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December 1982



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- 100 National year
- Green Man Review
- New K&S series
- Personality columns



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(For full details, see Just Heard, page 2)

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A few weeks ago, it would have had to be conceded that the prospects for 1983 in terms of top level Championship racing looked a trifle bleak. With the 135 category still struggling for increased acceptance worldwide, a World Superkart series on offer, but without a sponsor, and our own domestic Green Man based series having to start from scratch with new organisers, it was time for some good news.

It came in two bursts, only days apart, and from the same source. This of course was the news that the Japanese tyre giants Bridgestone are to sponsor not only the inaugural World Superkart Championship, but also our own K&S 100 National series. The K&S backing is of generous proportion — the World Superkart series backing is huge. Backers of this magnitude are, especially with the current worldwide economic slump, rare and to some extent need to be nurtured. Both Championships can hopefully look forward to increased support as a result of the sponsorship, and thus should produce top class, spectacular competition.

Another year gone — 12 more issues — and our fourth birthday only days away. Doesn't time fly . . . At this time I should like to offer my personal thanks to all who make up K&S through the year — from our major, regular writers and photographers to the basically unsung, hard-working club correspondents.

A happy Christmas to all and let's hope for an exciting 1983.

CHRIS LAMBDEN

FRONT COVER:

The shape of Superkarts to come? Martin Hines pilots the prototype "full bodied" Hermetite Zip that should appear in numbers in 1983. With the first World Championship now definite, '83 looks like being a big year for the Superkart fraternity. (Pic: Rodger Calvert)

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KART AND SUPERKART

Monthly

No. 48

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NEXT MONTH: *

Hong Kong
The 125 Duet
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PUBLICATION DATE: 6th JANUARY

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

Don't Miss Out!

Fill in the subscription form on page 25



Bridgestone To Sponsor 1983 Kart & Superkart Series

The 1983 Kart and Superkart series has received a great boost with the news that Bridgestone are to come in with backing to the tune of £2,500 to make the Championship the richest ever 100 National event.

Final series regulations are still being drafted, but in general, the series will be run using long life Bridgestone SL tyres, and Bridgestone wet tyres, as detailed in the 1983 RAC Restricted tyre lists. Drivers will be restricted to one set of slicks per meeting, but there will of course be provision for replacement of punctured or completely worn tyres.

In order to be of most use, Bridgestone's sponsorship will be spread throughout the Championship with the following prize structure at each round:

The top three placed finalists will each win a complete set of 4 Bridgestone SL National class tyres — handy for the next meeting.

All remaining "A" finalists will receive a £5 discount voucher, redeemable on a set of Bridgestone SL tyres.

Randomly selected — by draw — "B" and "C" finalists (one from each) will both win a set of 4 Bridgestone SL National class tyres.

As usual, a competitor's 4 best scores from the 6 rounds will make up his Championship score. The six venues are:

WOMBWELL	3rd APRIL
DUNKESWELL	24th APRIL
SNETTERTON	22nd MAY
RISSINGTON	3rd JULY
KIMBOLTON	28th AUGUST
FULBECK	25th SEPTEMBER

Letters

Dear Sir,
Further to your "Mainly Merlin" article of November's edition of K&S, the team at Lancer Karts wish to make the following points.

- 1 The feed-back obtained from both Messrs N. Smith and D. Buttigieg on the chassis being too stiff, enabled us to build a prototype frame, which after testing at Snetterton has proved to be quicker than the previous model. All customers' karts will now feature these modifications. We therefore extend our thanks to both drivers for their comments and help.
- 2 We feel that despite not winning any long circuit races this year, the performance of both the chassis and engine (Waddon-Ehrlich — it is interesting to note) has been good enough to give this young team several good placings and we look forward to next year with enthusiastic optimism.
- 3 Our driver, Jon Dixon, makes the point that the kart was set up for him for a short cir-

These dates have been scheduled to give good clearance for the RAC Championship in June. Incidentally, the three opening rounds represent what seems to be the only chance for RAC Championship contenders to acclimatise to the type of tyres likely to be in use at that Championship...

The meetings also avoid clashing with the 100cc European Team and Individual Championships. If 100cc International remains dormant in this country, then leading National drivers who register their interest with the RAC stand every chance of selection for these events. (1981 K&S Champion Graham Waldron competed at the 100cc team and 135cc "heavy-weight" events this year...).

The K&S points system has been very slightly modified. Whilst retaining points on the heats, the maximum points on a heat (30) has been reduced to 20. This has the effect of allowing the final to carry slightly more emphasis, in terms of points scored.

In order to provide an element of continuity, drivers who expect to contest the bulk of the series are offered the possibility of reserving their competition number for the series — see inside front cover for details.



Telephone:
Hoddesdon 44201



cuit meeting and since talking to Dave Buttigieg's mechanic, Peter Berry, is led to believe that Dave prefers more understeer in his kart than Jon. With the adjustable front geometry the driver can obtain whichever handling characteristics he desires. Malcolm Burnett who has changed to a Lancer recently, considers that his performance has improved since changing chassis, due in no small measures to the adjustable handling facilities and actually different settings to Jon Dixon at certain circuits.

4 We take great exception to the last two sentences in the article, the implications of which are clear for all to read. It is not in anyone's interest to leave this statement unclarified. We eagerly await your contributor's comments.

Andy Lovell
Lancer Karts

ED: Columnist Merlin was merely reporting the comments made by two leading UK drivers on the test. From your letter, it seems that the day proved very beneficial in terms of further development ideas. I wish the team well in '83.

British World 250 Round Settled . . .

The venue for the British round of the World Superkart Championship has been confirmed as Silverstone — the meeting which has always carried the British Grand Prix title. However, the date, usually in mid-August, has been altered considerably, to 18th/19th June. The meeting also carries European Championship status. Think about it — all that on one race! . . .

The third round date has also been settled, giving the complete schedule as:

4th/5th June	Jyllands Ringen
18th/19th June	Silverstone
15th/16th October	Paul Ricard

The CIK have confirmed that Bridgestone are to sponsor the Championship, with prize money at each round down to 15th place — starting with £750 for the winner! In addition an end of season "bonus" of 500 Swiss Francs (£125 approx.) will go to competitors who compete in all 3 GP's and score points. The points system, incidentally, will be 15 — 12 — 10 — 9 — 8 and so on, with all 3 GP's to count. A tie in the Championship will be broken in favour of the competitor with the highest number of 1st's, 2nd's etc. If a tie still remains, the result of the British GP (European Championship) will decide it.

Race distances will be as follows — the longer of:

Heats	15km/5 laps
Pre-Final	22km/6 laps
Final	30km/9 laps

A system of "graded" drivers has been agreed. Graded drivers will have automatic right of entry to the World Championship GP's. To be recognised as "graded", a driver must have (a) been a finalist in either the 1981 or 1982 European Championship or (b) been a top 10 finisher in an official International Superkart event (inscribed on the CIK calendar) or (c) finished in the top 6 of his National Championship. In addition, other "ungraded" drivers may apply to their governing body for recognition as being of suitable standard to compete at that level.

Thruxton TV Karters Race?

For a minute it could have been a kart meeting, but in fact it was the televised Thruxton F3 meeting. If you missed Ayrtton Senna da Silva winning his first ever F3 race, you missed a bit of history. Already, the pundits have labelled him Piquet's successor, and he's expected in F1 in 1984 . . .

Third, in only his second F3 race, was Calvin Fish — a great result for the ex Superkart pilot, whose FF2000 season would have been one of total domination, but for Da Silva's overshadowing brilliance.

The FF2000 support race provided 1981 250 National GP winner Mark Newby with his debut in that Formula. He finished third, just ahead of one Dave Coyne . . .

Yes, it could have been a kart meeting, and even Murray Walker noticed it . . .

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CLUB SCENE

continued . . .

210 National		
1st	Des Davison	Zip/Villiers
2nd	Andy Martin	TAE Aero/AM Villiers
3rd	Bill Mee	Barlotti/EDD Villiers

125 National		
1st	Gordon Brown	Zip/Rotax

250 International		
1st	Duncan Learoyd	Dino/Yamaha
2nd	Rob Johnstone	Barlotti/ARD Yamaha
3rd	Drew Liddle	Zip/Yamaha

Ellough

On Sunday, 17th October team racing returned to Ellough after a lapse last year and I must say that the racing was the most exciting that I have ever seen and a big vote of thanks must go to the organisers from the London Kart Club, Hunts Kart Club, Norfolk & Suffolk Kart Club and of course our own Club members who helped to make this event possible. Practice was marred by a rather nasty shunt involving Andy Lovell on a 250 Rotax who found a wet patch on the straight, spun into the tyres and rolled over breaking his collar bone. Not a good start to the day, but the weather was kind to us and it stayed dry until ten minutes after the last race.

Juniors
M. Kemp led the first heat for nine laps but was pipped on the line by S. Nicholson and had to be content with second. M. Salter had a good run up through the field from a lowly grid position to finish third and A. O'Hara was a race long fourth. Stephen Webb was fifth with P. Woolford the highest placed Hunts driver. Shaun Nicholson again won the second heat with Stephen Webb second, both for Beccles but London had the next three places with M. Slater third, Kemp fourth and O'Hara fifth. In the third heat Kemp had things all his own way for nine laps yet again but was once more pipped at the post by Webb with A. Wilson a close third and Slater fourth. J. White came home in fifth place for Hunts and in sixth place for London was P. Guye-Johnson. So overall it was a win for the London Kart Club with 92 points, second was Beccles with 131 points and third was Hunts with 150 points.

100 National
I think overall this was the most hotly contested and competitive racing of the day with all four Clubs competing in this class. Robbie Adams led the first heat apart from lap seven when Miles Townsend led for one lap and then disappeared from the race order leaving Gordon Chenery in second place. Next came N. Goff in third with Gary Till fourth after an epic charge up through the field bringing team-mate Roger Moth with him to take fifth place with Gary Prior in sixth. The highest placed Beccles driver was Robert Gant in seventh place. Roger Moth led the second heat all the way with a long 'train' of karts behind him all seeming to change places every lap but at the end it was Chenery in second place, Prior third, Goff fourth, R. Cox fifth and Mark Lovell sixth. Robbie Adams went into an early lead in the third heat and was under constant pressure from Mark Lovell for the whole race but Mark

had his own set of problems trying to hold off a succession of drivers all trying to get past, but hold on he did, right up to the last lap when P. Reynolds found a way past and Mark had to settle for third. Meanwhile Gary Till had worked his way up to fourth place with Goff finishing fifth and Prior sixth. So the team placings for this class after some very exciting racing were:— London 131, Norfolk & Suffolk 147, Hunts 179 and Beccles 202. During this race Bob Kett was treated by St. Johns after finishing upside down in the esses. He was taken to hospital but suffered only severe bruising, so we wish him a speedy recovery.

125 National
Only Beccles and Hunts competed in this class so it was a bit thin on the ground with only eight starters. After one lap the initial leader Colin Croxford had been demoted to third place by Nigel Wigg who held the lead for the rest of the race and Peter Tippell who was a race long second. Roger Barrington fought his way up to fourth place after a bad start and two Hunts' drivers took the next two places with Geoff Hodge in fifth, and Roger Goff sixth. Ian Beaumont initially led heat two but was passed on lap five by Nigel Wigg who went on to win again with Ian second. Peter Tippell managed to slip past Colin Croxford on lap seven to finish third with Colin fourth and Hodge fifth. Heat three was another win for Nigel Wigg with a troubled and late starting Boyd Barrington second. Tippell and Croxford were having their own private duel for third place which eventually went to Peter with Colin dropping farther down the race order on lap eight when team-mate Geoff Hodge slipped past to take fourth place. Result — Beccles 22 points, Hunts 44 points.

210 National
Regular front runner in this class Ian Jackson found that he had some stiff opposition in the 'shape' of Margaret Dell and her team-mates from the Hunts Club. Although he won the first heat it was by a small margin from Margaret with R. Bignell third and T. Sweeney fourth with two Beccles' drivers bringing up the rear with John Minns fifth and N. Starling sixth. Heat two was a bit of a procession with Bignell holding a narrow lead throughout with Jackson torn between trying for the lead and holding off Margaret Dell who finished a close third with Sweeney fourth, Neil Starling fifth and Chris Prue sixth. Margaret Dell had held the lead right from the start in the third heat but Ian Jackson sneaked through on the last lap to win with Margaret second, Bignell third, Sweeney fourth and the lower places going to Beccles with Starling fifth, Chris Prue sixth, John Minns seventh and young Tim Ayres, with his first finish of the day, eighth. Deserved winners of this class were the Hunts Club with 54 points and second Beccles with 62 points.

250 International
The sight of fifteen 250's racing round a short circuit is nothing short of electric. The first heat consisted of Errol Johnson and Roy Gallant driving as a team, swapping the lead between themselves having opened up a good lead over the rest of the field. Two Beccles' drivers held the next places with Neville Drewry in third place and D. Carden in fourth with London drivers G. Arnold and I. Leverett bringing up the rear. Heat two looked like being a repeat performance but K. Ramage had managed to start his ex Calvin Fish outfit and came storming up through the field like a rocket and despite frantic signals from the Beccles' Team

Manager to Roy and Errol, he easily took second place and if the race had been one lap longer he would certainly have taken the lead. Carden came home in fourth place with Drewry in fifth, the remaining London drivers at the rear of the race, most being lapped by the flying trio at the front. After a struggle Ramage managed to get his kart running again but lost his chain on lap three so it was the usual reliable duo of Errol and Roy Gallant (who, incidentally won the aircooled section of the Grand Prix) at the front, with R. Allen for London third and Carden for Beccles fourth. Drewry finished fifth, G. Arnold sixth, S. Botten seventh and P. Humphries was the last kart home, so the result was a win for Beccles with 77 points and second with 98 points the London Kart Club.

A big THANK YOU must go to Tony Prue, Charlie Goff and Ray Wright, not forgetting Bob Kett for organising things with the respective Clubs and getting things together to make this TEAM RACE an event that will be remembered and we look forward to having a repeat before too long. Thanks also to all the marshals, lap scorers and all the other people who made the meeting run so smoothly. Hope to see you all again next year. Merry Christmas.

John Davies

Kalendar DECEMBER

5 BRANDS HATCH (nr. Farningham, Kent) Final round, BRSCC Superkart Winter Series.

KIMBOLTON (10 miles s.w. of Huntingdon)

HEMSWELL (6 miles east of Gainsborough)

12 TILBURY (Dunlop Road)
WOMBWELL (Dorothy Hyman Stadium, nr. Barnsley)

ROWRAH (nr. Frizington, Cumbria)
CHASEWATER (Pleasure Park, Brownhills, off A5)

19 3 SISTERS (off Junction 25, M1)

26 Cheshire Kart Club.
SNETTERTON (15 miles s.w. of Norwich, on A11)

JANUARY

9 TILBURY (Dunlop Road)

WOMBWELL (Dorothy Hyman Stadium, nr. Barnsley)

ROWRAH (nr. Frizington, Cumbria)

CHASEWATER (Pleasure Park, Brownhills, off A5)

23 FULBECK (8 miles from Newark)

Clubs are asked to forward their 1983 schedule of events to us as soon as possible for inclusion in our Kalendar.

RAC Champs Settled

Although Robert Langford assures us that the following list of RAC Championship venues is still provisional, and awaiting final confirmation by the clubs concerned, it seems likely that it is the final combination:

100 National	June 19th	Rye House
S & L Cir. Gearbox	June 26th	Fulbeck
100 Britain	July 17th	Dunkeswell
Jun. Brit./Int.	July 31st	Clay Pigeon
100 Int./Jun. Nat.	Aug. 21st	Rissington
135cc Int.	Sept. 4th	Felton

Brands Hatch BRSCC

The first of the two Brands Hatch BRSCC Winter Series Superkart rounds on 21st November ended in disarray, with the second race stopped after only two laps — fading light and a light drop of rain having created carnage!

Race one had been won by Reg Gange, despite a gradually closing Nigel Smith, with Richard Arnold a good third ahead of Martin Hines, recovering well from a big detour to avoid a first corner incident.

Race two looked set to be a cracker, with Smith and Gange set to come from mid and rear grids respectively. Hines led away, and was in the clear when the red flags appeared. Some of the lessor experienced hadn't sensed the rain...

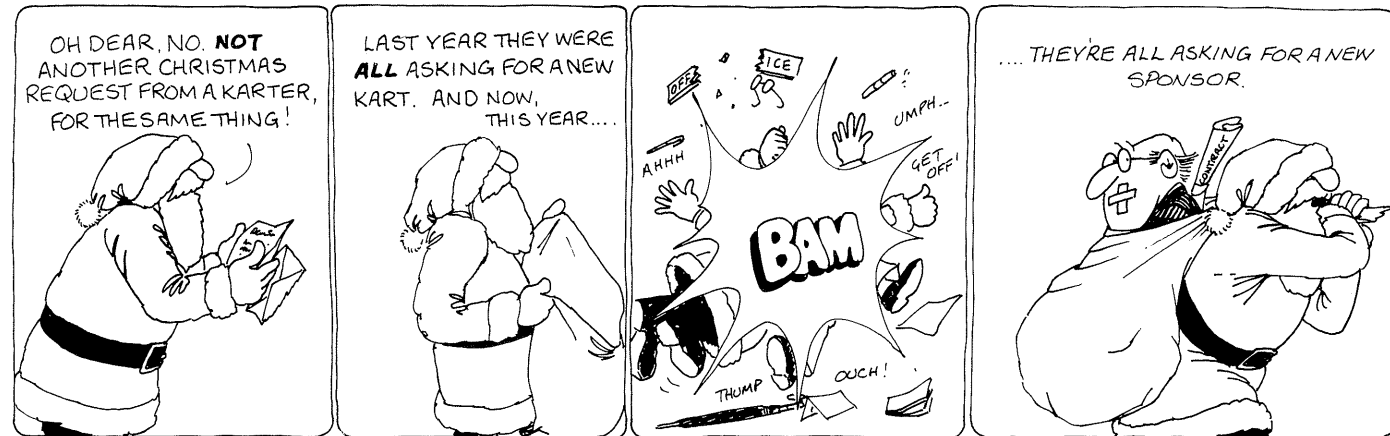
Results were given as at the end of lap one (shortest race ever!), and this gave overall victory to Hines' Hermetite Zip, from Smith's Stocksigns variety and the unlucky Gange's Vingt-Trois specimen.

In a Word . . .

● Having forbidden it for many years, the CIK have now decided to allow the charging of entry fees for CIK "Formula" racing — i.e. Formulas "E" (Superkart), "K" (135cc) and "C" (125cc). For Formula "E", this will obviously assist promoters in off-setting large circuit hire fees.

For Formulas "K" and "C", the fee *may* be charged, and where there is no overall large sponsor, 65% of it must be returned as prize money.

FRIGGIT



BY BARRY FOLEY



Butty Impressive — Then Falls Off . . .

Dave Buttigieg's escapade into the world of wheeled Superstars proved very spectacular, if not ultimately successful.

We don't want to give too much away in case you want to watch it on "the box" (28th December), but it seems his Rallysprint efforts were enough to attract a test-drive offer from Talbots! . . . Things went less well in other events — our European Champion managing to blow up a Metro whilst being beaten only by two F1 stars, and then come off his motocross machine in style in an incident that put rally star Tony Pond in hospital!

Sounds as though it could be worth watching! . . .



● Stuart Eason (Tel: 0455 610053) and John Payne (0634 573568) are looking to put together a short circuit 250 National Championship along the lines of the successful long circuit "drivers" Championship this year. Circuits involved are hoped to be Kimbolton, Rissington and Shenington. Anyone interested should phone John or Stuart.

● Next year's BRSCC Superkart Series will in fact move forward into the Summer somewhat. Dates and venues are:

26th June	Snetterton
7th August	Donington
24th September	Oulton Park
20th November	Brands Hatch

● With the Asian Open Championship this year going to Manila, it was perhaps not a surprise that only one European driver made the journey to Japan for their international 100cc race. From grid 8, Paul Gudel moved rapidly up to 3rd before going out on the 7th lap.

The race was thus a local derby, with victory going to experienced works Yamaha driver Shigeo Sugiyama, who broke clear on the third lap and was never headed. Pole man Kazushi Sano hung on to second for most of the 25 lap race, only to blow up with two to go, handing the place to Nobuyoshi Asai, with Fumiyo Masuda third. ▶

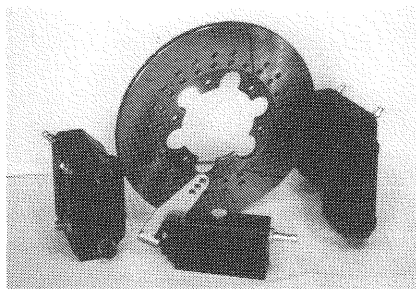
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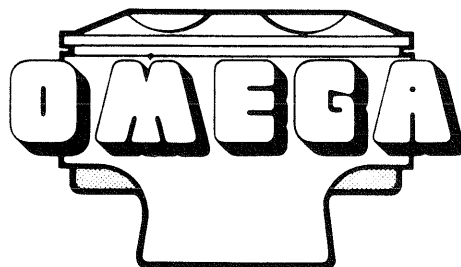
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(see centre spread!)



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CLUB SCENE



The "lads" collected their annual trophies the previous evening . . .

Results:

100 Junior National
1st Nigel Williamson Zip 981/Arrow
2nd Jonny McDonald Cobra/Parilla
3rd Calum Fraser

Junior Britain
1st Jonny McDonald Cobra/Parilla
2nd Clair McArthur Zip/Hewland Arrow
3rd Allan Innes Zip/R'Fd Arrow

100 National
1st Michael Barron TKM/TKM
2nd Niall Smith TKM/TKM
3rd Jim Baillie Cobra/TKM BM

125 National
1st Peter Gray Zip/Rotax
2nd Roy McQueen Zip/Yamaha
3rd Gilbert Keenan Barlotti/Rotax

210 National
1st Les Campbell Barlotti/Villiers
2nd Peter White Blow Upton
3rd Alister Baillie Zip/Villiers

250 International
1st Gilbert Keenan Barlotti B. Rotax
2nd Gavin Nicholson Zip/Yamaha
3rd Leslie Cranston Zip/Cranston Yamaha

Felton

7th November 1982

Seventy karters turned up on a cold, dull, dry day to give a good turn out of spectators an entertaining day's racing.

Junior Britain

All three heats were won by our RAC Champion Jason Plato with Allan McNish taking two seconds and a non start. David Price had a second, a third and a non finish after losing a wheel which he admits to being his fault.

The final saw Jason Plato on pole. After two rolling laps they were off with Jason Plato taking the lead followed by Allan McNish and David Price. For many of the ten laps McNish was hot on the heels of Plato and at times pulling alongside but Jason held him off for a fine win.

Junior National

Of the three heats Mark Armstrong won two and had a fourth place after a spin on paddock bend, Alistair Stewart taking one win.

The final saw Mark Armstrong on pole with Ian McLeish at his side. Once again two rolling

laps and up went the flag, Mark taking the lead followed by Vaughan Thompson and Alistair Stewart. Mark Thompson started to pull out a comfortable lead to take the chequered flag followed by Alistair Stewart and Vaughan Thompson.

100 Britain

Two heat wins for Paul Browning and a second, a win and two seconds for Keith Blackburn.

Paul Browning was on pole for the final and Keith Blackburn was at his side. Keith led from the flag followed by Paul these two pulling away from the rest of the field with Keith taking the flag for a fine win.

100 National

26 Nationals and some great racing. Heat one and from the start George Price went into the lead followed by Ian Williams, George Turner and Stephen Burr. On lap three Stephen Burr was into the lead for two laps then ended up in the tyres. Ian Williams then into the lead but man of the heat was Brian Parias having his first race since March, picking his way from the back of the grid to take the lead on lap seven and held for a nice win. In heat two after two rolling laps the field was off with Brian Parias into the front followed by Paul Fletcher, this being the finishing positions. Heat three was a carbon copy of the previous heat.

Brian Parias was on pole for the final with Paul Fletcher at his side. Two rolling laps and then it was Brian into the lead with Paul tucked in behind, Willie Grieve and Nigel Davison hot on their heels. On lap six Paul lost his chain and Grieve moved into second spot for one lap only to lose it to Nigel Davison. By now Parias had pulled out a good lead to take a well deserved win followed by Davison, Grieve and Stephen Burr.

210 National

Three heat wins for Des Davison which put him on pole for the final with Ian Morrell, Andy Martin and Kevin Thompson all on the front row. From the flag it was Davison all the way to the chequered flag followed by Andy Martin.

250 International/125 National

250 saw one win for Duncan Learoyd, Drew Liddle and Robert Johnstone. The final was a win for Learoyd followed by Johnstone and Liddle.

In the 125's it was three heat wins for Gordon Brown and a final win also.

S. Heslop

Results:

Junior Britain

1st Jason Plato Mistrale/Arrow
2nd Allan McNish Wright/Boyce Arrow
3rd David Price Jeta/GEP DAP

Junior National

1st Mark Armstrong Premier/Arrow
2nd Alistair Stewart Wright/Boyce PCR
3rd Vaughan Thompson Jeta/GEP DAP

100 Britain

1st Keith Blackburn MM/Arrow
2nd Paul Browning Gillard/Arrow

100 National

1st Brian Parias Zip/PCR
2nd Nigel Davison Premier/Ind. Parilla
3rd Willie Grieve Premier/Parilla

continued . . .

1st	Jeremy Cotterill	Sirio/Yamaha
2nd	Rowen Dewhurst	Sprint/Parilla
3rd	Sammy Hunt	Dino/Dino

100 National
Heat wins for Nick Parrington, Paul Wilkes and Neil Hann ensured that the final would be open. From the start Wilkes took the jump from Parrington, Hann, Norman Box, Steve Moore, Robin Chuter and Gary Moynihan. The lead changed many times between these drivers until there was a coming-together resulting in Box nearly coming to grief but losing many places. The race resulted in a win for Neil Hann from Paul Wilkes.

1st	Neil Hann	BM/Arrow
2nd	Paul Wilkes	Zip/DAP
3rd	Nick Parrington	Reema/Arrow

Shenington

17th October 1982

The October meeting at Shenington was well supported with over 150 entries. A pleasant Autumn day with intermittent showers provided a variety of different racing conditions.

The Junior Britain final was disrupted by a first lap crash between Kevin Clarkson and Scott Bevis, the only two Junior Nationals taking part. The Junior Nats. blocked the track and the only course of action was to restart the race. The Junior Britains were very well matched and an intense battle between Adrian Chapman and Tim Knight was only resolved after several heart-stopping incidents involving lads being lapped. Both Adrian and Tim held the lead but it was Tim who passed the chequered flag first.

The Senior Britains were totally dominated by Eric Butler. He lost a piston land in the final when he had an embarrassingly large lead. Eric handed over the leadership to Pat Smith. Pat led a very close pack consisting of Duncan Kier, Mark Bailey, Vic Rawle and Dave Boucher.

100 National racing at Shenington is getting ever more competitive. Rob Owen and Stephen Wright were the favourites. A squally rain shower seemed to play into Stephen Wright's hands. Ashley Browning and Ray Lewis pressured each other for third. Darrell Beasley drove well in his first outing in 100 National to finally finish sixth.

Rain fell throughout the 125 National final. The eighteen drivers were led away by Chris Tomkinson. Chris ended in the bales on the second lap, after a nail-biting couple of laps in which Chris, Keith Bisp and Tim Parrott were exchanging positions. Keith Bisp's grasp on the lead was short lived when his motor gave up. Tim Parrott took up the reins. Chris Tomkinson's mishap put him at the back of the race and he drove like fury to finally regain second place. A word of praise is due to Novice driver Barry Fautnum, who constantly chased Richard Bridgeman, finally taking third with just one lap to go.

Colin Poole carried off the 210 final from Dennis Osborne and Derek Randall, after some very close racing. Particularly memorable was Glen Clarke and Dave Ridge's contribution. Their race was not decided until the finish line. I gave the benefit of the doubt to Glen but the Officials on the line gave it to Dave. More of it lads, very enjoyable!

250 National & 250 International

These two grids were combined because of the low numbers in the 250 International. In the heats Eddie Cortijo and Paul Klaassen took the honours in the National whilst Bob Kennings took the International with no trouble.

In the final Klaassen made the break from Cortijo and Paul McRae, who had trouble in his two heats. These three pulled away from the rest and were having a good dice when Cortijo developed some sort of problem and dropped back leaving Klaassen to take a win from McRae. In the International Class Kennings took the chequered flag from Alan Mills.

250 National

1st	Paul Klaassen	Crusader/Bultaco
2nd	Paul McRae	Barlotti/Yamaha
3rd	Terry Clewes	Bullitt/Bultaco

250 International

1st	Bob Kennings	Sprint/Yamaha
2nd	Alan Mills	Barlotti/Yamaha

Paul Klaassen had a very successful outing, winning both heats and the final of the 250 National. Paul sped off leaving Pat Tomkinson, John Ottrey and Andrew Knott to sort themselves out. The 250 Internationals ran out with the 250 Nationals. John Collins (Int.) made a promising start but fell victim to a gremlin in his engine. Pete Hammond cruised along to a comfortable win.

The Club was very pleased to welcome no fewer than twenty three Novices to this meeting. We hope they enjoyed their day's racing and we look forward to seeing how they fare in the future.

Maggie

Results:

Junior Britain

1st	Tim Knight	MM3/Arrow
2nd	Adrian Chapman	Zip/Arrow
3rd	Jamie Bond	Barlotti/Arrow

Junior National

1st	Kevin Clarkson	Sirio/DAP
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100 Britain

1st	Pat Smith	Star/Arrow
2nd	Mark Bailey	Reema/Arrow
3rd	Vic Rawle	Barlotti/Arrow

100 National

1st	Stephen Wright	TKM/TKM
2nd	Robert Owen	Gillard/Parilla
3rd	Ashley Browning	Sirio/TKM

100 National 'B' Final

1st	Warren Powell	DAP/DAP
-----	---------------	---------

125 National

1st	Tim Parrott	Aero/Rotax
2nd	Chris Tomkinson	Dino/Yamaha
3rd	Barry Fautnum	Barlotti/Honda

210 National

1st	Colin Poole	Zip/Villiers
2nd	Dennis Osborne	Aero/Villiers
3rd	Derek Randall	Barlotti/Upton

250 National

1st	Paul Klaassen	Star/Bultaco
2nd	Pat Tomkinson	Dino/Yamaha
3rd	Andrew Knott	Arrow/Bultaco

250 International

1st	Pete Hammond	CTRP/Yamaha
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100 Britain

The heats were all won by the three Andys – King, Colson and Clarke.

From the start of the final away into the lead went Colson from King, Mark Powell and Brian Taylor. As the race went on King and Colson pulled clear and were as one for the whole race, King just holding off Colson to win.

1st	Andy King	MM3/Arrow
2nd	Andy Colson	Dart/Arrow
3rd	Mark Powell	Kestrel/Arrow

The Club would like to thank the marshals and officials for their help over the last season. We would also like to see some drivers at the work parties during the winter! . . .

A. P. Ogden

Boyndie

October Meeting

The last meeting of the year followed the previous night's Annual Dinner/Dance and celebrations. A great night was had by all, the trophies were presented and the party continued into the "wee sma oors". The next day dawned wet and misty but spirits were high! (Carried on from the previous night?)

Incidentally, if you want to see a video of the September Scottish Championship, contact Paul Cook, 46 Loch Side Road, Denmore Park, Aberdeen. (Tel: 0224 704360)

Junior National

Numbers were down in this class for this particular meeting. Jonny McDonald took one of the heats while Nigel Williamson won the second.

The final was between these two. McDonald took the lead with Williamson behind. On lap 2 however, McDonald fell victim to the rain sodden track and spun off. He restarted but Williamson by this time was well away and cruised home to a comfortable win, with McDonald second and Fraser third.

Junior Britain

Jonny McDonald again figured in this second class of the day by winning the second heat, Clair McArthur winning the first. Richard Scott and Stewart Massie shared seconds, thirds and fourths as did Brian Tewnion.

Off the final grid it was McDonald who completed lap one in the lead. He was closely followed by Tewnion, McArthur, Massie, Allan Innes, McLeod and Scott. Lap 3 saw Tewnion slowing down and losing a couple of places as McArthur and Massie moved up behind McDonald the leader. On lap 7, due to the extremely wet conditions, we lost several of the drivers in spins and counter-spins and on the final lap it was still McDonald to the flag with McArthur, Allan Innes and Tewnion filling the first four places.

As a point of interest the Boyndie Club can boast two sets of brothers in this class, Richard and David Scott and Ian and Allan Innes. These four have raced all season with the tremendous support of their parents who have found it quite hectic at times. The Mums and Dads can rest up over the Winter now until Spring.

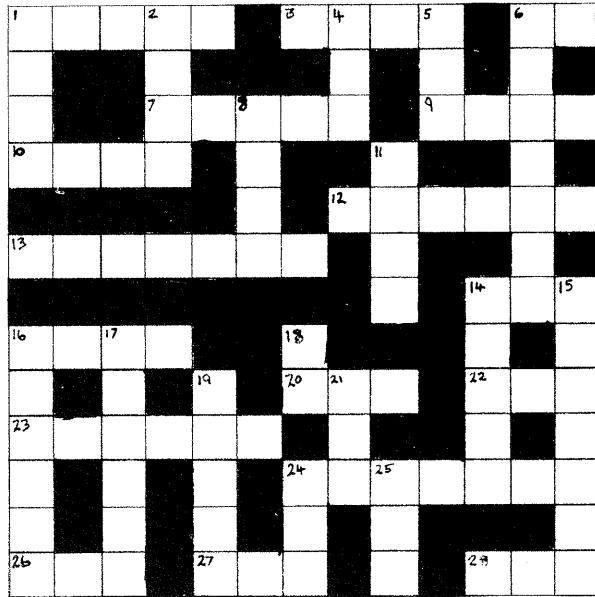
125 National

With an excellent entry in this class the heats were closely contested. Carl Lockyer had a first and second, earning himself pole position

ADRIAN LUMB'S CHRISTMAS CROSSWORD

*This year's teaser is quite
a bit more devious than
last year's puzzler.*

Answers next month . . .



ACROSS

- 1 Some said he could walk on water this year. (5)
- 3 Mulliner Park Ward mod* Royces (*a la B. Dewhurst)..... mod an ubiquitous chassis. (4)
- 6 Initials of a wealthy scrap-mans pal. (2)
- 7 Kartings Lord Lichfield. (5)
- 9 Has been known to give a Mafia-type kiss to its importers. (4)
- 10 Dunlops UK distributors. (4)
- 12 At last the Bride, after some years as a Bridesmaid. (6)
- 13 '82's most successful team. (7)
- 14 Master Blaster. (3)
- 16 Air vent. (4)
- 20 A new No. 1's business. (3)
- 22 Removes maintenance oil and grime. (3)
- 23 Kart racing's Marathon man. (6)
- 24 Italian original. (7)
- 26 The opened and it rained cats and dogs. Tuners' abbreviation. (3)
- 27 Gas valve. (3)
- 28 Tweaked by Mike's Dad. (3)

DOWN

- 1 Possibly lost to F.3. (4)
- 2 Boot. (4)
- 4 One ingredient of a good kart track. (3)
- 5 Anchor component. (3)
- 6 Teutonic revelation. (7)
- 8 Ya pays ya money, ya takes ya chance. It's all in the (4)
- 11 One co-ordinator of the successful 250 National Drivers' Series. (4)
- 14 New No. 1 *for* sensible tyre rules. (5)
- 15 Bees' knees when ya gotta stop. (7)
- 16 A little karting horror. (7)
- 17 Nearly at Oulton, back on top at Cadwell. (6)
- 18 Recently deposed B.C. initials. (2)
- 19 IAME's favourite off-spring. (5)
- 21 Manufacturer of calibrator for internal motion. (3)
- 24 Explosive power accessory. (3)
- 25 Makes strong men cry into their beer when it fails. (3)

More TV Races for 1983

Nick Brittan has confirmed six special televised Superkart races for 1983. They will as usual be filmed in three pairs of races, all at Donington Park, on the following dates: 16th April, 9th July and 10th September. All will be transmitted on ITV's World of Sport on the following Saturday.

In a Word . . .

● Due to calendar headaches and clashes, Cadwell long circuit dates have been revised, and are now: 27th February, 3rd April, 15th May (RAC Championships), 31st July (RAC Championships), 11th September.

● Fulbeck's Winter Series (30th Jan, 27th Feb, 27th March) carries a unique prize for the overall winner; a free trip to the 1983 135cc World Championship at Le Mans by "JM Airlines" – John Mills' private Cherokee 4 seater! Two nights free hotel accommodation is included – move over Sir Freddy . . .

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CLUB SCENE

Rissington

the laps finally ran out with the chequered flag signalling victory for Adams from Reynolds, Chenery, Prior, Townshend, Woods, Calver and Gant.

Derek Calver

Results

Junior Britain

1st Andrew Wilson CORD Wright/Arrow
2nd Shaun Nicholson Wright/Arrow

Junior National

1st Andrew Wilson CORD Wright/Yamaha
2nd Ken Bowes Cobra/Zip 48
Novice: John McCreery Sprint/Komet

125 National

1st Boyd Barrington Lancer/Rotax
2nd Roger Barrington Zip/Rotax
Novice: Colin Mason

210 National

1st Neil Starling Bullitt/Villiers

100 National Novice

1st Kevin Finn Zip/Parilla
2nd Mark Hinton Zip/Komet
3rd P. Pallinger

100 Britain

1st Colin Duncan Dart/Arrow
2nd Martin Goodyear CORD Dart/Arrow

100 National '81

1st Robbie Adams Dart/DK TKM
2nd Pat Reynolds Dart/TKM
3rd Gordon Chenery Dart/DK Arrow

The 1982 season at Rissy came to a close on Sunday 31st October, when the Bromsgrove Kart Club in association with Castrol, held a restricted meeting and attracted a good entry of 175 including a handful of competitors from Scotland.

After a damp practice session the racing got underway in dry conditions. Regrettably the Club had to cut the racing to two heats and a final because of the early darkness. The heats were all very close with only Jeremy Cotterill having things to himself.

210 National

First to go were the 210 Nationals and although numbers seem to be down at other circuits, we seem to keep this class going strong.

On pole position after two heat wins was Mark Allen. With him was Steve Thornhill, Dave Randall and Simon Quance. From the flag Allen got away into a rapidly increasing lead. Behind him a good scrap developed between Quance, Thornhill, Randall and Colin Poole. At the finish Allen took an easy victory.

1st Mark Allen Dale/Villiers
2nd Simon Quance Barlotti/Upton
3rd Dave Randall Barlotti/Villiers

Junior Britain

After heat wins for David Cuff and Tim Knight a close race was expected from this growing class. From the start Robert Husband led from Mike Horder, Guy Johnson and David Cuff.

These were joined by Adam Philpots and Philip Woods. The lead changed rapidly until at the finish Cuff led over the line from Johnson and Husband.

1st David Cuff Sprint/Arrow
2nd Guy Johnson Kestrel/Arrow
3rd Rob Husband Mamba/Parilla

125 National

Andy Bundy has taken to this class well after moving up from 100 Britain and he and Keith Bisp had things to themselves in the heats, from a quality entry. These two were on the first two grids for the final. From the flag they led into the first corner closely followed by Alan Batt who soon found the pace too quick and dropped back. Bundy and Bisp were bumper to bumper until the last few laps when coming through backmarkers Bisp lost a couple of lengths which he could not make up.

1st Andy Bundy Zip/Rotax
2nd Keith Bisp Magnum/Rotax
3rd J. Winter Solor/Rotax

Junior National

Jeremy Cotterill was in a class of his own taking both his heats with ease. From the start Cotterill went into the lead but on his tail was Charlie Brown. These two pulled away from the rest who were led by Sammy Hunt from Rowen Dewhurst and Jamie Kavanagh. At the halfway stage Brown spun leaving Cotterill clear, but behind the race was hotting up. The other three drivers were involved in a tense battle with the positions changing rapidly, but at the flag it was Cotterill taking an easy win.



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Tilbury

October 10th

Junior Britain

Heat wins for Steve Malkin and Paul Wells in the first two heats were followed by noise disqualifications for the first three over the line in heat three. Sorry lads, but with the D.O.E. Inspector present there was no alternative.

In the final Andrew Guye-Johnson powered his way through to take the lead on lap seven and cross the line well clear of Bruce Pope and Neil Barker.

100 Britain

Tony Nagel and Terry White both managed to score a first and a third place in the heats with David Germain taking the other first spot.

The final proved to be a runaway for Tony Nagel as he left the opposition scrapping for the places, during the course of which Terry White touched wheels with David Germain and dropped several places leaving David to take second position with Malcolm Budd third and Keith Baines fourth.

100 National Novice

Clear runs from flag to flag gave heat wins to Robert Skilton and Martyn Cole, but noise problems eliminated heat three's winner leaving Nick Brace in first place.

A bit more action in the final as Robert Skilton moved through into the lead and the scrap for the next four places was resolved in favour of Andrew Clements with Martyn Cole and John Welsh following.

100 National B

Mick Hodges took heat one after beating off a challenge by Tony Davis which ended with Tony spinning. In heat two Andrew Constable passed Mark Callahan and Bob Stansbury for a win and a late effort by David Brook took him to second place. The decibel meter once again ruled out the winner of heat three which moved Steve Glohead into first place.

A flag to flag win for Tony Bartlett in the final was only achieved after a lot of pressure from second and third place men Paul Greenhill and Mick Hodges.

100 National A

An interesting contest between Steve Tillett and Mark Tredwell ended when Mark's motor gave out. Gary Prior came through to displace Alan Blackman from second position. Wayne Homer made heat two look easy with a flag to flag job followed in by John Aitkenhead and Gary Prior. Another all the way win took Pat Reynolds first past the post in heat three, Dave Jacobs and Gary Prior filling the second and third spots.

A close race for the final as Gary Prior, Steve Tillett and Dave Jacobs nose-to-tailed it around the first five laps and were then joined by Wayne Homer. With no-one gaining an advantage it looked all set for a Prior win until on the last lap Steve tried for a half chance at the hairpin and they both came off leaving Dave in the lead holding off Wayne for his first Tilbury win while at some distance John Aitkenhead and Pat Reynolds dead-heated for third.

Class IV

The big boys had more than their fair share of noise problems, so that front runners in the

heats were forced to take it easy in the finals to keep within limits, which made it a bit of a lottery. The winners were Graham Payne (210), Mick Bass (250 Int.) and David Carden (250 Nat.).

Results:

Junior Britain

1st	Andrew Guye-Johnson	Kestrel/Arrow
2nd	Bruce Pope	Kestrel/Parilla
3rd	Neil Barker	Kestrel/Arrow

100 Britain

1st	Tony Nagel	Dart/Arrow
2nd	David Germain	Kestrel/DG Arrow
3rd	Malcolm Budd	Heron/Hewland

100 National Novice

1st	Robert Skilton	Dart/TKM
2nd	Andrew Clements	Lane/TKM
3rd	Martyn Cole	Komet/Komet

100 National B

1st	Tony Bartlett	Goff/Arrow
2nd	Paul Greenhill	Lane/Parilla
3rd	Mick Hodges	Dart/Parilla

100 National A

1st	Dave Jacobs	Zip/Zip
2nd	Wayne Homer	Dart/TKM
3rd=	John Aitkenhead	Dart
3rd=	Pat Reynolds	Dart/TKM

Snetterton

'Castrol Octoberama'

A fine, warm, Autumn day greeted the drivers assembled at Snetterton Kartway on Sunday, 24th October, for the 'Castrol Octoberama'. As usual the racing was fast and furious, proving very exciting for the Anglia Television cameras.

Junior Britain

Steven Webb, with two wins and a second and Shaun Nicholson (1st, 3rd, 2nd) occupied the front row for the final with usual front runner Andrew Wilson, back on grid 5 behind Tom Radford and Nicky Kyriakides.

Webb led lap one followed by Kyriakides, Nicholson, Radford, Wilson and Dean Caswell. This is the way it stayed until lap four when Nicholson moved into second and Radford spun to restart behind Caswell. Radford passed Caswell on lap six while Wilson passed Kyriakides for third which became the lead one lap later when Webb and Nicholson tangled. Radford took over second on lap eight and Nicholson, charging back through the field, relegated Kyriakides a further place on lap nine before setting off after Radford. At the front, Wilson was making the most of his good fortune and was well in control. Nicholson was really flying, catching Radford on lap 10 and passing him on the penultimate lap to regain a hard earned second behind Wilson with Radford third, Kyriakides fourth and Webb fifth.

Junior National

Wilson had better fortune in the heats in this class and claimed pole with two wins and a third. Trevor Lingley filled the other front row spot followed by George Cubitt, Darren Wenn, Ian White, Ian Saville, Ken Bowes and John McCreery.

Wilson powered from the line with Wenn, Bowes, McCreery and White battling for second.

The order remained the same until lap four when Bowes made his move to take second. White passed McCreery a lap later but with Wilson firmly established in the lead and Bowes and Wenn equally safe, the only other passing manoeuvre happened on lap nine when Cubitt got the better of McCreery.

125/210

With the experienced drivers all suffering problems in at least one heat, it was Novice Colin Mason, who sat on pole for the 125 final. Boyd Barrington and father Roger, occupied grids two and three with S. Cooper, Colin Croxford, P. Bennett and Jonathan Cook next up.

At the drop of the flag Boyd powered off the line with Croxford following ahead of Mason, Roger and Bennett. Roger finally found a way past the impressive Mason on lap six and fixed Croxford in his sights. Croxford maintained his position until the last lap when mechanical failure forced him to retire, leaving Boyd and Roger to make it a Barrington 1-2 with Mason third and Cook fourth.

The 210 class was dominated by Neil Starling, fresh from the Novices. He stormed round to win all three heats and repeated this performance to win the final as he pleased from Paul Waters.

100 National Novice

Another excellent grid considering the time of year. Kevin Finn (1st, 3rd, 5th) took pole ahead of Robin Warman, Mark Hinton, P. Pallinger, Graham Gannon, John Green, M. Clarke-son, Trevor Clark and K. Robson.

Finn went into the lead at the raise of the flag followed by Hinton, Warman, Pallinger, Gannon and Robson. Pallinger passed Warman on lap three and Gannon also got by on the next circuit. At the front Finn held his position well from Hinton and Pallinger and this is the order in which they crossed the line with Gannon fourth, Warman fifth and Clark sixth.

100 Britain

Two wins and a second gave Martin Goodyear pole with Colin Duncan, in his first meeting after stepping up from the Juniors, alongside and John Raper, Paul Elkington and Phil Hunt waiting behind for any slip by the front two.

Duncan beat Goodyear to the first corner with Raper and Hunt just behind. Try as he did, Goodyear was unable to make any impression on Duncan and the chequered flag signalled a fine win for Duncan from Goodyear, Raper and Hunt.

100 National '81

A class field and as expected some high class action. The Reynolds/Chenery front row line up of the last few meetings was finally broken and the man to do it was Robbie Adams with a second, third and fourth. Pat Reynolds succeeded in keeping his record of front row positions while behind came Derek Calver, Gordon Chenery, G. Woods, Shaun Reid, Steve Tillett, Gary Prior, Robert Grant and Miles Townshend.

Adams led away the final from Reynolds, Chenery, Calver, Woods, Prior and Townshend. The front three pulled away in a great nose-to-tail battle as Calver defended fourth place from Woods and Prior. Prior passed Woods on lap six and they both moved up a place when Calver got into trouble at the left hander. Townshend moved into sixth on lap eight and three laps later passed Woods and chased after Prior. Meanwhile, Adams, Reynolds and Chenery were really going at each other at the front but



While Lane won the series, John Herbert (above) ended the year as the man to beat.

Star Wars 2 ?

Alan Evans looks back at an up and down year in the Stansted Green Man Championships, highlights the leading contenders and speculates on what 1983 holds . . .

While reflecting on the 1982 Stansted Green Man Championship and its respective classes, I am put in mind of the recent advance advertising put over on TV regarding the blockbusting film "Star Wars". Having never seen it at the cinema, the overwhelming favourable press and fantastic financial success confirmed that this had to be a film not to miss. After its screening, I couldn't understand what all the fuss was about, for while it was clever in parts, I considered it to be suited for good Saturday morning pictures material and I shall evermore be suspicious of all the superlatives printed about future films. The 1982 Green Man season took slightly longer to prove the same things!

At first we had much to look forward to — the Junior Britain Class was to use Dunlop SL tyres and be lighter, surely enhancing a class which had consistently been the most entertaining throughout 1981. Junior Nationals were also to run newly introduced tyres of International type construction and with a change in age limits must put us squarely on terms with the rest of Europe. Plus the blockbuster — 135cc Super K International Class. Aided by Stansted Motor Company and Paul Fletcher's financial backing it really did look exciting. Figures of 20% more power being available over their 100cc counterparts couldn't help but make the most sceptical wonder just what the first round at Three Sisters would hold . . .

THE POLITICS

If the traditionally volatile International Class completed the season without a single blemish, the Junior Classes didn't even get to the first round before an undercurrent of discontent began to show. Emotions and back door manipulations, together with half truths mostly

relating to the previous introduction of tyres from the Orient (mainly from the Senior Classes I might add), made the Junior tyre changes fraught with disaster. Outlandish and damaging quotes were being made about "special" tyres being available to selected drivers no matter what the class, and with the majority of junior "teams" being fairly new to the sport it was obvious they would take notice of what was being said by the more experienced.

Clubs, and later the Kart and Superkart Championship, bowed to the pressure and outlawed the new tyres. Therefore the tyre agents had no alternative but to cancel future deliveries thereby laying the foundation for later chaos.

Fueled sometime later by limited knowledge of modifications to the Hewland Britain engine (which one complete year after its acceptance by the RAC is still to be resolved), groups of karters lobbied Harry Alcorn and Paul Fletcher, surely making them wonder what they had done to deserve such treatment.

As we all know, by mid-season the discontented had become so critical of the Championship administration that Peter Wardle felt it necessary to withdraw from the post of co-ordinator, thereby satisfying the discontented but leaving everyone without a Championship unless something was done quickly. And so Bob Herbert stepped in. With his initial intention to take over the remainder of the year's Championships, he was able to satisfy or stifle the politics and unrest without changes to the format, and from then on the Championships were about the RACING, with few exceptions.

Although I believe that in general there was nothing wrong with the new tyres, I would add that if the initial views and beliefs of karters in general were incorrect, I do concede that in the end the action taken as a result of the ensuing pressure has proved to be right in the end. The trading policies of the tyre manufacturers allied to the agent's decision to reduce their orders, and the inconsistency of the tyres when they became available for the second half of the season have justified the action taken by many Clubs and the K&S organisers, though some would argue this to be a "catch 22" situation. What history will probably recall is that the original fears were true and karters will continue to treat the introduction of new tyres with the utmost suspicion.

THE RACING

The first round, at Three Sisters, while being highly entertaining was to reflect the whole season with entries down in both the Junior Classes and 135cc drivers off in Europe.

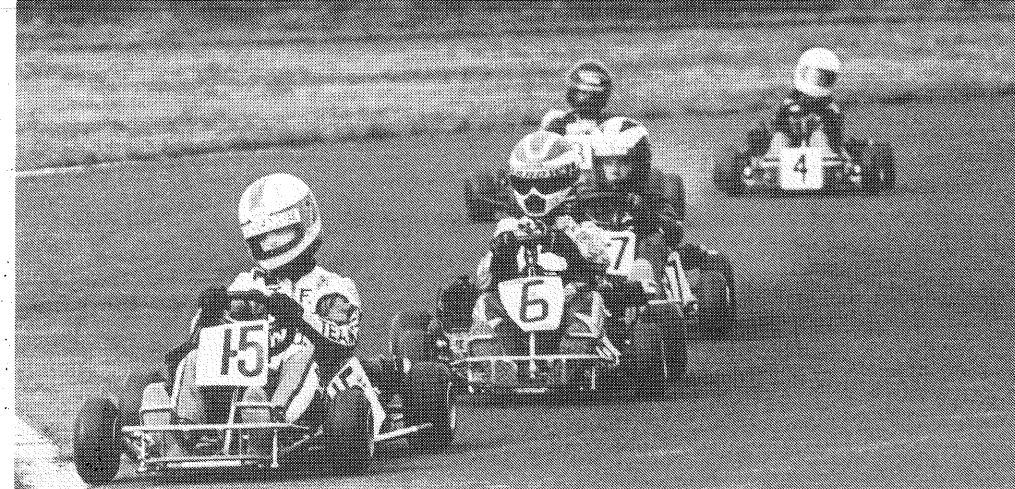
In Junior Britain, Steve Murphy drove away from the field while Hunnisett and Plato fought it out for second and third. Even before the night was out, there were rumblings that Murphy's motor had the new Hewland modification! Highly unlikely, as only two people outside the factory had actually seen it at the time and they were the ones who had developed it! On the tyre front, most found the Dunlop SL tyre performance acceptable, but the price not quite so.

Junior Nationals staged the race of the year with eight drivers duelling for the lead throughout the final. Such was the competitiveness of these drivers that they all continued to entertain throughout the year. Through it all though, no-one could deny that Nick Harvey had pulled off a great win from Prior, Crabtree, Brogan and Dart. But in this class the views expressed about the "International" tyres were different. Most were not convinced that the racing would have been any different had they been on last year's tyres and a fair proportion were bitterly disappointed with their short life. And then there was the cost . . .

The first serious 135cc event in Britain had no surprises other than five competitors heading for Le Mans and the European Championships instead of Three Sisters. Alan Lane proved that he had not let the grass grow under his feet since last year's World Championships, by now knowing just what power could be extracted from his Komets. The motors he had available for himself and Ricky Grice were clearly quicker than the rest. With mechanical reliability appearing quite good, the result was never in doubt and Lane was a comfortable winner from Ward and Gates. Competitors were having little or no trouble with their tyres and apart from the obvious few, most seemed to have imposed their own restrictions, fitting new tyres for the final and then carrying them over to the next meeting's heats. At the end of the meeting it was clear that the Junior Classes had a legitimate reason for concern, though it had to be asked why the Juniors were having so much trouble, mostly with their front tyres, to the extent that some were in shreds after a couple of heats? The Internationals on the other hand, with considerably more power, more weight and bigger rear tyres presumably putting even more load on their fronts, did not seem to have anything like the trouble! . . .

Round two at Rowrah, with its tight design saw the 135's lapping only half a second faster than the Junior Nationals and under a second better than the Junior Brits. Jason Plato had a flag to flag win from David Price and David Cuff, interrupted only by a stoppage to allow Steve Filkin to be taken to hospital. Nick Harvey and Martin Prior started their final as they left off at Three Sisters. Jeremy Cotterill came through to win in fine style with Prior holding on to second from Phil Foster, though but for one mistake Harvey had to be in the first three. Alan Lane made it two in a row by cruising to a win in front of an impressively quick Mark Bailey and John Alcorn. With the recently run Global Cup confirming that Lane's pace made him perhaps the only one comparable to Terry Fullerton and therefore the rest of Europe, the other 135 entrants knew they must develop their motors without delay . . .

Both Junior Classes seemed to view the weekend at Clay for the third round with considerable apprehension with the track being notorious for tyre wear. Piers Hunnisett was somewhat fortunate to win the Junior Britain



Hunnisett (15) and Plato (6) more or less fought out the Junior Britain title.

continued...

final for second man Scott Banks was very impressive and while comfortably in the lead was sent on a sensational diversion before collecting it all and returning to the track behind Hunnisett. Plato it was who took third place to hold on to his Championship lead. The fight for the Junior National final was a three cornered affair between Steve Brogan, Jeremy Cotterill and once again Nick Harvey. In the end Cotterill gained his second win with Brogan and Harvey in very close company. By contrast the International was nowhere near as close with Ricky Grice confirming that Lane Racing still had the advantage, though Paul Knapfield had proved that his motors were now on a par and only conceding the lead when slowed by tyre problems.

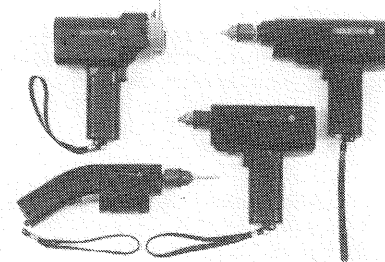
By the fourth round at Wombwell the administration had changed hands but that seemed to go unnoticed, with all the problems relating to tyres. Once again Scott Banks was a front runner and it was he and Plato who battled through the poor conditions for the lead. In the end, Plato won from Banks, Kavanagh and Murphy. The first few laps of the Junior National final were somewhat eventful and by the time it had all settled down Mark Jennings drove away from the rest. Second once again came Martin Prior from a hard trying Phil Foster, who deserved a much better report than I gave him at the time! For the first time this season, the Internationals provided the best final of the day, not so much for any wheel to wheel racing but for the swings and changes in fortunes as the conditions changed from wet to dry over the long final. Through it all came Gary Ward and Simon Wright followed by John Alcorn — all shod with wet tyres. But one can't help wondering just what might have been had slick shod Martin Leach been able to sustain his charge towards the leading pair. With the Lane camp faltering, young Gary Ward was now

leading the Championship — not bad for a family team on a limited budget.

Back to Clay Pigeon for the fifth round with tyres now readily available, though the quality of this new batch seemed highly suspect. The Junior Britain Class seemed reasonably happy with their situation and to confirm this Piers Hunnisett in particular was outstandingly quick, turning in times equal to most of the 135's! Jason Plato was up front once again taking second place from Samy Hunt while Murphy in fourth was now accumulating high points at each round. Mark Jennings confirmed that his win at Wombwell was no fluke and won from the front row, while Steve Brogan got his act into top gear to finish a close second from Ian Smith and with Cotterill and Prior down the field the Championships were hotting up. Alan Lane was back at the front sitting squarely on pole, though regrettably it wasn't to last. His partner on the front row was Richard Weatherly who after battling with Simon Wright took a very popular win to become the third different winner in the series, with Mark Bailey coming through to third.

At Dunkswell, Hunnisett, Brogan and Herbert all started their respective finals on grid two and dominated the proceedings, the Junior drivers in particular in the most emphatic manner. Once again in Junior Britain, Scott Banks and Steve Murphy consolidated their Championship points position by taking second and third after Andrew Guye-Johnson's regrettable second place disqualification and with the conditions dictating Carlisle tyres Steve Key climbed to fourth, a position more in keeping with his pace and results at Club meetings. With newly crowned British Champion Jason Plato dropping out Hunnisett took over the Championship lead. Nick Crabtree and Phil Foster were second and third respectively in Junior National and while Crabtree drove a lonely

THE TRADE PAGE



Mitsubishi Electric (UK) of Watford have sent us details of their cordless, rechargeable power screwdrivers, drills, hammer drills and grinders — all about to be introduced to the UK market.

Of special interest to the karter "in the field" must be the power drill. Lightweight, and ergonomically designed for ease of use in awkward areas, it has two forward speeds and a reverse, thus doubling as a power drill.

As with the other models in the range, the drill comes with its own recharger, which enables complete recharging in 90 minutes. It has a chuck capacity of 10mm.

● This year's Road and Racing Show, at the Alexandra Pavilion, is scheduled for December 9th — 12th, with the show open daily until 6.00 p.m.

Merlin Developments will be taking a stand at the show, displaying the Magnum Kart, and PMP pipes, amongst other items. (PMP have recently moved into the motorcycle and micro-lyte field and report a good response.)

Roy Wooldridge will be on hand to talk to interested people about karting, and Rotax engines in particular. Spares will also be on sale at the stand.

● The Motor Racing Show returns to London in early January, from 7th — 16th, at the Cunard Hotel, Hammersmith. Those who remember the pukka Motor Racing Shows from years gone by, will tell you it's a "don't miss".

Apart from an array of F1/F2 et al racing machinery, the karting world will be represented. CTRP will be on the large Silverstone stand, exhibiting a new full-bodied Zip GP and generally promoting their rent-a-drive Superkart scheme. ART Karts will cater for the 100cc aficionados, exhibiting their kart and of course their new Minilite wheels.

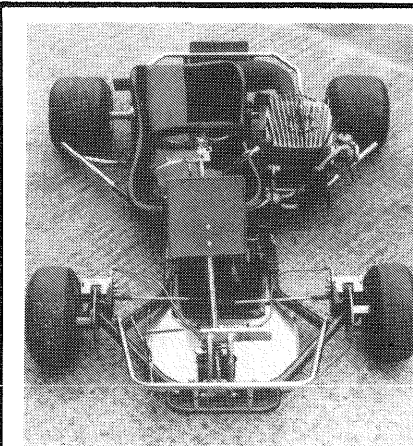
Our popular and famous cartoonist Barry Foley will also be taking a stand, with a variety of "originals", etchings, groovy T-shirts and whatever to tempt the enthusiast.

Definitely worth a visit...

In a Word...

● Wilson Racing advise that they have just re-opened their refurbished premises after that disastrous fire, and are back into full production with their new chassis, the Premier Classic. Junior Britain driver Steven Key recently recorded a first time out win with the Classic.

● Well known motorcycle road-racer Alex George has teamed up with Jim Lomas to establish Red Rocket Racing Ltd., based at the Snetterton circuit in Norwich. The Company is offering the full range of Rotax tuning and pre-



Zip Kart have completed testing of their short circuit 125/210/250 National kart, and it is now in production. Apart from its 135cc heritage, the 925S features redesigned gear lever mountings, a new rear bumper, left foot braking, and a hand clutch.

paration services, including manufacture of their own exhaust systems, to both the kart fraternity and of course the motorcycle racing market.

Alex George was of course part of a two sided sponsorship arrangement with Hermetite some three years back, the other half of course being Martin Hines' Hermetite Team. Alex, like most motorcycle racers had the occasional fall, but survived a really bad one at the Isle of Man, and is now retired from regular competition.

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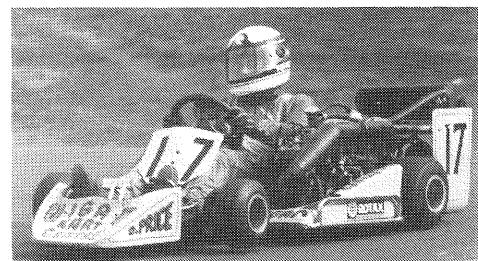
Lennart Bohlin, Steve Styrin, Malcolm Burnett, Martin Hines, Doug Hart, John Jackson, Alan Dell, Boyd Barrington, Ian & Mike Beaumont, Pete Tippell, Mike Doble, Alan Sorenson, Colin Crouch, Sandy Taylor, Michael Morris, Kenny Tibbs, Melvin Parker, Les Cooper, Jerry Hodgson, Peter Gray, Peter Roper, John Thompson, Gary Thexton, Peter Sale, Phil Neville, Jeremy Pilkington, Gary Rawlinson, Kevin Pope, Marc Haezenberghe, Mike Summers, Gordon Mellish, WPT Racing, Stuart Richardson, Geoff Bullard, Nigel Le Cornier, Deavinsons, Dave and all at The Wicken County Hotel, C.T.R.P., Terry Wilkinson, and anyone I might have missed.

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Brogan (5) could have taken the Junior National title, but Cotterill (32) snatched it right at the end...

race desperately trying to keep Brogan in sight. Foster worked hard to close the gap (caused by a first corner incident) between himself and the leading four to excellent effect. Herbert's chances of winning at first sight didn't seem so clear cut and even though I, among others, had timed him marginally fastest through the heats, it was raining for the final and therefore things could change. With Lane having mechanical problems and Grice's uncharacteristic excursion into the straw bales Herbert was able to keep comfortably clear of Simon Wright and the ailing Lane, so embarking on a period of highly creditable achievements over the next few weeks.

The final round at Wombwell saw no clear cut advantage in any class. Steve Murphy finished the season as he started with a flag to flag win, though such is the development in the class that he was pressured throughout the final by five different drivers, and he finally crossed the line inches ahead of Kavanagh, with Connelly third. In the Junior National final Charlie Brown made no mistakes and like Murphy held the lead from start to finish, followed by a very on form Cotterill and the consistent Prior. With Brogan having to pull out late in the race Cotterill took the Championship. Following on from his Dunkeswell win John Herbert had secured the British Championship and then followed on with a fine drive in the World Championship. He therefore came to the meeting on something of a high and confirmed his form by being on the front row alongside pole man Gary Ward. Ward however, had the hardest job of all to stay in the lead of the Championship. Soon after the start Herbert was out front and drove away from the field, and with all sorts of incidents going on behind, Brown finished second ahead of Lane who had had to restart on the very first corner, over half a lap down.

And so the series came to an end with Piers Hunnisett, Jeremy Cotterill and Alan Lane as the respective Stansted Green Man Champions for 1982. It was a close run thing in each class; Hunnisett with three wins and a second together with his record throughout the season made him first on merit. British Champion Jason Plato's record is as impressive with two wins, a second and two thirds and he was, to be honest, the only other competitor to match Hunnisett for sheer pace. If anything, his ability to push his way through from lowly grid positions gives him the slight edge in single meeting Championships. In third place Steve Murphy also scored two wins, and with a third and two fourths was never out of the frame for Championship honours. With fourth place Scott Banks taking three seconds and a fourth and always driving hard and fast these four drivers took virtually all the places throughout the series.

tunes intervened. He was without doubt, overall our most successful driver at the Junior World and at the Junior International meeting at Clay Pigeon was nothing short of brilliant as a team driver.

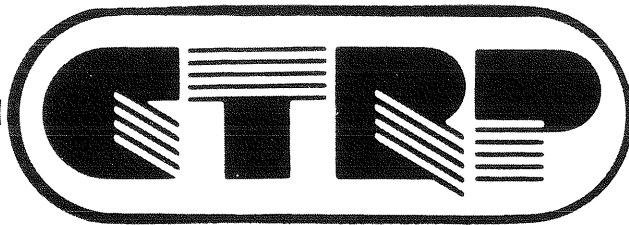
While the Stansted Green Man financial support revolved around the Senior Class the entries in return were fairly poor, as could be expected I suppose with a European Championship series also being run basically as a pre-requisite of World Championship acceptance. The conservation of the limited number of engines to make it possible to compete overseas also seemed to take its toll.

Alan Lane was at first clearly in command of the 135 Championship, by cruising to wins in the first two rounds, but then it all went wrong and it took a very professional drive from last to third in the final round to snatch victory. With consistently high finishes culminating in a win at Wombwell in mid season, Gary Ward took over the lead of the Championship as Lane faltered and would surely have kept the yellow tabbard until that unfortunate incident in the last race of the year. John Herbert, in third place, had shown his potential during the early rounds without finishing particularly well. Then it all came good for the sixth round and he stormed up the order from relatively nowhere. John Alcorn earned fourth place through consistency and continuous improvement through the year, while Simon Wright in fifth with three seconds, would surely have pressed the leaders but for a late start to the season.

So what of next year? With the withdrawal of financial support from Stansted Motor Co., Paul Fletcher and Pudney and Sims Ltd., for the first time ever the Championships have no-one at present to help finance the series, though the "gang of four" are desperately trying every avenue. A new Class One series is being organised incorporating the Green Man and SAM Championships and with every effort being made to stabilise our sport, restrictions are being imposed on the tyre front e.g. the Britain Classes will run Carlises dry or wet while Junior National will be restricted to German Goodyears as per 1981 (though the 1983 tyre list will stand for wets). The 135 International Class will follow the 1983 CIK regulations, except for the introduction of the "one set" tyre rule along with all the other classes. If you have not yet heard from Bob Herbert or you require further information please ring either Bob Herbert 0708 41294, Alan Evans 07374 2456, Neil Hann 0935 822423, Gerry Cotterill 021 353 3074.

The future of 135 in Britain is uncertain. At least half a dozen of this mid-series grid at Clay Pigeon have indicated that they won't be competing in '83.





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PROFILE

soon up with the front runners and a front row spot was earned for the final. A few eyes were opened by his performance on the day as he powered his way to a fifth place. Reg Gange wasn't taken in by those novice plates and soon put the record straight with his comment . . . "He ain't no novice — been at it for years." Derek in turn has a high regard for Reg when he says, "I can race inches away from his bumper knowing he won't do anything stupid."

The PDS sponsorship brought more rewards during that year with Derek going on to take the Cadwell Championship, running in the final round suffering from a bad neck injury received at the Grand Prix. He remembers pottering around towards the back to gain points and win the Superkart title. "I then went back to the Doc, who took me off work for six months." He goes on "I love Cadwell. I would race there every month if they had a meeting."

The Cadwell title wasn't all he achieved in '79 though. He also took the North West Championship, the Morecambe, and Buxton Club Championships. The PDS connection was paying off.

1980 produced a continuation of his good form, and throughout the year he was posing a major threat to the might of the Hermetite Zip Team. The Grand Prix that year brought him better fortune than '79 when in a typical Silverstone finish he snatched third from Paul Elmore. A month later and it was back to the North West venue of Three Sisters for the Short Circuit Champs. Here again it was Derek Rodgers splitting the Hermetite duo of winner Elmore and third place Butty to notch a fine second.

1981 began with Derek on the front cover of K&S — in addition to moving up Merlin's Top Ten after his consistent challenge to the Hermetite Team. Mid-January and it was South Africa again. This was the first official CIK All-African Championship and he excelled again in finishing the meeting second overall to Super-Swede Lennart Bohlin. Lennart was impressed enough to say that he felt Derek would be his biggest threat at the World Cup in May. Alas, it was not to be and Derek's World Cup ended after about two laps, going off at the top right hander.

On the subject of the Morecambe classic Derek says, "If I could choose a race to win, that would be the one. The whole weekend is fabulous and as much as I would like the No. 1 plates, the World Cup must be the tops for me."

1981 also brought disappointment with the withdrawal of support from PDS, and for much of that year Derek was to be seen piloting a Chris Taylor outfit. Mechanical problems abounded and success eluded him, and so with the old problem of money, or lack of it, rearing its head, Derek signed up for the 250 National Series at the start of this year.

Some people thought that a driver of his obvious ability and experience shouldn't be in a National Class, but I disagree. All classes need a name or names with which the spectators can identify and Derek Rodgers certainly provides just such a

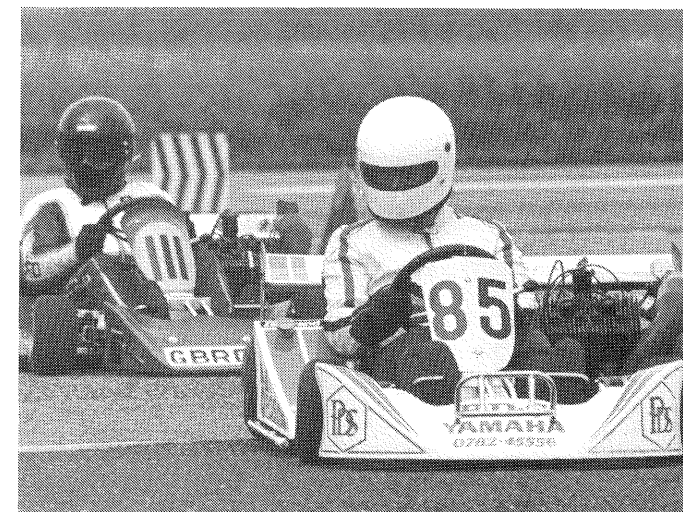
name. Apart from that he CAN drive a bit, and certainly offers a challenge to all others in the class.

When the season got under way Derek was Zip/Yamaha mounted, the chassis being one he was sorting for Tony Draper and the power from Peak Revs. The results were not easily achieved and in going for out-and-out speed he suffered more seizure problems than he cares to think about. When things were running well though, he usually won, ending the year with three victories at his favourite Cadwell Park, together with two seconds at Donington and Brands. Third overall was the end result in the Drivers' Series and a number of fastest and indeed record laps, some of which Derek says he wasn't credited with.

As for 1983, well Derek hopes to have that Peak Revs Yamaha fully reliable as well as rapid and with a new Zip chassis lined up, just hopes that Tony Draper doesn't find his too good and win everything!

During the close season, Derek is finding out just how much paper work there is in organising a Series such as the Nationals have. He is of course, tackling the job with his usual enthusiasm and ever present sense of humour. He says he would like to return to the Superkart scene but would only do so if the right sponsorship could be found to do the job properly.

That then is Derek Rodgers — a very capable and vastly experienced driver, always ready to help anyone and as he says "If there is anything I'm not prepared to disclose, I will say so. No way would I give anyone duff information. I'd rather not say anything . . ."



Above: 1980 was one of Derek Rodgers' best years, up amongst the leading Superkarters with PDS backing. Here he leads Rob Kerkhoven. Below: 1982, and Derek heads an excellent 250 National GP field on it's way. (Pics: R. Calvert)





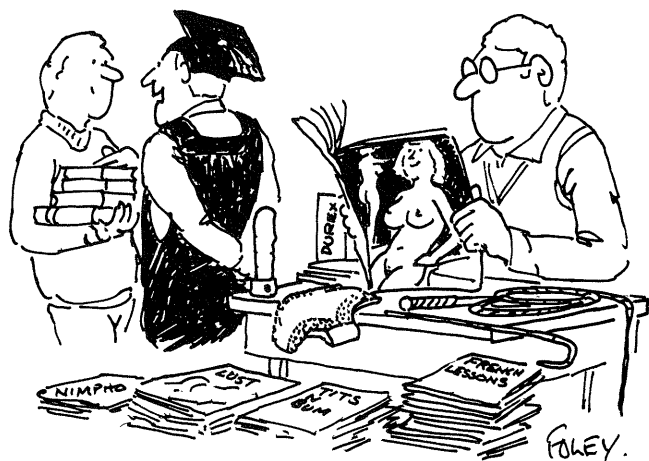
Lumb the competitor – a keen enthusiast, but an unlucky end to the season. (Pic: R. Calvert)

continued . . .

and so apart from winning the Series and the Grand Prix, he hopes one day to progress to being the landing ramp for that same motor cyclist! . . .

That then is just a glimpse of Adrian Lumb, someone to whom many 250 National drivers expressed their thanks during '82 for his part in what had been a year of National Pride. Let's hope that arm mends quickly and enables Adrian to get back on the circuits in 1983. The person on whose shoulders falls the task of organising next year's Drivers' Series is one who Adrian regards as his most respected rival Derek Rodgers.

Derek lives with his wife, Gail and two children, Nicola and Shelley in Stalybridge, Cheshire and is a welder by trade. His entry into karting happened rather late in comparison with some of the young chargers making their names known around the circuits today. Derek's education led him from secondary school to a Degree course in the Study of Women aged 18 to 45, which he followed up admirably at University reading pornography! . . .



NO, DON'T DISTURB HIM NOW - HE'S PREPARING FOR HIS EXAMS.

His entry into karting was therefore somewhat delayed and it was at the ripe old age of 23 that Derek first sat in a kart. The occasion was a visit to Prestatyn in 1969, where our hero uncovered one of those delightful concession tracks. A few laps and he was hooked. In conversation afterwards it transpired that the gentleman running the concession circuit was none other than Graham Liddle. Graham already had two World Cup successes behind him and was to add two more in 1971 and 1972.

Derek decided that he would love to have a real go in a racing version of these karts and found the necessary cash to purchase a Villiers powered Zip 'Martin' (see *Hines Quarter*, March '82, for a pic. of one of those). Before the serious business of the 1970 racing season got under way Derek had found a little more cash and traded in the Martin for a Silverstone chassis. His first ever meeting was at Morecambe in January 1970 and progress was fairly rapid thereafter, with a third place at his third outing, this time at Burtonwood.

Hankering after a bit more speed and excitement, Derek soon moved up the scale to join the 250 ranks and within a couple of years had got himself a place in the British Team.

Anyone who knows Derek at all will appreciate that he has a keen sense of humour and it was this that probably helped him through the 1972 South African tour . . . Hijackings were the 'in' thing around that time, and airport security was pretty tight. The place was Cairo and, in his trouser's pocket, Derek had one of those joke laughing bags, which for reasons best known to those present was suddenly triggered off and raucous laughter was heard around that part of Egypt. What happened next was no laughing matter at the time, as Derek found himself pinned against a wall at bayonet point unable to do anything but yell and wait to be rescued by Team Manager Bert Hesketh. Derek recalls, "I was scared – couldn't do a thing. That bayonet drew blood as well!" That same tour was notable for other things too, like the team running a Jumbo Jet clean out of "beverages" . . . not to mention the poor old lady frightened out of her wits by team members asking each other, "Have you got the bomb?" . . .

Some serious racing took place as well and in that respect Derek excelled, taking second overall and being first Britain home. A year later and it was the turn of the Danes to witness the British sense of humour, but alas space does not (perhaps fortunately!) permit the details. Next time you see Derek in one of his quieter moments, ask him to relate the tale of the Cherry Blossom . . .

1974, and Derek really went to town – but this time on the circuits. Harry Rolfe was at the time doing a bit of breathing on engines for Martin Hines and just happened to find time to do likewise for Derek Rodgers. The result was that from twenty outings Derek took fifteen wins, three seconds and only two non finishes!

A couple of years later he decided he would love to sample Formula Ford and it was in a Merlyn MkIIA that he took to the track. His efforts with the bigger wheels didn't prove very successful, with overheating being the biggest, seemingly insurmountable, problem. However it was after he had once more parked up by the side of the track, with steam everywhere, that the answer to the problem was found. Another car left the circuit and ploughed into the Rodgers Merlyn, doing considerable damage. One of the components to suffer was the rad and on later closer inspection it was found to have been split almost in half, and the overheating cause was revealed. The rad was almost blocked up solid – and that was after being returned from the manufacturer and said to be functioning correctly! The experience hasn't put Derek off Formula Ford completely, "I would still like to have another proper go at it."

1979 heralded the return of our man to karting – and how! The licencing regulations meant he had to make his comeback on novice plates but Dave Horton of Potteries Diesel Services had stepped in and Derek appeared at Cadwell in February with the all white outfit. The PDS Yamaha was

The first 250 World Championship is very much on and generous sponsorship from Bridgestone is now assured. The British round though (also incorporating the European Championship), will be at Silverstone in the form of the G.P. meeting. This has its good and bad points. It will obviously swell the foreign entry, but to possibly have one final to count for the European Championship, World Championship points and also include the GP plates, won't in some people's minds be that desirable! As it is assumed that the Championship rounds will be run on the normal CIK format of heats, a pre-final deciding grid position, and then the actual race (as we had for the European Championship at Donington this year) it has been suggested and would seem a good idea, that the pre-final for the World Championship could be the G.P. and the final should then be the World Championship round, thereby possibly producing two happy winners rather than just one.

Bridgestone sponsorship will provide prize money down to 15th place at each of the three rounds, with the winner at each round winning a handy £750 (quite a few yen. . .). There will also be a well conceived incentive to attend all three rounds by rewarding all those who do with an additional financial reward, provided that a competitor finishes in the points. All aspects of this sound very satisfactory and well thought out.

One little thought aside to this, in respect of Bridgestone's being the sponsor; Burris tyres are endeavouring to secure at least 3 top Superkart drivers to use their tyres for 1983 – one wonders what steps Bridgestone are taking to ensure that the first ever 250 Superkart World Champion is using the right type of rubber. For their sake one can only hope that they back the right horse at the start of the season!

In the days of Mr and Mrs Kilminster who were the mainstays of the Bath Kart Club (and who also did much of the donkey work for the Snetterton 9 Hours), the kart track at Castle Coombe was always a happy hunting ground for me. Their monthly meetings were on a Saturday, usually followed by another meeting on the Sunday at Long Newton, run by the Gazelle Kart Club. The Bath Club also used to run a Boxing Day meeting. (At this stage of the story I should add that the Club house in the middle of the circuit had a bar.)

Anyway, on the Christmas night of 1965 it had decided to snow and the trusty fellow who had our karts in his van had spent Christmas Day in Wales. I had slithered my way from West Sussex and for a change had got to the circuit early. A friend of mine from London, Maurice Watts (otherwise known as "Blackie") whose kart was also in the van, had also got to the circuit on time. Scrutineering came and went and no sign of "Lofty", the van, or the karts. Practice started. The weather report from Wales was heavy snow, so being the festive season and neither of us being averse to a "wee drop", the bar was the obvious place to go. That was at about 10 o'clock.

Determined to make the best of a bad job, Blackie and I lost little time in getting into the spirit of things, so to speak! By 12.30 we could both count twice as many people in the bar as anyone else and the first race was called just as the van rolled up with a very apologetic Alan King (Lofty) at the wheel. Unaware of how we had spent the last two and a half hours, the ever obliging organisers ill-advisedly allowed us the minimum 3 laps special practice. After two laps I could just about see only one strip of track in front of me and completed my last lap without incident. Blackie however, had managed 7 quite lurid spins, whilst trying to adjust to normality!

After which the Clerk of the Course asked me to have a quiet word with my friend in the form of a couple of strong black coffees! You could say times have changed a bit – happy days! . . .



was not what necessarily suited another – and the word "camel" did creep in somewhere! I would like to add that for two years now (the time he has been driving a Lancer) I have regarded Jon Dixon as one of the fastest drivers around, bar none. He only lacks consistency and a little more luck. I have on a few occasions more or less said this, so unless Jon really is a "Superman", there cannot be much wrong with the bits of tube that keep his wheels apart!

I don't know whether you read it in your daily paper or heard it on the radio, but recently the South Yorkshire Police issued a statement to the effect that they would "arrest any football player whose conduct on the field was likely to incite crowd trouble". Obviously to do with Leeds United's crowd record. Now whilst a statement of intent such as that only confirms my estimation of the average "man in blues" intellect and his gentle art of diplomacy, at a time when their public relations and respect are probably at an all time low, it leads one to wonder in bemused amazement as to what spheres of sporting activity they might next consider themselves qualified to intervene! The initial mental picture that I conjured up was that of a "posse" of young police constables descending upon a hard-charging couple of Junior karters whilst their respective "mommies" and "papas" were scrapping it out in the pits. The mind boggles! . . .

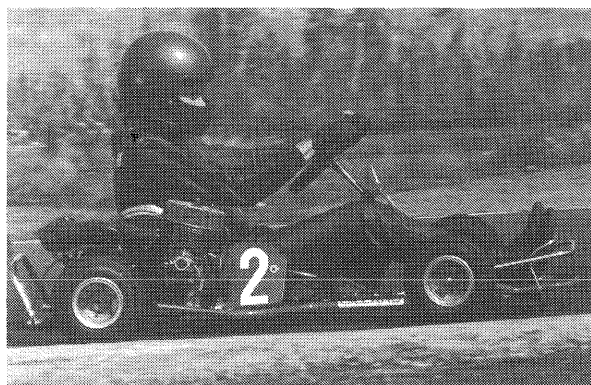


CRUIKEY! THAT'S GOING TO PUT SCRUTINEERS IN BAD TROUBLE.

The two drivers originally intending to go to New Zealand for the Superkart series down under will now lack the female element. Carolyn Grant-Sale will now not be going due to her starting a rather good new job. Her place will be taken by Nigel Smith, so he will be able to put the record straight when he gets there. You see, when our revered Editor's wife, Maxine, went home to New Zealand a year ago she took with her a video tape of the Silverstone G.P. (1981 vintage) and it clearly depicted the now famous "coming together" between Buttigieg and Nigel, together with an action replay slow motion. I gather it was watched by most of the Kiwis who have ever sat on a go-kart and I am sure that most of these colonial "chappies" will have come to the same conclusion as me! Sorry Nigel.

Chris Merlin

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PROFILE

National Pride

This time last year, nobody would have given tuppence for the survival of the single cylinder 250cc class, 250 National — especially as a viable, entertaining long-circuit category. That of course did not allow for the enthusiasm and drive of one particular relative newcomer to the class. Mike Smith chats to Adrian Lumb, originator of the 250 National Drivers' Series, and his successor, former top Superkart pilot Derek Rodgers.



Adrian Lumb — originator of the Drivers' Championship.

It was August of 1981 when I attended my first meeting as reporter for Kart and Superkart and one slight problem quickly became apparent on that sunny day at Cadwell. How does one accurately follow the fortunes of two classes running together? The underlying problem was the fact that the 250 National class was suffering from a serious decline in entries, and it was quite normal to run them in with another class. Many people were saying that the single cylinder lads were about to disappear from the long-circuit scene completely as entries reached an all time low of eleven.

The Grand Prix meeting at Silverstone last year, as always, attracted a sizeable gathering of just under fifty 250 Nationals. Several observers noted that if only a way could be found to bring them out more often the class could be saved...

The turning point came at Donington in October when once more the Nationals were run with another class — this time the Superkart 'B' Final. Ironically this was not due to a lack of entries (around 30 were present) but to time lost during the afternoon accommodating a parade of motorcycles. However, for one novice driver in the National class, Adrian Lumb, that final was to provide the inspiration needed to revive the class. Adrian recalls the moment thus, "I was zooming down Starkeys Straight thinking about changing up to second when these two silver blurs flashed either side of me. They dragged me by my braces before catapulting me up the chicane slip road. I sat on the tarmac like jelly and thought to myself I'm not having this for a lark." The 250 National Drivers' Championship was conceived...

It was then, thanks to Adrian's initiative and drive (pardon the pun) that the Nationals were saved from an almost certain grave. Adrian lives with his wife Lyn and two children, Samantha and Rebecca, near York and is a freelance sporting and commercial artist. He came into kart racing partly due to his wife's wish that he do something safer than motorcycle racing and partly because of a bad car smash in which he suffered hip and pelvis injuries. He doesn't smoke but does have one addiction which probably also helped to keep him in some form of racing and that is the smell of Castrol R. It was September 1981 when he first sat in a live kart. The venue was Hemswell and he finished the day as 1st Novice and 3rd overall. The October Cadwell followed before that fateful day at Donington where he admits those two silver projectiles, driven by Dave Buttigieg and Carolyn Grant-Sale, scared him out of his wits.

The modest Adrian would have you believe that the rest, as far as the Series is concerned, is history, but there is a bit more to it than that...

The first step was to write to the karting press, outlining his ideas and inviting interested parties to contact him. The idea was simple really; get enough drivers to contribute £150 each into a central fund, then pay out the accumulated sum in prize money. In other words a self-financing drivers' co-operative. A lot of hard work was put in by Adrian, who being virtually unknown in karting circles, was joined by former World Cup winner and 250 National driver Dave Cullimore. The pair of them then set about organising things for the Series to start at Cadwell on Easter Sunday. Thirty four drivers rallied to the call, some attracted from other classes, and registered for the five round series.

Efforts to secure additional prizes were rewarded with Zip Karts, Hermetite Products, Onslow Motors, SRA, CTRP, DMA, Peak Revs, Startline Motors and the trophy manufacturers Ken Bright Ltd., all chipping in with goodies of various kinds.

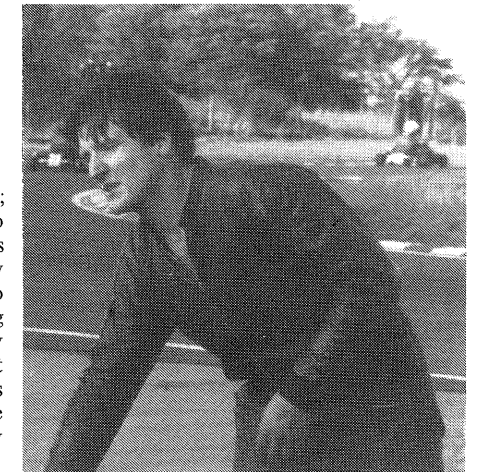
The Series then was a resounding success with grids doubled and sometimes trebled compared to 1981 figures. It was a pleasure to see forty plus Nationals make their way to the start line with heats and finals all to themselves. Chris Stoney finished the season as the most successful driver, topping the Series and taking the British Championship. Taking into account all long-circuit meetings this year, no fewer than twenty four different names appeared in the top six with eighteen of those earning British Championship points as well.

As for Adrian Lumb, well his 'reward' was a badly broken arm at Silverstone in August, which has seriously reduced his earning capacity and forced him to step down from the post of Secretary of the Drivers' Championship.

Although in karting for only a year, Adrian nevertheless has some strong words to say on the way the sport is administered. He feels both at National and International level the authorities could and indeed should be doing more to assist in both publicity and financial matters. It will cost £140 to have a commercial series in 1983 and as Adrian says "For what?"...

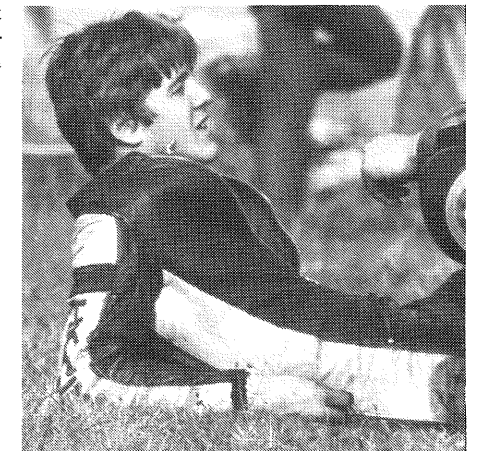
His enthusiasm for the sport knows no bounds and he is still, despite that arm, working hard to attract a major sponsor for 1983. Away from karts, if his thoughts ever are, he still enjoys following motorcycle racing, car racing, with a bit of photography thrown in. He says his greatest claim to fame is having been a human lift-off ramp for a stunt motor cyclist.

Carr Comments



Above: the face tells all – Gary Prior out of luck again . . .

Below: Derek Higgins – potentially a dominant force. (Pics: K. Smith)



Welcome to my first attempt at a "column", which will be witty, interesting, inspiring, intellectual, and above all, always modest! First of all, people will not need to be members of the Porsche Owners Club to get a mention – AA Relay will do! – and I'll never try to push the sales of those spaghetti tins on wheels that certain people flog to the unsuspecting British public! Secondly, I live just outside Coventry and make my living by educating the younger generation, not by welding exhausts on the side of a mountain . . . Thirdly, I have heard of that other class of karting, Class IV, but you'll never wake up and hear me talking on Radio 4 in a butch cockney accent claiming that their top speed is "something approaching 285mph"!

And so to business . . . we have reached the time of year when it is amusing to gaze out of the window at the rain and gloom, reflecting on the year's racing and making some judgments as to how the top people have shaped up. I sent round a questionnaire recently, with all sorts on it – including topics such as tyres and expense which will be used in future scribbles – but this month I'll focus on the first part of it, the now traditional survey of top 100 National drivers.

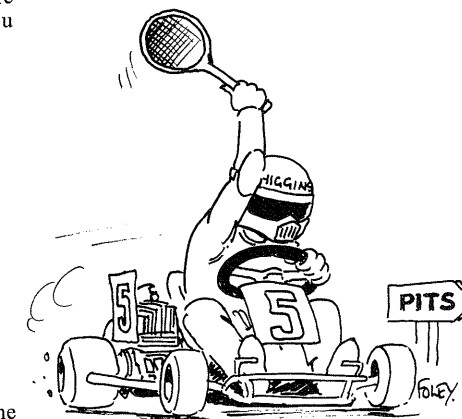
The top ten emerging from the survey were somewhat different to my own views, as you can see.

Drivers' Ratings

- 1 Wayne Homer
- 2 Derek Higgins
- 3 Nigel Edwards
- 4 Neil Hann
- 5 Simon Sutton
- 6 Gary Moynihan
- 7 Gary Prior
- 8 Steve Tillett
- 9 Paul Carr
- 10 Paul Wilkes

My 'Top Ten'

- 1 Gary Prior
- 2 Graham Waldron
- 3 Nigel Edwards
- 4 Wayne Homer
- 5 Derek Higgins
- 6 Simon Sutton
- 7 Gary Moynihan
- 8 Ian Williams
- 9 Neil Hann
- 10 Steve Tillett



THIS PLACE IS THE PITS, MAN

WAYNE HOMER – Top rating from the drivers, although I placed him fourth. He has been around for a very long time and like a good brandy (so they tell me) he has improved with age! With the backing of Dartford Karting, Wayne is one of the ever-diminishing elite of fully sponsored drivers who can afford to attend meetings regularly. He must be one of the

Wayne Homer – the "people's choice." Smooth and unflustered, almost took the K&S title . . .



NIGEL EDWARDS – In many ways Nigel is the opposite of Derek Higgins. Undoubtedly one of the best-liked drivers on or off the circuit, Nigel gives more to the sport in a year than most people give in a lifetime. Ably supported by his family as well as by Mills and Zips, he has found a very good combination of equipment and I think he has been more competitive this year than in any previously, although perhaps with less to show for it. Nigel doesn't show the gritty approach of some of his younger rivals, having the maturity of experience and advanced age (!) but you can be sure he'll always be well up in the running. Watch this space for an in-depth interview in the near future if we can drag him away from the nappies for a few words . . .

NEIL HANN – Another relic from the veterans' parade, Neil seems to go on from year to year, if not from strength to strength. He never quite matches his Clay Pigeon class on other tracks, but is nevertheless a thorough driver whose seemingly casual attitude, like the rock star's "cool" image (dark glasses et al!) belies a determined and calculating ambition. His choice of equipment appears to me to be politically motivated rather than selected for results and his karts really do need a good clean if they're ever going to compete with the amazing technicolour leathers . . .

SIMON 'WONDERBOY' SUTTON – One of the whizz kids who has shot to the top of National very quickly, Simon is an extremely smooth and intelligent driver with bags of talent. The exceptional Gillard back-up team he has assembled since leaving Deavin means that

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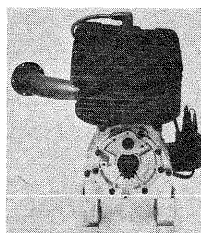
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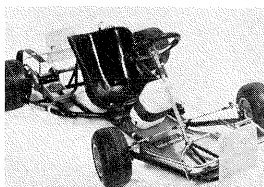


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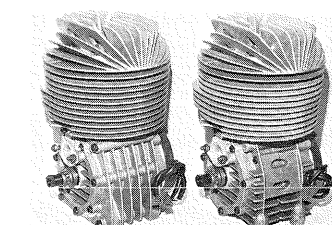
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Triple K&S winner Sutton must start 1983 as the man to beat on that form. Here he leads the expressive Prior.



Gary Moynihan — K&S Champion, and here third in the 100 Int. RAC Championship!

continued . . .

his technical preparation and testing programmes are second to none. The incredible hat-trick of K&S wins Simon produced at the end of the season are clear evidence of the standards he and his team are capable of achieving. I know that results are all-important, but I feel Simon might be a more 'complete' driver were he able to rely less on other people's decision making.

GARY MOYNIHAN — Another whizz kid who started the year in style before handing over to Sutton, Moynihan made the jump from Junior to National look deceptively easy. His style and approach are mature and this enables him to compete with the best established National drivers:— witness an outstanding victory in the K&S Champs at his first attempt. Gary's equipment did not come cheap and in my view he deserved more works support than he got. This one factor made all the difference between Sutton and Moynihan, I think, and Moynihan's recent move to Simon Wright suggests I might be right.

GARY PRIOR — As a founder member of the GP Fan Club I can only wonder how this boy can get so much wrong so often, with so little effort and still smile about it. His talent is undisputed and he has an incredible ability to bounce back from every disappointment, but equipment and circumstances seem rarely to be on his side. He started the year with Gillard's kart, anybody's motor and his usual high hopes — all of which came to grief. Then Dartford Jim made Gary an offer he couldn't refuse but he found himself playing second fiddle to Homer, and where Wayne's preparation was faultless, Gary's was abysmal. Whatever he might think, Gary is well over the weight limit (and I know all too well how tempting it is to kid yourself that weight doesn't matter) and his testing ability is fairly appalling in someone who races so well.

STEVE TILLET — If you had asked me two years ago whether this boy could make it to the top, I would have laughed; but this year he has always been up with the quickest few. The discovery of Fullerton power has transformed Steve's driving style, which looks smooth and unhurried even when he's dealing with real opposition. Steve isn't unpleasant or aggressive enough to make it all the way yet, but given the same equipment and a little more time, a big result will come his way.

PAUL CARR — What can I say? This boy is simply brilliant and is obviously just biding his time . . .

PAUL WILKES — Paul is perhaps the surprise of the survey as the only big meeting he attended this year was the British Championships on his local track. A fine drive to second place was somewhat marred by the lack of real competition left at the end of the 'A' final, but it should be said that Paul's performance was sufficient to bring him into the top ten in the ratings whereas the new British Champion, Andy Buchan, scarcely got a mention — a sad state of affairs . . .

Looking at the results of the survey, I confess I was not too surprised; people have short memories and tend to think first of the current competitors and the current winners; it's difficult to be objective about people you rarely race against and those you race against regularly. **GRAHAM WALDRON** was completely overlooked as a result, although in my view he is an outstanding driver with the right person pulling the strings. His own ability should not be underestimated and had it not been for a blown main bearing he would undoubtedly now be wearing the No. 1 plate. His equipment is superbly set up and with Terry Fullerton's magic hands on the chassis, Graham has been able to try set-ups that other drivers cannot even dream up. Graham had a disastrous start to the defence of his K&S title and obviously knew when enough was enough! By switching his attention to racing abroad, he seems to have forfeited something of his home reputation.

IAN WILLIAMS — Ian is a well-established and very competent driver who probably suffered in the survey as a result of living North of the Tyne. Not being the sort to storm to victory or to make a scene about it when he doesn't, Ian tends to be overlooked. When asked, however, most people would say that they rated him highly. A particularly good overtaker, he would certainly benefit from a change of equipment.

PETE ELLIOTT — Definitely one of my top ten drivers in terms of ability, Pete has tended to vanish from the public eye since setting up his own business. A superb win at Wombwell and a good result at Fulbeck were not sufficient to place him highly in the ratings — all I can say is come back Pete and show us how good you are!

Well that's about it. Other names to watch out for next year? Pete Rochford, moving from a peak position in Britains into Nationals, Mick Bryant (if he wants), Tredwell (if he returns) and Steve Sykes (definitely!) . . .

Paul Carr

Steve Tillett, here leading Homer at Snetterton, is sure to get a big win soon. (Pic: P. Raven)



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