Piers was by now too far away.

Over the next 7 or 8 laps the pattern of the race was fairly static but with only 5 laps to go Plato's exhaust began to detach itself and the small gap between himself and Guy-Johnson

diminished and a very impressive Murphy was closing on Banks. With two laps to go Andrew swept by and the writing was on the wall, one lap later and Jason was gone.

At the flag Hunnisett finished half a lap in the lead from Guy-Johnson, Banks, Murphy, Key, Kemp, Chapman and McEwen-King. Post race scrutineering showed that Guy-Johnson's restrictor was .008" oversize due to his Dad's efforts to polish out the rough edges! A great shame, as he had to be regrettably disqualified, moving Scott Banks and co. up one place in the finishing order.

1st	Hunnisett	FSO Kestrel/Arrow
2nd	Banks	Premier/Arrow
3rd	Murphy	ART/Arrow
4th	Key	Premier/Arrow
5th	Kemp	Kestrel/Arrow
Championship Points:— Hunnisett 284, Plato 275, Banks 237, Murphy 217, Chapman 158.		

## JUNIOR NATIONAL

Brogan	Smith
Prior	Collins
Crabtree	Margerison
Harvey	Kavanagh
Foster	Needham
Brown	Jennings
Briere-Edney	Dewhurst
Hunt	O'Hara
Dart	Cotterill

Having had time to contemplate upon the set-up for the Final with information gained from the Junior Britain race, the grid formed up with Ian Smith on pole having finished second in all three heats. Steve Brogan was alongside having won two heats, one with a new lap record of 34.2, plus an uncharacteristically difficult heat progressing to 9th. The second row was taken by Collins and Prior, both putting in three consistently high finishes in the heats. Two drivers we have come to expect as front runners, namely Harvey and Foster were to be found down in 8th and 10th respectively while Messrs Cotterill and Dart were in the unfamiliar position of the back row, Steve for one with an expression "as black as thunder".

As with the Junior Britain Final it was the number two man who took the advantage from the start. Brogan had no intention of being beaten to the first corner, and from then on drove away from the field in a fine demonstration of balanced driving. Behind him however, it had all gone wrong and through the spray and steam came Crabtree and Prior followed by Smith, while the storming start by Collins had ended in the straw bales with Margerison. Across the line after one lap and Brogan's advantage was clear to see after the first corner incident with only Crabtree looking as if he could hang on to the new British Champion. Then came Prior with Smith trying everything to get by, Foster, Needham and Kavanagh, with Harvey having been demoted to 9th in the first lap melee followed by the fast climbing duo of Dart and Cotterill already halfway through the field!

Lap 2 and Brogan was clearly extending his lead. Prior and Smith were so busy with each other that Crabtree was getting away. Dart was really on the boil, climbing two more places and drawing away from Cotterill, while Collins was pulling out all the stops to try and salvage what had at one time looked to be a promising Final. And so it went on for the next 10 laps with Prior, Smith, Dart and Collins entertaining us through the wind and rain.

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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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makes it a pretty good year for the 19 year old, and had he not taken a holiday in August he might have had two No. "1" plates!

1st	Kurt Luby	Zip/LDR Rotax
2nd	Roy Wooldridge	Magnum/Merlin Rotax
3rd	Chas. Walker	Zip/WKC Rotax
4th	Andy Cowgill	Zip/Coward Rotax
5th	Roy Patterson	Barlotti/Rotax
6th	Ian Brown	CTRP/BGR Rotax

Fastest Lap: Luby, 1m. 8.68s (86.48mph)

### Another One to Butty

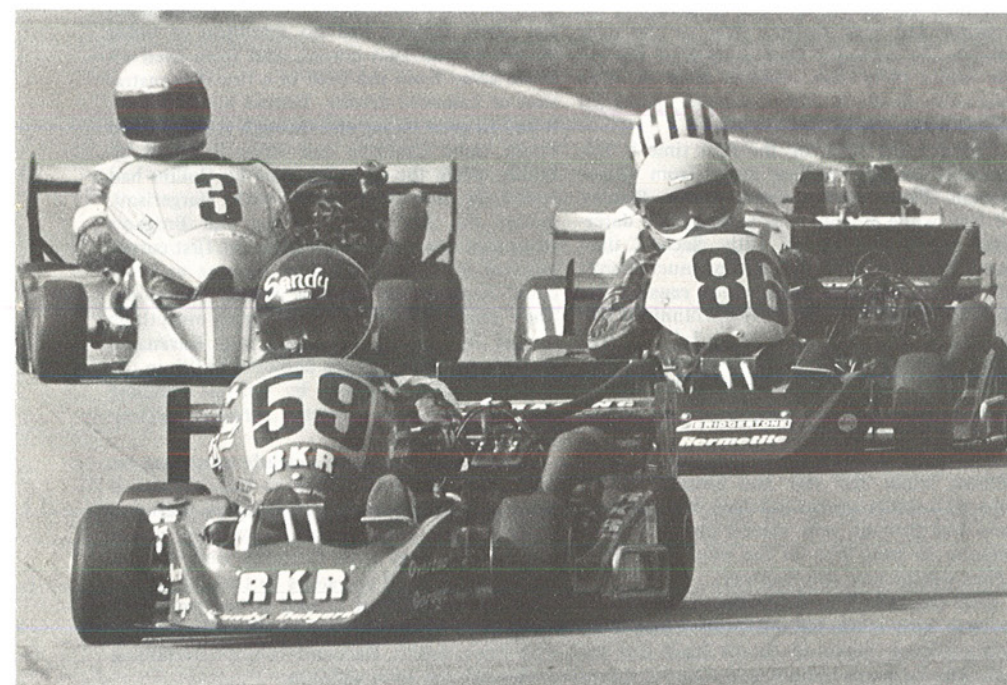
It's usually considered sensible to save the best 'til last and for this one the organisers did just that by running the Superkart final at the end of the programme. That meant a good show of spectators didn't drift away early, instead getting full value for their money by seeing all four finals.

However, before the 10 lap final, three Superkart heats were necessary to sort out the grid. No driver really convinced the crowd that the meeting belonged to him, with three different winners taking the four lap heats. The GP plated Vingt-Trois Zip of Reg Gange came

Collier — best result ever.

home first in the first heat but then Reggie had to settle for a fourth and a fifth in the other two. That was enough to put the blue outfit in fourth spot on the front row, sandwiched between Hermetite Zips Martin Hines and FSO driver Steve Styryn. Martin was challenging hard for the lead in his first heat when he spun on fuel deposited on the circuit and slipped well down the order. His second heat brought him a fourth place and he really got it back together for the last 4-lapper, winning that one from an on-form Richard Dean. The DMA driver took another second in the first heat and perhaps surprisingly found himself on pole for the final. Alongside Dean was rampant Rocket Roscoe now coming to terms with Rotax power — and how! A win and a third put Graham in that position. The last place on the front row was taken by Styryn, a fifth and a second being his

Battle for sixth — Dalgarno (59), Arnold (86), Rees (hidden) and Goy (3).



two best results. The second row comprised Richard Arnold, Giles Butterfield, Donovan Collier and Rob Kerkhoven. On the inside of the third row sat the Memorex Zip of one Mr. Buttigieg who had a mixed time of it in the heats. He started well enough taking a third in the first one but then things got worse. He was left all alone on the grid for the second one with a broken chain and started the last heat in true Butty style . . . from the pit lane! By the completion of four laps the Memorex livery had climbed to 13th place and been credited with a fastest lap of 1m. 0.5s — a speed of 98.18mph.

Sharing the third row with Butty were Mick Goy, Derek Rodgers back in the twin class with Chris Taylor's CTRP Zip, Gordon Douglas and John Rees. So this is what it looked like at the front for the start of ten action packed laps. . .

Styrin	Gange	Hines	Roscoe	Dean
Kerkhoven	Collier	Butterfield	Arnold	
Rees	Douglas	Rodgers	Goy	Butty

The green light flicked on and off. They screamed into Old Hall and out of sight. Roscoe had got the jump and led Gange, Hines, Dean, Collier, Butty, Butterfield, Kerky and Rodgers into Knicker Brook for the first time. That was still the order at the end of lap one, then around Fosters for the second time the fun started! Gange, in a determined bid to snatch the lead from Roscoe, found it not as easy as that and gyrated off tumbling down the field rapidly. Graham certainly seems to have a gift for being where the action is and must be wondering just what he has to do to have an incident-free race! Butty however, didn't suffer the Gange fate and by the end of this second lap had safely found a way through to lead once more. Richard Dean was in third ahead of Hines, Butterfield, Collier, Rodgers, Kerkhoven and Douglas. That was how it stayed until lap five when Hermetite Hines pulled off, a big end blown in his Rotax. The action continued as we lost both Butterfield and Rodgers on the next tour with lap seven seeing the retirement of Roscoe, again with tyre problems.

At the front, Butty pressed on in his usual style, reeling off the laps with no apparent problems. Collier was now in second place and Kerkhoven had moved up to fourth behind Dean. Next came Douglas, Dalgarno, Arnold, Rees, Goy and Jon Dixon — back in the driving seat after his Brands' shunt. Reg Gange was fighting back despite gear selection troubles and was in about 12th place.

The last two tours produced no real dramas with Butty scoring his fifth major meeting success of the season. Add to that the FSO TV Challenge and you have a pretty good first Memorex season. Behind Butty came the consistent Collier, Dean, Kerkhoven, Douglas, Arnold and Dalgarno. It was nice to see one or two usually mid-order runners in the trophies and by way of a pleasant change, both Rob Kerkhoven and Sandy Dalgarno collected a pot each.

1st	Dave Buttigieg	Memorex Zip/Rotax
2nd	Donovan Collier	Zip/Rotax
3rd	Richard Dean	DMA Zip/Rotax
4th	Rob Kerkhoven	RKR Zip/Rotax
5th	Gordon Douglas	Zip/Rotax
6th	Richard Arnold	Zip/Rotax

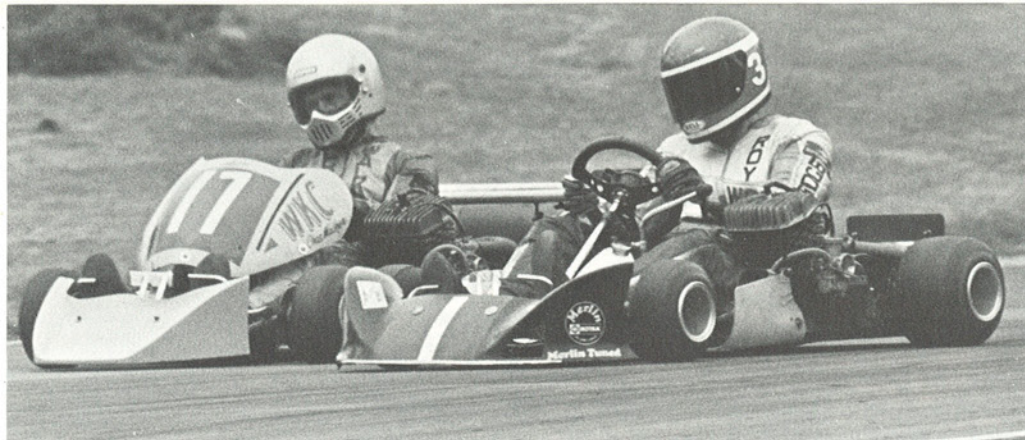
Fastest Lap: Butty, 1m. 1.32s (96.86mph)

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Walker (17) and Wooldridge (1) fought tooth and nail for second in the 125 final. . .

**continued . . .**

solo at the front. Newton had edged clear of Doble, who in turn was well ahead of Parker and Munday leaving Waggett to run a lonely race in sixth place.

The only change to the top six over the last two laps saw Parker finally break away from Munday and get past Doble as well to take third place. Waggett still had sixth ahead of Kellett but behind the always consistent Munday. On Novice plates at the beginning of the year, young Doble secured the No. "1" plates with fourth spot in what has been quite a season for him. For Richard Boston this was his fourth 210 win including the GP and he was further rewarded with the Ken Jones Trophy for fastest lap.

1st	Richard Boston	Zip/Longtune Villiers
2nd	John Newton	Magnum/APV
3rd	Gary Parker	Aero/SRM
4th	Tim Doble	Zip/APV
5th	Vincent Munday	Zip/APV
6th	Joe Waggett	Zip/Villiers

Fastest Lap: Boston, 1m. 10.1s (84.73mph)

### Boston's Double . . . Part Two!

With Adrian Lumb out of action as a result of his Silverstone shunt, he was at least able to be present to see his idea of a Drivers' Series reach a very satisfactory conclusion to its first season. Another good entry included all the front runners with Peak Revs' Derek Rodgers shining brightly in the heats. Three good wins set Derek up nicely on pole position for the ten lap final and it was looking good for him to snatch the No. "1" plates. Sharing the front row were the familiar names of Alan Collard, Richard Boston yet again, Chris Stoney and GP winner Alan Muggleston. Dave Cullimore was on the inside of the second row with Roger Cramp, Colin Fletcher and Tony Scottorn for company.

So with less than half a lap of the final completed, Derek Rodgers took up the running from early leaders Collard and Stoney and looked set to repeat his heat performances. Richard Boston was really having a go and by the end of two laps had split Collard and Stoney to settle in third spot. Behind Stoney came Pete Dedman, Pete Ablewhite and Dave Cullimore, but already gaps were appearing and the field becoming fairly evenly spaced.

Lap three and Boston had moved up again to take second place from Collard and the York driver now had his sights set on leader Rodgers. At half distance however, Rodgers still looked comfortable at the front, reeling off the laps with no apparent problems. Behind him Boston, Collard, Stoney and Dedman were still evenly spaced with the next pair Cullimore and Ablewhite having a rare old scrap for sixth place.

Laps seven and eight and the only change was Stoney getting ahead of Collard but then on lap nine disaster struck for leader Rodgers. As the crowd looked towards the Eagle Star bridge it was No. 184 cresting the rise first — Boston was leading his second final of the afternoon! An obviously disappointed Derek Rodgers pulled into the pit lane with a deflated tyre and his hopes of the Championship gone. Boston had two laps to complete to crown a very successful day and take his second win. That he did with no problems, leading home Stoney, Collard, Dedman and the rest.

The honours then went to Boston but spare a thought for dejected Derek Rodgers and just look at the remarkable season enjoyed by second placed Chris Stoney. Chris took the Short Circuit Champs at Shenington in July, and has now added the Long Circuit Title. From ten Long Circuit finals to date he has had four wins, two seconds, two thirds and two fourths. Add first overall in the Drivers' Series and that little lot speaks volumes for his ability and machine preparation. Well done Chris.

1st	Richard Boston	Zip/Yamaha
2nd	Chris Stoney	Barlotti/CSK Yamaha
3rd	Alan Collard	Barlotti/Yamaha

Fastest Lap: Collard, 1m. 6.18s (89.75mph)

### Here we go Luby Lu . . . by

New British Champion Stuart Ziemelis opted out of this one, but that still left 61 names in the programme to provide us with the usual 125 entertainment. Three heats with the best two to count towards final grid positions were on the cards and it was Grand Prix winner Kurt Luby who came out on top with two wins and a third to safely wrap up pole position. In his last outing of 1982 as British Champion, Merlin's Roy Wooldridge piloted the Magnum to three second places to line up alongside Luby. Next came Wigan Kart Centre's Chas Walker who won the second four-lapper and took third in the other heat. The comedian of the class, but a steady performer on the tarmac, Grimsby's Roy Patterson had two fourths and a fifth to take the next spot on the front row. John Cooke, now Magnum mounted, was the final occupant of the row.

More familiar names made up the second row; Ian Brown with the CTRP/Rotax, Mike Doble (Zip/Rotax), Chris King (Zip/Hood Rotax) and Andy Cowgill (Zip/Coward Rotax). Stephen Coward, thinking of getting wed, selling his 250 outfit and retiring from the sport, was towards the back of the grid having been plagued by mechanical gremlins.

So ten laps it was to decide the outcome of this day's racing and as the lights flicked green Walker made the best of it to lead King, Wooly, Patterson, Brown, Luby and Mike Doble into Old Hall Corner. One lap completed and Wooly had hit the front with Luby moving up two places to take fourth. The Farnworth driver's progress was rapid and by the time they reached Knicker Brook for the second time the GP plates were ahead of Wooly and Walker. The same lap brought the end of Stephen Coward's race although Andy Cowgill with a Coward tuned motor had now settled into seventh place and was going well.

LD Racing's Luby soon began to ease away from the rest and by half distance was encountering back markers. Wooly and Walker were having a great battle for second place with only inches separating them for lap after lap, the pair of them frequently side by side! Cowgill had continued his progress and with half the race gone was in fourth place ahead of King, Patterson, Brown and Doble.

Luby however continued on his way, looking untroubled and extended his advantage over the second half to finish the ten laps a very decisive winner. Walker and Wooly had battled to the end and it was Wooly who got the verdict, but by the smallest of margins! Cowgill was next with 'Joker' Patterson fifth and Ian Brown sixth. A fine win then for Kurt Luby emphasising the form that has brought him five Long Circuit victories this season, including the Grand Prix. Coupled with the 125 Short Circuit Championship he won in July, that

The two jockey-weight drivers who have totally eclipsed the 125 stars of last year by their joint dominance of the class, may well have prompted a movement by the heavyweights of the class to have the weight limit increased for this very exciting category of racing. I refer of course to the British Champion Stuart Ziemelis and the Short Circuit Champion and Grand Prix winner Kurt Luby, who between them have gone home with virtually all the spoils from the prestige meetings this season. Whilst in most lightweight classes of motor sport it is accepted that the 10 stone and less pilots are the natural candidates to float to the top, whenever there has been a season in karting where a particular class has produced regular winners of smaller stature there is always a cry from a few "puddings" to increase the weight limit.

It goes without saying that a 10 stone driver has an advantage over a 12 stone driver, but in this case I think the two gentlemen mentioned have won their races in no small way due to their respective driving abilities and consistent preparation of their equipment. To a large extent, the heavyweight lobby have been pretty unreliable and inconsistent. To "clip the wings" of these two drivers and a handful of other top drivers of similar weight by increasing the weight limit by 5 or 10 kilos (and I believe they are even asking for more than that), would not in most people's opinion be justified.

In fairness to the RAC, they have normally only increased weight limits on grounds of safety. In this instance that is not the prime consideration. Some of the heavyweights have blamed their tyres "going off" on the fact that they are heavier and thereby exerting more stress on their rubber. It would seem logical to assume therefore, that were the weight limit to be increased, everyone's tyres would be more liable to lose their adhesion. A point to ponder!

At about this time of the year last season I put forward someone's idea of having a parade or race at Silverstone of a selection of karts and drivers of yesteryear — I think 10 years old or more was suggested. What I thought was a promising and interesting idea was, I am sorry to report, not met with much enthusiasm. The only "ancient pilot" to show any support and write to Steve Morey (who had the idea), was Wes Lawson, one time Villiers top man in the North of England and still the owner of his very individual Villiers Special. As was said at the time, there must be literally hundreds of people who still have the last kart they ever raced, and who regularly attend meetings such as the GP at Silverstone as spectators, yet for some reason they prefer to do so without contributing some added interest to the days proceedings.

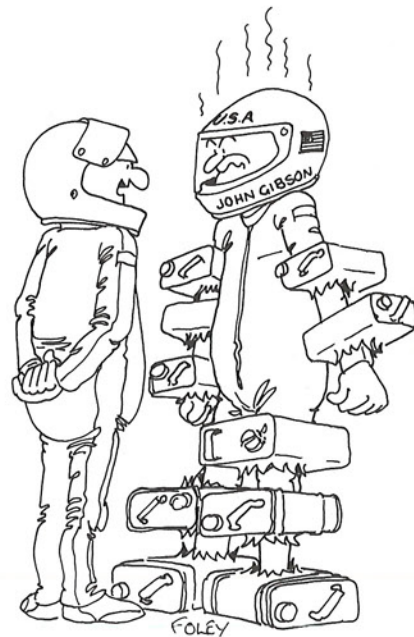
Ziemelis (41) and Luby (42) — 125 pacesetters in 1982. (Pic.: J. Grindrod)



## The Chris Merlin column

powered by the Yamaha. The Rotax is not allowed as yet, but John after his use of a Rotax at Silverstone in one of Chris Taylor's rent-a-kart deals, is trying to change all that. Furthermore, he is now setting out to appeal to the car racing crowd rather than to try and convert the fixed ideas of the traditional American go-karter. . .

There is a funny story surrounding John Gibson's experience with Chris Taylor's Rotax. John obviously was rather more used to the 'wet' clutch of his Yamaha back in North Carolina and was forever leaving the Rotax in gear, with the clutch depressed, whilst giving the engine enthusiastic "warm up" bootfuls for long periods of time. After the second Rotax clutch had succumbed to such treatment, Gibson jumped out of the kart and vented his frustrations on a nearby 5 gallon steel fuel can, with such "feeling" that he put a hole in it with his size 10 — not bad going! . . .



John Pudney made mention of the American John Gibson in his column last month and referred to John's forthcoming trip to the mid Ohio race meeting. In a telephone call the other day, Gibson told me he had finished second to Joe Grubbs, but felt rather travel weary after his trip to Silverstone the week before. The main topic of our conversation was the fact that there is a strange reluctance — a sort of consumer resistance — to Superkarting over in the States. The Yanks conceived "go-karting" as a very simplistic form of motor sport with industrial origin power units and centrifugal clutches on the most basic of chassis. Whilst that theme has evolved and become more sophisticated, it would seem they have little wish to progress from there. As John Gibson put it so eloquently, "we have something real neat with our Superkarts and all those arse-holes don't like 'em, 'cos they're so quick." As has been said before, their Superkarts are mainly

It has long been the RAC's contention that gearbox class races should always start from a stationary grid, defined as a standing grid start. Exceptions have only been made due to specific requests from various organising clubs who prefer the rolling start method, usually on

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Paul Elmore — soon to be Rotax powered in Peter Haywood's Stratos. (Pic.: R. Calvert)

continued . . .

grounds of safety. Cadwell in the past have notably favoured this method. Possibly coincidentally, but I don't necessarily think so, with the advent of starting lights rather than the good old Union Jack, a very dangerous habit has now developed of going from red to green as soon as the front row karts get to their positions. This practice has most noticeably developed to a ridiculous level as the season has progressed. At Brands Hatch there was one heat that was started with only the kart on pole position stationary, whilst every row behind was obviously travelling



EXCUSE ME SIR, I'M THE P.R. REP. FROM THE METAL BOX COMPANY, I WONDER IF I MIGHT HAVE A WORD WITH YOU?

at progressively greater speeds, the back few rows still "knocking on" at great velocity, miles away from their allotted grid position. The particular race I mention is still vivid in my mind and resulted in the 4th and 5th rows arriving at Paddock Bend before the front row had barely got into second gear! Most of the heats and to a lesser extent the finals were little better at Silverstone. (See *Friggit* p3)

It doesn't take a genius to foresee the carnage that will one day result from this irresponsible practice. Either have a standing start or a rolling start, not a mixture. A well controlled rolling start rarely results in any stationary karts in the middle of the grid. Most standing starts do. It is only the dogma of tradition that preserves the standing start. One doesn't have to witness many Grand Prix starts to see just how dangerous they can be.

It would seem that it is largely the use of starting lights that probably subconsciously detaches the starter from the true importance of his duty. If he can be seen with a flag in his hand by the drivers, a far better understanding of the imminence of "the off" is created. The impersonal nature of flicking a switch removes this and to a large extent the starter's authority and control disappears at the same time. Put the starter back on a rostrum with the flag in his hand!

Paul Elmore's return to karting at Silverstone in Peter Haywood's new Stratos was somewhat inauspicious, partly due to a rather tired Yamaha. Haywood's new kart looks a very professional job, and he is the first to admit that the resemblance of the bodywork to Bob Clowes' Motiv kart of a few years back is no coincidence. The winter series of Superkart races will see Paul Elmore on a Rotax-powered version of this design. This will be Elmore's first experience with Rotax propulsion and if his performance is

anything like his achievements with the Rodgers prepared Yamahas in AK Racing Dino days, he won't be far away from the front runners. I am pleased that he is back in karting, as when I spoke to him at the European Championships he was talking about Saloon Car racing, but as I said at the time, unless you have a large pile of "big quids" for that you are on a hiding to nowhere. Believe it or not, Superkarting mph per pounds sterling is still the best value on two or four wheels.

Those of you who went to either the European Championships or the Silverstone GP could not have failed to notice Lennart Bohlin's super long, coach transporter — 12 metres in all (39 feet in real terms). The actual length prompted me to enquire how much it cost for the return fare on the ferry from Sweden — such charges are based on length. I was "gobsmacked" by the answer Egon Elf, his faithful spanner man, gave me — £350! It then transpired that other than the workshop in the rear, it did contain 12 berths, so what they saved on hotel bills was more than worthwhile. Up front there is a well stocked bar, which contributed to my downfall on the Saturday night of the GP! . . .

A nice little touch of how the "other half" lives came about at Oulton Park. Dave Buttigieg did his practice and first heat in "city gent" type black leather lace up shoes — he had left his racing boots in the car back at the hotel. When the ubiquitous Bernard Dewhurst got to hear of this, the problem was instantly resolved — Bernard not only has a Rolls, but also has a telephone installed. The hotel was contacted and shortly before the second heat, the correct foot attire was on hand — or rather on feet! For the purist, you should never refer to a Rolls Royce as a "Rolls" — he was only the salesman. Royce was the engineer — so next time you need to impress, you refer to a car with the Spirit of Ecstasy on the radiator as a Royce! . . .

The World Superkart Championship for 1983 is beginning to take shape, though not quite as was originally suggested. There will now probably be three rounds — Denmark (Jyllands Ringen), Paul Ricard (France), and England — the latter also carrying the European Championship title.

At one time it was thought that the English meeting might well be at the Silverstone GP, but current rumour has it that a well known North of England promoter has booked Donington for a June date — that could turn out to be the European date, as last year.

The prize fund for the World Championship is supposed to be in the order of 25,000 dollars, which doesn't sound bad for starters. How it will be spread out remains to be seen.

Chris Merlin



Roscoe leads as the Superkart final pours into Old Hall for the first time. Challenging are Dean (32), Hines (42), and Gange (GP), with winner Buttigieg (E) keeping the Memorex Zip on the inside.

## More Butty

Buttigieg scores his fifth Superkart win of the season, from second placed Collier. Dean hangs on for third. Class wins to Luby (125) and Boston (210 and 250 National).

Report: Mike Smith  
Pics: Roger Calvert

Blackpool and Fylde Kart Club organised the final round of the RAC Championships at Oulton Park on Saturday, 28th August. The weather was fine and warm, if a little cloudy, and the entry as is often the case for this meeting, was a little down on previous meetings this season. The event also incorporated the Commonwealth and the final round of the Adrian Lumb brainchild, the 250 National Drivers' Series. Looking at the series in the programme it makes one wonder where the other half of the Silverstone Grand Prix entries go to for the remainder of the karting year! However, all the Grand Prix winners were present, proudly displaying their new letters. . .

As far as the Championships were concerned, Dave Buttigieg was already assured of the title in the Superkart class and the Memorex Team were looking for a day of fun and enjoyment! Stuart Ziemelis was also sure of the 125 No. "1" plates and he chose not to put in an appearance. The 210 class was to be decided between evergreen Bill Longden on 22 points and rising star Tim Doble on 30 points. A number of permutations were still possible in the 250 National class with Chris Stoney on 31 points, Dave Cullimore 25 and Derek Rodgers on 24. So a good days racing was in prospect and it was the 210 Villiers class which started that. . .

### Boston's Double . . . Part One

With the two best scores from three heats to decide the Final grid positions, Temple Motors' Richard Boston produced his Grand Prix form to annex pole position with two good heat wins. Dunstonian Garage's John Newton was a

model of consistency, with three second places to line up alongside Boston. Brighton's Barry Train was next after two thirds and a fourth. The man behind the power for himself and Boston, Bill Longden occupied fourth spot with a third and fourth being his best. Last spot on the front row belonged to youngster Tim Doble, getting better with each heat rising from fifth to fourth to win his third heat.

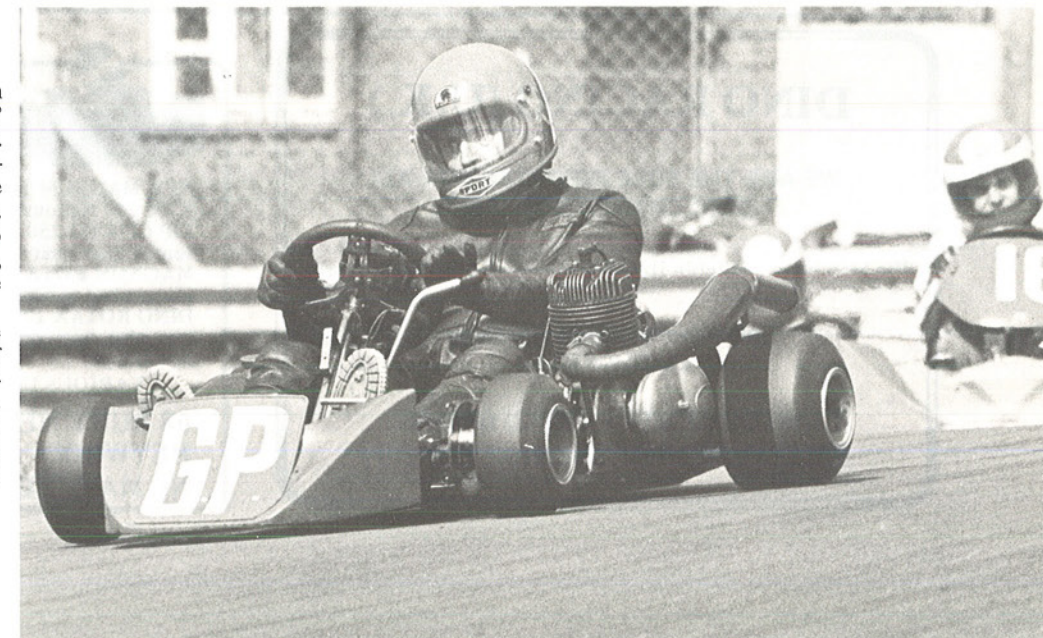
With only a small grid the 10 lap final soon settled into a rather processional display with GP man Boston hitting the front on the first lap and never looking seriously troubled after that. Bill Longden's hopes of the British Championship soon evaporated as the Mansfield driver retired inside two laps. John Newton, Tim Doble, Barry Train, Geoff Upton and Vincent Munday disputed the places behind a long gone Richard Boston. The York driver extended his lead lap by lap and by half distance was well clear of the rest and encountering backmarkers. The order at this stage was Boston, Newton, Doble, Gary Parker, Munday, Train and Waggett. A gap then appeared before Robbie Kellett came through in eighth place. By lap eight, Barry Train had disappeared, with Boston still running

Richard Boston pulled off a double — here leading the 210's before going on to win 250 National. . .

### Pit Patter

Little was new around the Paddock and with one or two of the usual Superkart 'names' absent, a fairly easy-going atmosphere prevailed. Martin Hines was the sole Hermetite Zip representative, just checking everything out for the Team's trip to Zandvoort the following week. Chris Lambden and the Talasan Zip were also missing, again in preparation for the Dutch trip, while John Ball and Phil Ansell were two more to opt out of this one.

Nigel Smith put in an appearance with the 'project' again, using the meeting as more of a test session than a search for trophies. Overheating, a lack of brakes and an uncomfortable pedal position all contributed to Nigel not contesting the final, although the information gained during the day was apparently considered useful.



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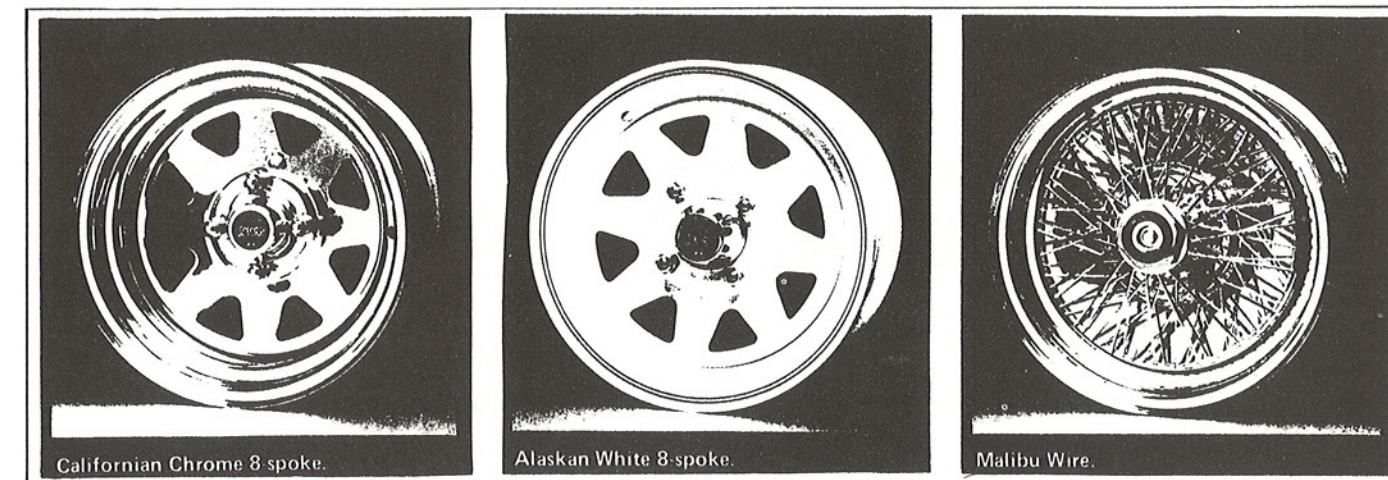
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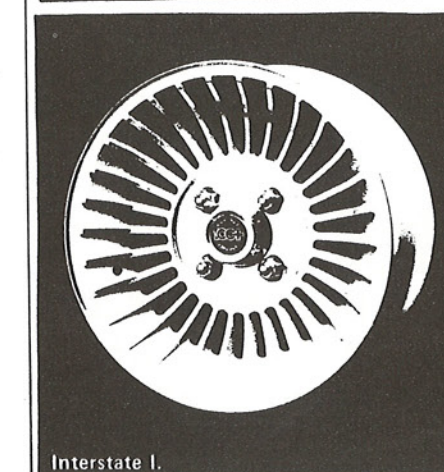
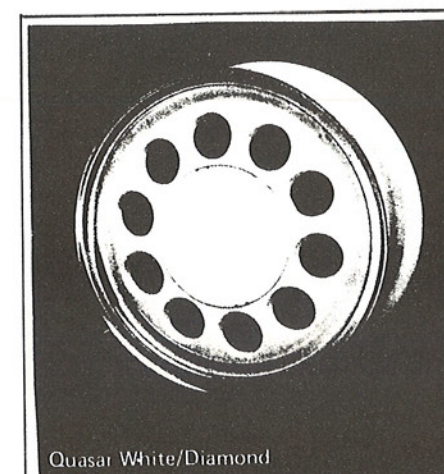


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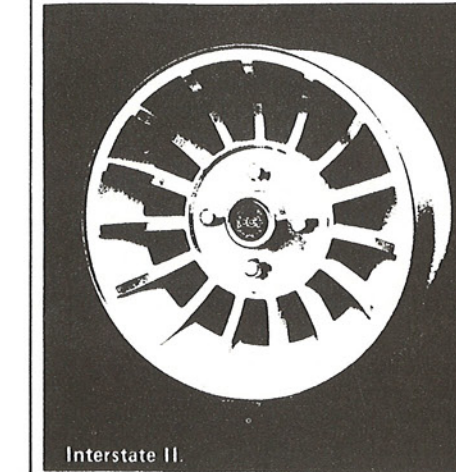
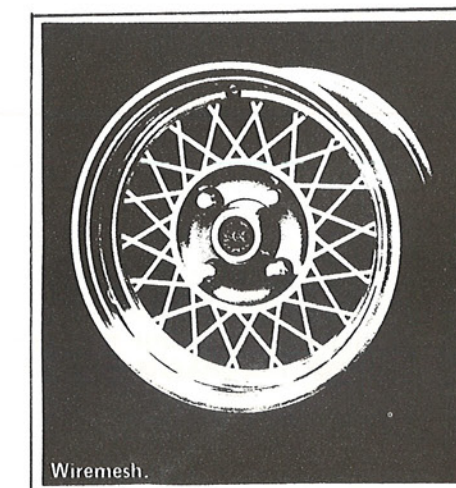
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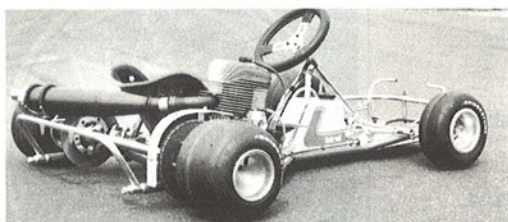
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Junior blast off

Also on the front row was regular Green Man competitor and kart dealer Simon Wright, eager to show his potential. Next up on the grid were Dave Mellish showing consistency and young charger Mark Bailey. Best position by a 100 National regular was taken by Simon Sutton, on grid 5. Alongside Sutton was the veteran of the race, Paul Fletcher. Despite his vast experience and circuit knowledge, things were not going too well and a win on home ground seemed almost beyond reach. Lane Racing filled row four, with 100 National stalwart Gary Moynihan and current Champion Alan Lane side by side. Highest place by a local was grid 9 - Pat Teatum, driving under the Pat-Ron banner.

Top: Brogan shows Jennings the way in the Junior Final. Bottom: Junior top three, left to right: Cotterill, Brogan, and a none too happy Kavanagh.

30 laps round Wombwell is very demanding and one usually has to have some good luck in order to make the distance! After several laps of tyre warming, the grid formed up in orderly fashion and were given the Union Jack. From the start, Simon Wright challenged Biff Harris and took the advantage by the end of the lap. Fortune was not smiling on Paul Fletcher who seized coming off the brick wall corner only 500 metres into the race, or Martin Leach whose engine refused to spark into life. Mark Bailey had made a good start and was holding third in front of Mellish, Moynihan, Sutton and Alan Lane.

The order remained the same for several laps with Wright consolidating his lead. Lane went missing on lap six and Mellish slipped back to sixth, with Simon Sutton and young

hero Adrian Wood taking advantage. Gary Moynihan was closing on the dice for second between Harris and Bailey, which was shortly to become the battle for the lead. Simon Wright had led very impressively for 10 laps but his motor let go at the end of the straight and he was left to reflect on what might have been...

The battle up front continued but it was not long before there was the next leader change - exiting the old Pit Corner Biff Harris' engine just cut out. Bailey and Moynihan attempted avoiding action - luckiest was Bailey who survived intact to open up a big gap. Moynihan was taken out and had to expend some physical effort in order to restart down in 8th place!

Harris was still moving, but slowly, with the engine popping and banging and he lost a lot of ground before realising the coil wire had jumped off the terminal. The problem was rectified and he continued on, having dropped to fourth. Amongst all the excitement, Simon Sutton had moved into second and Adrian Wood third, while further down the field Mellish, Teatum and Smyth were battling hard.

Despite his set-back, Harris was motoring sweetly and was making up ground rapidly. He soon disposed of Wood and chased after Sutton. Bailey in the meantime must have thought that this was his lucky day - his lead was substantial and barring any mishaps looked a likely winner.

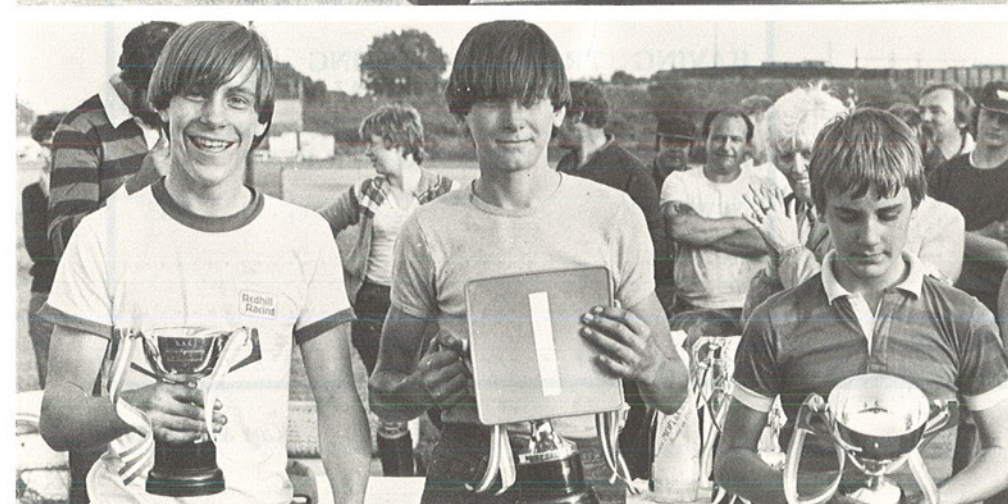
As the laps reeled off, Harris caught and passed Sutton, and started reeling in Bailey. Surely the task was too much. No - with 5 laps to go Harris had caught the leader and was looking for an opening. It soon came as Bailey's engine missed a beat and Harris was by in a flash.

With no further drama, Biff Harris completed the 30th lap at the head of the pack and received some hard-earned applause from the spectators. After all his efforts in previous years, without success, this victory must have been very sweet indeed.

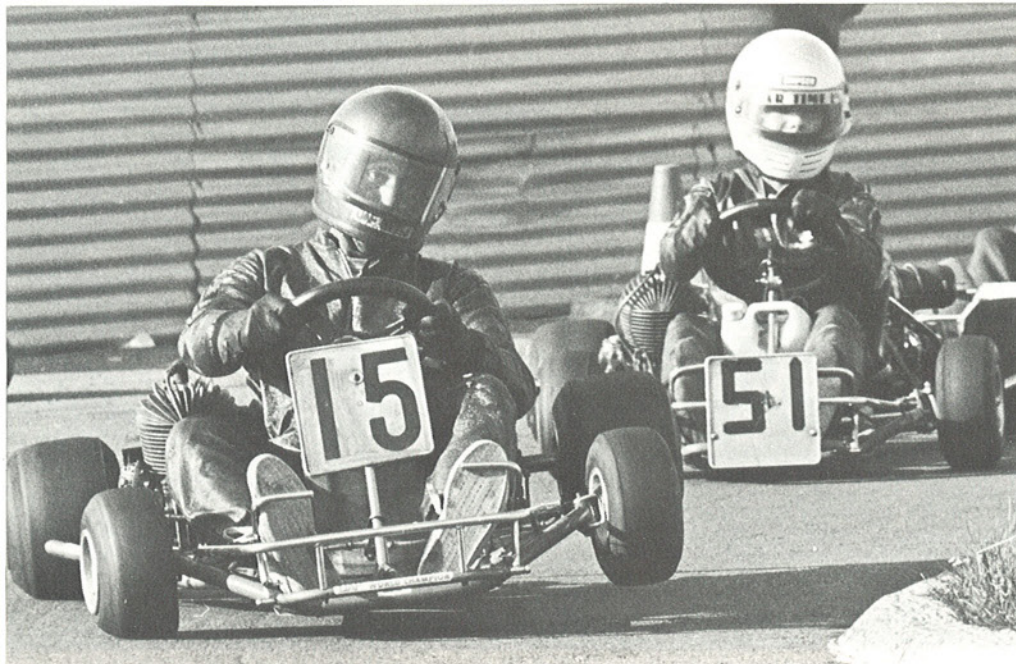
After a good drive, Mark Bailey came home in second place followed by a charging Gary Moynihan who had recovered superbly from his earlier incident and was the quickest man on the track in the closing stages. Simon Sutton was disappointed with fourth and Dave Mellish completed the top 5 with a steady drive.

Only ten drivers completed the distance, showing how demanding a Final this was, but a popular winner had been crowned in Biff Harris. Could it be that he is the last 100 International Champion? We will have to wait until 1983 to see...

100 International  
1st Biff Harris DAP/DAP JM  
2nd Mark Bailey Sprint/Parilla  
3rd Gary Moynihan Lane/Parilla







Harris two wheels the pit corner as he heads Bailey

# Biff's Bonanza

Biff Harris returns to take an eventful RAC 100 International title from a mixed field, with Bailey and Moynihan in the places. Steve Brogan wins an equally action-packed Junior National Championship, from Kavanagh and Cotterill.

Report: Nigel Edwards  
Pics: Roger Calvert

The South Yorkshire Kart Club were the hosts for the third major Championship to be held at Wombwell in 1982, namely the 100cc Junior National and 100cc Senior International RAC British Championship.

The prospect of a large entry seemed remote as both classes have been having their difficulties. Junior National having normally smaller grids, as well as having to run to the 1982 Blue Book (i.e. one set of Dunlops) and International in its

100 International Champion Harris.



100cc form being almost non existent, would have pointed to a depleted field. But Championships being what they are, a respectable 23 Internationals and a superb 40 Juniors was as much as could be expected. With supporting grids for Junior and Senior Britain and 100 National, spectators were in for a full day's spectacular motorsport.

The two main Championship classes were composed of definite groups of drivers. Junior was split two ways: a) regular contenders, b) Junior Britain's upgrading, while International was also split two ways: a) ex 135 Internationals, b) Nationals upgrading and, as usual the total entry was made up with local drivers, mixing it with the big guns for the day.

## Junior National Final

▲ Jeremy Cotterill	Jonty Millward
Nick Crabtree	Mark Jennings
Jamie Kavanagh	Simon Collins
Steve Murphy	Kerry Thorpe
Craig McWilliams	Patrick Walsh
Steve Brogan	Sammy Hunt
Jason Plato	Philip Margerison
Rowan Dewhurst	Martin Prior
Ian Smith	Darren Needham
Nick Harvey	Richard Hunt
Gary Jordan	Steve Dart
Phil Foster	Charlie Brown

The day had remained incident free until the last chance race for the Juniors. During the 'B' Final, Neil Faulder became involved in a skirmish down the main straight and was unfortunately launched into the fencing. The race was stopped while medical attention was given, and Neil had to go to hospital, but fortunately the outcome was only a severe shaking and bruising.

The 25 lap Final was held on a dry track with the sunshine breaking through, following a mid-day downpour which caused its usual problems. A sensible 2-lap warm up was given and a clean start was made by most drivers. Taking advantage of a front row start was Jonty Millward, who headed Cotterill, Jennings, Crabtree and Collins at the end of lap one. As the leaders sorted themselves out, so Steve Brogan was making rapid progress following a mid grid start (although he actually led one qualifying heat, he was dropped one lap for overtaking under the yellow flag — otherwise he could have made a front grid position). Another driver heading forward at a rapid pace was 'B' Final qualifier Phil Foster.

So as the race developed, Millward was opening a gap on Cotterill, who was coming under pressure from a very impressive Jamie Kavanagh (of Junior Britain fame). By half distance, Brogan had forced his way up to third but was some 50 metres behind Kavanagh, who was looking for a way past leader Millward, and it did not take long before the lead changed.

Once out front, Jamie Kavanagh pressed home his superiority and opened up a healthy gap on Millward and Brogan. Nick Crabtree had slipped down the field, allowing the on form Phil Foster and Richard Hunt to progress up the leader board, although some distance behind the first four.

With only three laps of the Final remaining, it looked as though the Championship was settled, but such is the unpredictability of motor racing, that the final twist of fate was yet to be dealt out to Kavanagh and Millward. The former was unfortunately taken off by two back markers who were more intent on racing each other than allowing the race leader a clear track (despite numerous blue flags). So Millward moved to the front again, while Kavanagh was pushed off in third spot.

Millward's hopes of victory were short lived as the drama continued — his engine expiring only 300 metres after leading!

Through all the excitement, Steve Brogan had continued with his press-on style and was to be rewarded with the Junior National crown and the No. 1 plates.

A popular winner, supported by Mum and Dad. However, great sympathy for Jamie Kavanagh who was literally "robbed" of the title, and Jonty Millward who oh so nearly made it as well. . . . Jeremy Cotterill, although third, was disappointed with a down-on-power motor, and was being caught by fourth place man Phil Foster who had driven very sensibly after qualifying via the 'B' Final.

100 Junior National
1st Steve Brogan Sprint/Arrow
2nd Jamie Kavanagh Ferrari/Ferrari Parilla
3rd Jeremy Cotterill Sirio/Yamaha

## 100 International

Despite the single grid entry the heats had provided some exciting racing, although the regular International drivers naturally came to the fore. Pole position for the Final was taken by Biff Harris, fresh out of retirement following a brief foray into 135 earlier this year. As usual he was on DAP/DAP equipment, and had quickly settled into the groove.

The penultimate round of the K&S/SAM '82 Championships found some ninety drivers camped down at the familiar venue of Kimbolton. I always look forward to meetings here as good close racing is guaranteed and the unexpected often happens; this year proved no exception. . . .

On the Saturday gossip was flourishing as usual. Wayne Homer and new team-mate Gary Prior were waiting patiently for the Dartford transporter — which, alas, never arrived. . . . Only time will tell what is afoot in that camp. Out on the track, sensational series newcomer Moynihan was flying on his Lane equipment. Simon Sutton's Gillard team were obviously looking for the double, trying many combinations and settings. The old man himself — Nigel Edwards — was as cagey as ever, but showed he could turn on the heat when needed, and finally Steve Tillet was indecently fast. And now to the quick boys! . . .

Around Kimbolton's demanding track, several Britains were substantially quicker than the best Nationals — most embarrassing! Miles Hall has got a lot of motor and enormous ability, distinctive in a new set of bright Christo leathers. Cleveley seems to be sorting himself out nicely of late, as does my man Rochford, who was pleased with his kart although he complained of a slight lack of power (most unusual for him). Previous victor Colson had the bit firmly between his teeth and like everyone else was looking forward to the serious business on Sunday.

Kimbolton is a different track to prepare for, since fast lap times are no guarantee of victory. With its long, long straight and fast-flowing outfield the problem is whether to gear for overtaking on the straight or aim to get it right through the quick stuff. Obviously a compromise is necessary, and as often happens the locals seem to have it sussed . . . including some dubious blocking tactics!

## SAM '82 — FOR PETE'S SAKE!

As usual, the Britain B's gave the crowd some exciting racing, the pack quickly spreading out to give us Philip Hogg leading from Booth, Poole, Cox and Burns. Unfortunately Hogg was adjudged to have fallen foul of the famous yellow flag and so Burns scraped onto the back of the 'A' final.

Miles Hall Zip/Arrow	Andrew Colson ▲ Dart/DK Arrow
Pete Rochford Zip/Arrow	Nigel Cleveley Barlotti/Arrow
Adrian Cotterill Barlotti/Arrow	Mark Beddall Reema/Arrow
David Germain Kestrel/DG Arrow	Tony Negal Dart/DK Arrow
Paul Browning Gillard/Arrow	Andrew Clark MM/Hewland
Nigel Goff Goff/Goff Arrow	Andrew Wood Jeta/DAP
Keith Baines Kestrel/Arrow	Victoria Philip Bates Reema/Arrow
Andrew King MM/Arrow	Andy Stapley Sisley/ERE Arrow
Mark Faulder Jeta/DAP	Martin Goodyear Dart/CORD Arrow
Chris Pollard Dart/Arrow	Keith Blackburn MM3/Arrow
Rupert Poole Sprint/Arrow	Craig Booth Dart/Arrow
Chris Burns UFO/CBR Arrow	Gerard Cox Kestrel/Komet



Two wins in a row makes Sutton a Championship contender. (Pic.: R. Calvert)

# Simply Simon

Simon Sutton makes it two K&S wins in a row at Kimbolton. Sykes and Dagless take the places. Tillet unlucky. SAM race goes to Rochford. Report: Paul Carr

The 'A' Final swept away to the customary first bend shunt which eliminated Browning, Goff, Beddall and several others. Meanwhile Hall simply disappeared into the distance from the front, tailed by Cleveley, Rochford, Colson, Negal and the rest. Within four laps Hall had established a huge lead, with some frantic racing between Cleveley, Rochford, Colson and Clark. Next time round Rochford found a gap and went past both Cleveley and Colson, with Colson repeating the manoeuvre on Cleveley.

Another lap and Hall was nursing a sick engine as though it had seized, while Rochford

led the pack. Then Colson seized, forcing Cleveley to restart further down; this promoted RAC Champ Negal to second, with Germain third and Cotterill fourth.

The race settled into this pattern and Rochford won by some nine seconds — another well deserved victory. Negal followed him home, being slowly caught by Germain.

Peter Rochford, using the chassis won in last year's SAM Championship, closed up on Nigel Cleveley's series lead with a fine win. (Pic.: R. Calvert)





1st Peter Rochford Zip/Hewland  
2nd Tony Negal Dart/Hewland  
3rd David Germain Kestrel/Hewland

Championship Points: Cleveley 559, Rochford 555, Browning 513, Beddall 492, Baines 487.

### K&S — SIMPLY SIMON!

With a slightly improved entry the numerous heats sorted the men from the boys — well, almost! Right at the beginning there was excitement when after a well-judged race, Sutton was disqualified for allegedly overtaking on a yellow flag. Cast your minds back a couple of years and . . . *deja vue*? Thankfully, a fistful of notes and commonsense prevailed which eventually allowed Simon to claim a front row slot for the final. Kimbolton's curious attitude towards yellow flags does, thankfully, have an amusing side — on several occasions hardened racers (e.g. Hann, Homer, Williams) were following one another with hands aloft to indicate to the officials that they were *not* overtaking — hilarious to watch, but at speed and in close company it must be very dangerous.

The Tillett family were all enjoying the outstanding performance of "Our Steve" who must now be considered one of the quickest at any meeting. He drove sensibly to gain two firsts and a second, using fantastic power along the straights and watching for any loonies through the turns. Other good heat results came from a trio of locals — Chris Dagless (man of the meeting?), Jimmy Archer and Ron Cox. What of those who should have been up there? Prior had a day he'd rather forget as did Moynihan. On my watch the quickest man was Edwards, but he was impolitely molested by the flying Parrington — who could be brilliant if, as the saying goes, he put his brain in gear. . .

The 'B' final, as usual, had many devastatingly quick people contemplating how best to get through to the big race. A major shunt on the first corner saw Moynihan and many others out, with Prior through from last to seventh. However, Till made it his from the front and after GP had seized, Vince Bond, Dave Spence and Stuart Watts came through to qualify. Moynihan was unlucky not to catch this group up after his collision — another lap needed.

### A FINAL

Anything of interest on the grid? Only the grin on Tim Gillard's face — a front row monopoly making his day. Rockstar Hann had replaced the PCR he used in the heats with a faithful Arrow — muttering bitterly about the Hewland

spares situation. Perhaps best news of all — NO new tyres! Well, only one pair on Williams' Premier and believe it or not, he suffered the indignity of spinning on the rolling lap.

Simon Sutton  
Gillard/Sirio

Jimmy Archer  
Dart/TKM

Nicky Fletcher  
TKM/Parilla

Wayne Homer  
Dart/TKM

Peter Giddings  
Dart/Parilla

Nick Parrington  
Reema/Arrow

Peter McCallum  
Zip/TKM

Norman Box  
Birel/Parilla

Paul Mace  
Sirio/Parilla

Vince Bond  
Lane/TKM

Stuart Watts  
Gillard/Parilla

Steve Tillett ▲  
Gillard/Parilla

Chris Dagless  
Lane/Parker Parilla

Ron Cox  
Zip/DAP

Peter Stevens  
Birel/K77

Mark Woolford  
Fox/DAP

Roger Moth  
Cobra/Arrow

Stephen Sykes  
Premier/Parilla

Neil Hann  
BM/Arrow

Martin Gilbert  
Zip/TKM

Gary Till  
Zip/Zip

Dave Spence  
Gillard/PCR

And so the grid filed off. Sutton oiled, and Archer found himself on the front row; something which unfortunately seemed to go straight to his head. Luckily a quick plug change saw Sutton adopt his rightful position but Archer clearly liked the idea of becoming an overnight sensation. As those silly lights turned green, Tillett got it exactly right and made the first corner his, only to be punted off by Archer, who seems to think races are won in the first hundred yards. Somehow Tillett stayed off the grass, but soon discovered that his exhaust had parted company with the powerful Parilla. Justly, Archer spun. Dagless took full opportunity of the confusion to emerge leading, followed closely by Sutton, Cox, Fletcher, Homer, and the rest, while Tillett stopped to replace his hot exhaust and restart a lap adrift. Slowly Dagless and Sutton hauled themselves clear with Sutton biding his time sensibly, while Sykes began to fly up the field. Lap 5 — along the straight, Dagless was busy tweaking his carb as Sutton came past only to understeer wide out of the hairpin and Dagless resumed his place in front. The next time round Simon got it right and roared off to certain victory.

Now the excitement was a little further back, with marvellous racing from Cox and Homer, a couple of lengths from Fletcher, Stephens, Sykes, Parrington, Edwards and Moth — as close as that. Unfortunately Cox seemed to lose his confidence under the awesome pressure and slipped down the field. Moth seized, as did Edwards. Tillett was well wound up, with his sights set on a little glory, and Parrington finally left the track with his front bumper in tatters. . .

Lap 15, and Sutton was stroking, some six seconds ahead of Dagless, whose tyres were going off; next Homer playing for a finish, the rapid Sykes and the furious Tillett having just overtaken Cox and looking to unlap himself with Till storming from the B's. At the flag Sutton cruised home to his second victory in succession while Sykes barged through to take second, his best race result to date. A gritty drive saw Dagless hold on to third, with Homer a cautious fourth. These were followed by Stephens, with the Belgrano K77, sensible Till and the promising Cox.

1st Simon Sutton Gillard/Sirio  
2nd Stephen Sykes Premier/Parilla  
3rd Chris Dagless Lane/Parilla

And so the prospect is for an absolutely thrilling meeting at Rissington. The permutations for a series winner are endless, and if I know karting there will be a surprise in store — don't miss it!  
P.C.

### TOP THIRTY POINTS AFTER 5 ROUNDS

	1	2	3	4	5	Best 4
Homer	128	128	122	121	122	500
Moynihan	132	130	126	94	70	482
Tillett	118	114	26	123	122	477
Till	122	117	115	110	97	464
Edwards	116	132	117	27	97	462
Sutton	97	79	47	134	137	447
Giddings	101	98	112	119	113	445
Box	121	89	112	107	103	443
Hann	64	47	132	127	111	434
Stephens	84	110	10	111	119	424
Williams	118	96	46	88	114	416
McCallum	95	110	75	98	112	415
Sykes	103	79	44	104	121	407
Higgins	104	102	83	109	—	398
Wright	31	126	104	98	68	396
Prior	60	82	130	114	56	386
Gilbert	—	77	102	92	103	374
Hooker	92	77	96	104	63	369
Watts	24	107	59	98	97	361
Mace	101	102	—	50	107	360
Fletcher	—	66	82	96	104	348
Carr	115	106	117	—	—	338
Gravett	95	111	107	—	—	313
Chuter	40	75	92	89	56	312
Murphy	—	114	92	37	60	303
Parrington	65	64	56	—	118	303
Matthews	108	69	113	—	—	290
Hcoley	18	106	90	—	75	289
Price	62	102	92	—	—	256
Knell	101	79	66	—	—	244