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# KART AND SUPERKART

70p  
January 1983



## Interview: Nigel Edwards

• Merlin's Top Ten

• Profile: 125 Duet





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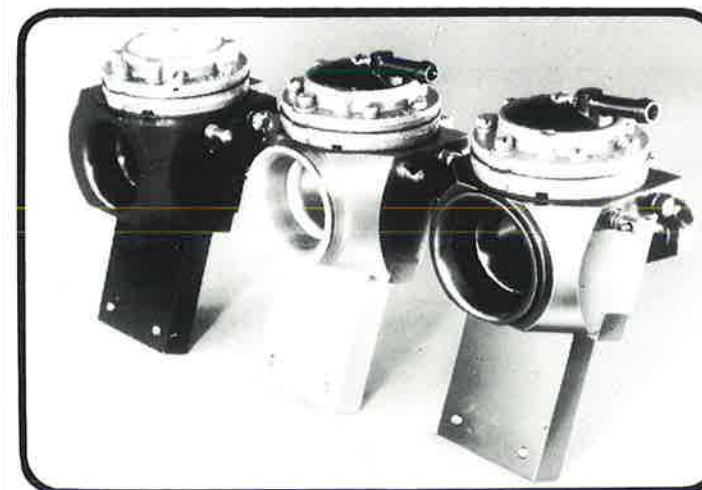
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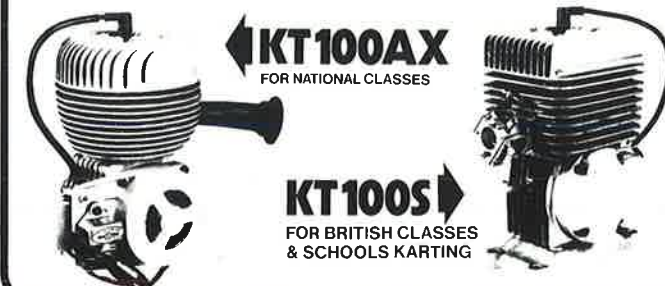
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When looking forward to another new year's karting, it is hard  
to decide whether the best interests of the sport lie in the  
adoption of sensible new ideas and technical advances, or rather  
in staunch stabilising of the sport in these times of economic  
depression.

It seems that the initial reaction of the majority is the  
latter — "stick with what we've got, we can't afford any  
change" — and in a fair number of cases, that is probably the  
most sensible approach. The promoters of the newly consti-  
tuted "Super One" Class I series were faced with this dilemma  
when deciding upon what category or categories of Junior  
karting to opt for. In the end they have gone for the existing  
Junior National and Britain Classes, at the expense of the CIK's  
new Junior "International", which is almost a combination of  
the other two.

Whether this is the right decision will only be known in  
time. But before dismissing the "innovative" class, it may be  
worth reflecting on the progress of the two distinct spheres of  
karting — 100cc and "gearbox" — over the last decade. The  
Birel/Komet of current World Champion Wilson isn't really  
that much removed from the Birel/Komet of 1973 World  
Champion Fullerton — apart from the obvious recent increase  
in engine capacity. The difference between the 210/250 single  
gearbox kart of the '73 era and the 125/250 long circuit  
machinery of today is there to see — and those categories are  
the ones surviving current problems better.

This is not meant to imply that any one type of karting  
is necessarily better than another, but more an illustration  
that not *all* change, or progress, is a bad thing. Sensible inno-  
vation can breathe new life into what may have become a  
little stagnant . . .

CHRIS LAMBDEN

## FRONT COVER:

Fourth overall in the 1982 K&S series, and winner of  
the Pudney & Sims Golden Helmet Award, Steve  
Tillett can be expected to be a leading contender in  
the 1983 Bridgestone/Kart & Superkart series. Photo-  
graphed at Kimbolton where he occupied pole posi-  
tion, Tillett is expected to continue to campaign his  
Gillard/Parilla equipment.

(Pic: R. Calvert)

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# KART AND SUPERKART

Monthly

No.49

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## NEXT MONTH:\*

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100 Britain Engine Strip  
Behind the Scenes . . .

PUBLICATION DATE: 3rd FEBRUARY

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





## Up-date On Info From The RAC

A few last minute changes and corrections to the '83 Blue Book have been advised by the RAC, and are as follows:

**S.1.2.5** Add: Front fairings must be such that it is possible for the front bumper to comply with the regulation and must not be wider than the front wheels when in a straight ahead position.

**Table D - Weights** Add: 125 National (with-out bodywork) 150 kgs.

**S.3.1.3** Add: TKM RS 98 (reed valve), TKM RL 66 (reed valve)

**R.7.2.2** This should be corrected to read "Junior National - open during 1983 to Competitors who have reached the age of 14, until 31st December of the year in which they have their 16th birthday."

### RAC CHAMPIONSHIP DATES

The dates for the various short circuit championships have been confirmed with one change from the provisional list published last month. The confirmed dates etc. are:

100 National	Rye House	19th June
Gearbox Sh./C.	Fulbeck	26th June
100 Britain	Dunkeswell	17th July
Jnr. Britain/Int.	Clay Pigeon	31st July
Jnr. Nat./100 Int.	Little Rissington	7th August
135cc	Felton	4th September

## The RAC Get It Right!

Our governing body may have from time to time come in for a certain amount of criticism, but on December 4th/5th they most certainly got it all right to take an unexpected win in the British Motor Racing Marshal Club's annual charity 24 Hour Slot Car Race!



The RAC Long Circuit Championship dates and venues are as follows:

April	23rd	Snetterton
May	16th	Cadwell Park
July	23rd	Brands Hatch
July	31st	Cadwell Park
August	27th	Oulton Park
September	17th	Snetterton

The points system will be on the 15, 12, 10, 9, 8 . . . basis with competitors' best 5 scores to count. It is apparently compulsory to compete in the final round, even if the points scored from that round are dropped from the final Championship result . . .

### CIK WORLD 250 CHAMPIONSHIP QUALIFICATION

As detailed last month, to qualify *automatically* for entry in these events a driver must fulfil one of:

- European Championship finalist in 1981 or 1982.
- Top ten finisher in a full International non Championship event for the Class.
- Top 6 finisher in a National Championship for the Class.

Drivers who do not qualify automatically as above *may* be admitted to the Championship on the direct recommendation of their ASN (in our case the RAC).

In order that a full list of automatically qualified drivers can be compiled, all those who do qualify are asked to write to the RAC MSA at 31 Belgrave Square, London SW1, stating their reason for qualification (e.g. Finalist, European Championship, Donington, 1982), and also indicating whether they intend to compete in the World and/or RAC Championships. For the RAC Championship, it may be possible to establish permanent numbers for the season.

Enthusiastically captained by Robert Langford's Secretary, Jane McConnachie, the RAC - with a couple of dubious "ring-ins" (including this Editor!) - raced into an early lead, and despite being pegged back at one stage in the middle of the night, went on to record victory with a 12 lap margin. The Marshals' Club themselves finished second, with a star-studded, ultra serious "Racing Drivers" team (Jonathan Palmer, Stefan Johansson, Tiff Needell and so on . . .) not quite able to take the pace! The "Media" team were fourth, total disaster only averted by ex K&S scribe and now leading

### CIK SHORT CIRCUIT CHAMPIONSHIPS

Drivers who wish to be considered for inclusion in the following Championships:

- CIK 100 Junior International
- CIK Junior Team
- CIK 100cc Individual
- CIK 100cc Team

should apply in writing to the RAC MSA, to arrive no later than 31st January. Please indicate, as an aid to selection, if you intend to compete in any of the Commercial Championships.

A management fee of £25.00 will be payable by all drivers selected for the Championships.

## Forsman Takes His Second Hong Kong

A fair representation of Europe's leading drivers arrived for the annual Hong Kong International Kart Grand Prix on 28/29th November. With prize money starting at £2,500 for first place, it's not hard to see why . . .

It rained heavily for timed practice, with a surprise coming from the Japanese - three of their drivers, headed by Asai, heading the qualification list. Observers put this down to the presence of some rather sticky new Bridgestone wet tyres.

After the heats however, Lars Forsman had secured pole, with Peter De Bruyn alongside. Harm Schuurman occupied grid 6, with England's Terry Fullerton on 13 having dropped a heat.

The final featured a tight scrap between Forsman and De Bruyn, until with 20 laps of the 35 gone, a light drizzle set in. With the former's Dunlops working a shade better in the slick conditions, De Bruyn slipped back gradually. Fullerton had moved quickly up to third, and gratefully inherited second when the Dutchman had a quick spin with two to go.

Italian Modena, returning to International competition after his mid-season accident, moved up rapidly from a lowly grid, but mechanical problems prevented him reaping any reward.

1st	Lars Forsman	Birel/Parilla
2nd	Terry Fullerton	Zip/PCR
3rd	Peter De Bruyn	Techno/Parilla

Automobile Sport journalist Phillip Bingham, who snatched the fastest lap trophy - for the second year in a row.

However, the name of the game was money-making and in the end, with the assistance of various TV stars, various charities benefited by over £2,000 in all.

*Far left: a tense final 15 minutes . . . Below: victorious RAC team l. to r.: Neil Eason-Gibson, "Ed.", Dave Button, Martin Kay, John Morris, Jane McConnachie, Chris Norman and Barrie Williams . . . (Pics. S. Hallahan)*



## Kalendar

### 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)

### FEBRUARY

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

**13** CHASEWATER (Pleasure Park, Brownhills, off A5)

ROWRAH (nr. Frizington, Cumbria)

TILBURY (Dunlop Road)

WOMBWELL (Dorothy Hyman Stadium, nr. Barnsley) - Winter Series

**20** NUTHAMPSTEAD (On B1368, Cambridge-Ware Road)

3 SISTERS (Off Junction 25, M1) Merseyside K.C.

SHENINGTON (8 miles from Banbury)

**27** CADWELL PARK (Midway Horn-castle and Louth on A153). Super-kart season opener.

FULBECK (8 miles from Newark) Winter series

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

*continued . . .*

### Overall Results:

1st	Chris Tomkinson	580 points
	Honda engine + £50 cash	
2nd	Ian Bickerton	423 points
	Yamaha spares + £40 cash	
3rd	Dave Logan	394 points
	Motiv exhaust + £30 cash	
4th	Tony Suthers	356 points
	Helmet + £20 cash	
5th	Colin Kay	335 points
	Leathers + £10 cash	
6th	Graham Marris	221 points
	Steering wheel, sub. for Kart & Superkart + £10	
7th	Mark Higgins	201 points
	Sub. for Karting Magazine + £10	

Les Bickerton  
Lion Kart Club (Racing) Ltd.

January 1983

## Mini Ads

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**CHRIS DAGLESS HAS FOR SALE** LANE Aerospace '82. Only 10 months old £195. Also various secondhand tyres and wheels. Kart can be supplied with Parker prepared Parilla SS20TT £190. Telephone: 0933 677513

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**on page 25**



continued...

100 National		
1st	Malcolm Ankrett	697 points
2nd	Gavin Jones	650 points
3rd	Neil Robinson	518 points

100 International		
1st	Peter Walker	725 points
2nd	Steve Cowell	616 points

125 National		
1st	Mark Carnwell	703 points
2nd	Rowland Harding	308 points
3rd	Robin Thornton	251 points

210 National		
1st	George Wright	800 points
2nd	Martin James	650 points
3rd	David Bailey	501 points

250 National		
1st	Ted Harris	236 points
2nd	David Lloyd	78 points

## 3 Sisters

31st October — Cheshire K.C.

Having got off to a late start as the expected ambulances failed to turn up on time, some good racing was witnessed during the afternoon. Following the publicity in the karting magazines, a good entry in the 125 National Class allowed the Club to run separate races for Rotax and P & R.

Junior Britain was won by Alexis Peake from an initial third place, Andrew Soar taking second spot, while no trophies were presented in the Junior National Class as both finishers were excluded for being overweight!

250 International		
1st	Bob Kennings	835 points
2nd	John Bradburn	484 points
3rd	Allan Mills	331 points

A big thanks to our Secretary Glenys and all the helpers, flag marshals, lap scorers and even Mike Lee! Hope you all have a Merry Christmas and a Happy New Year's racing.

Rob Cooper

In the Rotax half of 125 National, Mike Ballantyne took a good win from Dean Jamieson on the Motiv chassis, and Chris Latham.

100 National produced a full grid and some excellent racing from which Phil Foster eventually triumphed, second place going to Graham Kershaw with Frank Crankshaw third.

Next out were the 125 P & R's and a good race ensued before Chris Tomkinson took the chequered flag in front of David Logan and Ian Waller. John Haigh won the 210 National final having passed Paul Robinson on lap 2. Mike Orentas took third place in front of Mike Edwards.

The last Final of the day was for 250 International and 210 GP winner Richard Boston, having stepped up a class, completely dominated throughout the day winning the Final easily from John Ashe.

To finish, thanks to all Officials, Marshals and Lap Scorers.

Mike Barratt

### Results:

Junior Britain		
1st	Alexis Peake	
2nd	Andrew Soar	Odin/Arrow

125 National (Rotax)		
1st	Mike Ballantyne	Aero/LDR Rotax
2nd	Dean Jamieson	Motiv/Motiv Rotax
3rd	Chris Latham	Zip/Rotax

100 National		
1st	Phil Foster	Wright/Wright Yamaha
2nd	Graham Kershaw	Premier/WRE Parilla
3rd	Frank Crankshaw	Dart/Parilla

125 National (P & R)		
1st	Chris Tomkinson	Dino/Yamaha
2nd	David Logan	Star/Yamaha
3rd	Ian Waller	Sprint/Honda

210 National		
1st	John Haigh	Barlotti/Peak Revs Villiers
2nd	Paul Robinson	Zip/Upton
3rd	Mike Orentas	Shadow/Team Royton TZ

250 International		
1st	Richard Boston	Zip/Yamaha
2nd	John Ashe	Star/Ashe Yamaha
3rd	Philip Bristow	

Plaques were awarded to the first five at each round with points awarded down to eighteenth place. Most of the prize money at each meeting went into a central fund to which was added equipment donated by the sponsors (more of that later). At each round the racing was close and on occasions attracted the largest gearbox entry of the day. Gradually a group of eight or nine drivers emerged who contested each race closely and who would be in the prize money at the end of the series. In fact first place was in doubt until the seventh round at Three Sisters when Chris Tomkinson gained an unbeatable points lead. Even so the last round at Cadwell was fought out as closely and as spiritedly as the rest. At some meetings all the 125's raced together and there were signs that development on the P&R's was making them competitive with all but the best Rotaxes (and more reliable!). The only casualty was Graham Marris who overcooked it at Oulton Park and unfortunately missed the last three rounds...

Drivers, spectators and supporters alike enjoyed every round and thanks should go to

the clubs that had the foresight to organise a round: Bromsgrove, Lion, Shenington, Lincolnshire, Blackpool & Fylde, Wombwell, Merseyside and Cadwell. To the companies and individuals who supported the series by donating prizes:— Service Garage (Honda), Chattertons, Kart and Superkart Magazine, Peak Revs, DMA Racing, Motivation, Karting Magazine — well done. Your help and support was greatly appreciated by all entrants.

But it is to Bob Clowes that the bulk of the praise should go — for having the imagination and drive to get the series going and for his enthusiasm, support and constant good humour at every single round. It's a fair bet that several of these drivers would have given up karting but for this series. I think that all this year's entrants (and many more) will be hoping that Bob will mount the series again in 1983. So if you would like to have some good racing at a reasonable cost, I'm sure Bob Clowes would like to hear from you. Thanks Bob, from all the drivers and their teams.

## "Tasman" Series For Superkarts

As you shiver amid the British Winter reading this, two of our luckier Superkart pilots are competing 12,000 miles away in hot, sunny New Zealand.

Leading N.Z. Superkart driver John Gordon and his sponsors LEP AIR (NZ) have compiled the first ever Superkart Tasman Series, which is being run as the main support event to the first 3 rounds of the regular Formula Atlantic Tasman series, in front of N.Z.'s biggest motor sport crowds. Superkarting is catching on well out there, and the series is hoped to be a big boost for it, with a full field of watercooled Superkarts on hand.

Nigel Smith and Chris Lambden are the two making the trip, racing under the LEP colours, with Air New Zealand chipping in to help as well. The three meetings take place on consecutive weekends, beginning on 2nd January at Bay Park, with Pukekohe and Manfield to follow. Two races at each venue make up a six race series.

Leading Australian and N.Z. Superkart drivers provide the challenge in an adventurous undertaking by LEP to get Superkarting on an international footing in the Antipodes...

### In a Word...

● The "Super One" series, expected to be the replacement for the Green Man series next year, has published the dates and venues for its eight rounds:

Snetterton	27th March
Clay Pigeon	10th April
Little Rissington	1st May
Felton	29th May
Dunkeswell	26th June
Rowrah	14th August
Fulbeck	11th September
Wombwell	9th October

● Space is rapidly filling up in the 250 National "Drivers" Championship for 1983. The self-financing series will be run at the following meetings:

Snetterton	24th April
Cadwell	15th May
Morecambe	29th May
Brands Hatch	23rd July
Oulton Park	27th August



Reg Gange takes a damp first heat — race two was 4 seconds a lap slower!... (Pic. K. Chambers)

## Damp BRSCC Final Round At Brands...

The Superkart season came to a soggy end on 5th December with amiserable day greeting the field for the final round of the BRSCC Winter Series, at Brands Hatch.

From the start the day belonged to Reg Gange as he took a damp first heat from Martin Hines and the returning to form Jon Dixon.

● Of interest to the enthusiastic kart mechanic are weekend welding courses being run by Chandler-Smith Welding in January. All areas of welding are covered, and while equipment is provided, the use of student's own equipment is encouraged.

The course takes place at the Company's Stapleford premises (nr. Hertford). Further information from Alan Chandler, tel: 01-367 0866.

● George Benson's keyboard player Ronnie Foster, recently clinched the Southern California Road Racing Championship with his factory prepared Zip/Rotax Superkart. Obviously a talented gentleman...

Race two would decide the fate of the BRSCC title, with Hines needing only a finish to take it. But it poured, and as Gange splashed off into the lead, the Hermetite Team Leader lost it in a big way and was subsequently hit by 100+ pilot Steve Lane. Whilst the pair were stretched off — fortunately without serious injury — Richard Dean moved into second, from the consistent Giles Butterfield. Superkart newcomer Mark Hood showed commendable control, fourth in this heat, along with sixth in the first, resulting in third overall on the day.

1st	Reg Gange	Vingt-Trois Zip/Rotax
2nd	Richard Dean	Zip/Rotax
3rd	Mark Hood	Mark One Zip/Rotax

Final BRSCC Championship Points: Gange 27, Hines 25, Butterfield 22, Dean 22.

● With the CIK All African Championships only days away, we haven't heard of any likely UK entries, but we understand a 70-strong party of Germans is about to descend upon Zwartkop Raceway.

● The Borders Club are changing their venue from Hemswell to RAF Lindholme — on the A614, 4 miles South of Junction 1 on the M180. First meeting at the new venue will be 20th February.

Any further enquiries to Alan Gow. Tel: Brigg 56363.

● Fulbeck's January meeting is on the 23rd, and not the 28th as mis-printed last month.

## 125 PR Year

Many readers are aware that a separate Championship series for piston and reed valve engines in the 125 National Class, has been operating in the North and Midlands this year. It was the brainchild of Bob 'Motiv' Clowes who had become very concerned at the rising cost of racing in this class and the falling numbers of entrants. Bob's view was that there were (and still are), hundreds of these non rotary engines which could be bought and maintained quite cheaply. If you restricted the tyres to the 1981 list, you have the basis of a low cost but very competitive class. So it proved to be — one entrant used the same piston and two sets of rings throughout the whole series and still won a major prize.

With typical enthusiasm, Mr. 'Motiv' organised eight rounds of the Championship — at Rissington, Fulbeck, Shenington, Oulton Park, Three Sisters (twice), Wombwell and Cadwell.

## FRIGGIT



BY BARRY FOLEY



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TIME AND ADVICE GLADLY GIVEN IF YOU ARE ABOUT TO START KARTING

## CLUB SCENE

races. Most of these were in the first set of heats  
when the track wasn't too bad. But as the day  
went on the conditions got worse and most  
races became a procession. I think most people  
were glad when it was all over.

### Results:

#### Junior Britain

1st Mark Lawson Sabre/Arrow  
2nd Mike Blackburn Kestrel/Arrow

#### Junior National

1st Derek Shields Dino/Arrow  
2nd Ian Robinson Esprint/Komet

#### 100 Britain

1st Brian Taylor Zip/Arrow  
2nd Richard Hartley Lane/Arrow

#### 100 International

1st Peter Walker Zip/TKM

#### 100 National

1st Gordon Chenery Dart/Arrow  
2nd Mike Pritchard Sprint/Arrow  
3rd Miles Hall

#### 125 National

1st Adrian Wilcox Dino/Rotax  
2nd Paul Willington Barlotti/Honda

#### 210 National

1st George Bradbury Barlotti/Villiers  
2nd Number 34  
3rd David Bailey Barlotti/DMA

#### 250 International

1st John Bradburn  
2nd Bob Kennings Sprint/Yamaha

After the meeting all the points were totalled  
up by Gordon Pardow (thanks Gordon) to

decide the driver of the year for each class.  
The trophies were presented on Friday 19th  
November at the Club's Dinner and Dance held  
at the Station Hotel, Dudley, where a good  
time was had by all.

Chasewater's Drivers of the year are as follows.

#### Junior Britain

1st Mike Blackburn 741 points  
2nd Mark Lawson 692 points  
3rd Alexis Peake 598 points

#### Junior National

1st Gerard Leason 678 points  
2nd Vince Young 659 points  
3rd Richard Johnson 574 points

#### 100 Britain

1st Dave Malpass 571 points  
2nd Kevin Rowland 528 points  
3rd Phil Langford 480 points

### KARTING HERO

— The Novice  
by Ed McCormick

Karting Hero hardly possessed the physique  
nor the stature to become one of the sport's  
top class drivers. He stood six feet two, was  
extremely skinny and in his leathers resem-  
bled a well-dressed lamp standard. He first  
became bitten by the bug at the age of  
eighteen. He was returning one Sunday after-  
noon following the completion of a success-  
ful 'sprint' cycle race when he stopped off  
at Backwater Kart Club for a spot of tea. He  
wasn't too impressed by the antics of the  
100cc brigade, thinking it kids' stuff, but  
his eyes lit up when the 125cc legion took  
to the track.

"I like them," he thought, a smirk  
touching his gaunt features. "That's my  
class, it's got style." He didn't for one  
minute consider there to be much difference  
between sprint cycling and karting. All he  
would have to do was adapt to the idea of  
an extra two wheels and an engine. "Hardly  
a great deal to be worried about — the basic  
principle was the same," he thought. He left  
the circuit that memorable Sunday heading  
for London and home, his head filled with  
visions of his future. It would certainly be a  
meteoric rise — this year Novice, next year  
British GP, European and World Champion.  
Of course Karting Hero was quick enough to  
realise he'd have to change classes to the  
Superkarts if he was going to take this sport  
by storm and show up on television.

Armed with this address of a well-known  
karting shop, Hero drove out on Monday  
morning, equipped himself of the necessary  
helmet, visor, boots, gloves and a set of  
brown leathers as a precaution. He wasn't  
aware they were brown until informed so  
by the sales assistant. You see Karting Hero  
had a slight impairment to his colour vision  
and, up to that moment, didn't realise it.  
Again it was too trivial he thought, to worry  
unduly over.

The most important item on Karting  
Hero's shopping list was a brand new 125cc  
short circuit machine. He paid cash, much  
to the astonishment of the assistant, but  
there again he didn't lack for a bob or two:  
Karting Hero's father was a London business-  
man who owned a string of sex shops and  
massage parlours in Soho. Father was  
anxious to let his son exploit what little

talents he possessed and eagerly handed  
over young hero whatever he asked.

Whilst waiting for his outfit to arrive,  
Karting Hero didn't waste any time. He  
joined the local Dunroamin Kart Club,  
applied for and received his RAC Novice  
Licence, along with the full kart regulations  
which he didn't think a lot to. Again it was  
so much red tape to Karting Hero. "Any  
man with a good brain," he decided, "could  
get through on intuition. Why complicate  
matters?"

His first practice Sunday at Dunroamin  
Circuit taught Karting Hero a lot about  
tyres and how to tackle them with bone-  
jarring precision . . . He also learned the  
finer points of spinning through the tight  
chicane and what it was like to watch the  
back-markers bearing down on him. On  
several occasions during that first session,  
Karting Hero was glad of his brown leathers.  
Suffice to say our hero was eager to get  
home. The real thing, his first race as a  
Novice, was scheduled for the next Sunday.



POKEY.  
CONSIDERING YOU'RE COLOUR  
BLIND, YOU DON'T HAVE ANY  
TROUBLE SEEING THE GREEN  
STUFF.

In preparation for the daunting task, he  
spent the week wacking round the track,  
studying every curve and straight until he  
thought he could drive it blindfold. His  
performance on the Sunday proved other-  
wise. The main problems occurred during  
the early morning practice session. His  
best friend, a lad called Charlie, wasn't  
impressed. He was push-starting Karting  
Hero. His fatal mistake was gripping the  
low back bumper. As Charlie shouted 'now',

Hero dropped the clutch. The result was a  
fast disappearing Rotax and a Charlie with  
torn trousers, knees and gravel scratched  
chin, face down in the middle of the track,  
arms wrapped about his head while the rest  
of the pack screamed past . . .

Charlie was not amused as he limped to  
the guardrail to watch the start. He was even  
less amused when Hero's arms went high in  
the air. He'd stalled it. Charlie hid himself  
in the crowd as Hero looked around for him,  
and observed as two other misguided fools  
ran to the rescue. Karting Hero, success-  
fully restarted, had half a lap to make up.  
The Rotax nipped smartly through the gears  
and he completed his first ten lap heat  
without further mishap, avoiding the tyres  
and taking it steady through the chicane. He  
was last over the finish line — still, "someone  
always is," he thought. "Next time will be  
different." Oddly enough he managed the  
second heat.

Now Karting Hero knew his signal flags,  
though some of the colours caused him  
confusion. It was on lap nine of the final.  
He'd got thus far without a scratch and was  
holding his own in mid-field when a well  
meaning Steward showed him the blue flag.  
Someone was coming up fast from behind;  
the leader was lapping the slower field. Hero  
saw the signal. Red flag! — they've stopped  
the race. Instinctively he braked hard. The  
wheels locked, streaming blue smoke and  
Hero drifted, throwing the following ma-  
chines in disarray, including the leader who  
finished up among the straw bales, leapt  
from his kart and threw his helmet to the  
ground screaming abuse at Hero. Four other  
karts were seen to shoot straight off into a  
cornfield to sit in total dismay whilst a fifth,  
through no fault of his own, found himself  
careering into the pits enclosure, scattering  
plastic cups and spectators like skittles in  
a bowling alley, finishing up under the  
trophy table amazed to find the winner's  
cup in his lap.

Karting Hero, realising his error, slammed  
on full power, spun round and gunned into  
lap ten. He hurtled round the final bend in  
a power slide and came into the straight.  
This time he read the signals correctly and  
wove his way carefully through the wreckage,  
mistaking the shaking fists for waves of jubi-  
lation. Hero waved back and crossed the  
finish line to take the chequered flag think-  
ing, "there are some idiots around who  
shouldn't be in the game if they can't drive!"



## CLUB SCENE

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

### Nuthampstead

The November meeting of the Cambridge Kart Club was held on Sunday 21st November, 1982 and began very cold and windy with a severe threat of rain which, of course, waited until the racing began. With a good entry there was promise of some fine racing and the spectators were not disappointed. The final results were as follows.

**Junior National**  
1st Steve Dart Hutless/Arrow

**Junior Britain**  
1st Damon Bland Zip/Arrow  
2nd Kevin Segrave Mustang/Arrow

**100 National "A"**  
1st Martyn Curry Sprint/TKM  
2nd Pat Reynolds Dart/Arrow  
3rd Craig Percy Lane/TKM

**100 National "B"**  
1st Philip Hart Zip/PCR  
2nd Mick Snowling Sprint/Sirio  
3rd Reg Adams Sprint/TKM

**100 Britain**  
1st Darron Gibbs Zip/Arrow  
2nd Allen Reeve Burgess/Arrow

**210 National**  
1st Ron Bettis Barlotti/RWM

**250 International**  
1st Keith Allen Zip/Yamaha

The new season's racing will begin on February 20th, 1983. There has been a change of Competition Secretary this next season and competitors are asked to please make a note of this.  
Marie Curry

### Kimbolton

#### NOVEMBER

**Junior National**  
1st Samy Hunt  
2nd Pete Woolford  
3rd Andrew Wilson

**Junior Britain**  
1st Andrew Wilson  
2nd Stephen Webb  
3rd Simon Richardson

**100 Britain**  
1st Nigel Goff  
2nd Darryl Davies  
3rd Victoria Phillip-Bates

**100 National "B"**  
1st A. Gullis  
2nd D. Davies  
3rd Simon Benoy

**100 National A**  
1st Richard Arkell  
2nd Ron Cox  
3rd Chris Dagless

**125 National**  
1st Geoff Hodges  
2nd Brian Borwell  
3rd Pete Sale

**210 National**  
1st Colin Poole  
2nd Simon Quance  
3rd Margaret Dell

#### December

##### Results:

**Junior National**  
1st Sammy Hunt  
2nd Jamie Kavanagh  
3rd Ian Saville

**250 National**  
1st John Ottery  
2nd Pete Umney

**250 International**  
1st Errol Johnson  
2nd Barrie Borwell

**Dino/TKM**  
Ferrari/Parilla FRS  
Zip/TKM

### Chasewater

The final meeting in Chasewater's 1982 Club Drivers' Championship was held on 14th November. The Championship winners in most classes were still undecided with drivers having their last four races to decide who would win the annual silverware. The day began dry and cold until practice started and the rain came down in a drizzle. It stayed with us throughout the day and got worse as the races went on. Wets were obviously the order of the day for only the second Chasewater meeting this year. Despite the miserable weather most drivers raced hard all day and there were a few good

**100 National "B"**  
1st Andy Robinson Reema/Arrow  
2nd Simon Benoy TKM/Lane  
3rd Dave Crocker Lane/Parilla

**Junior Britain**  
1st Andrew Wilson Wright/CORD Arrow  
2nd Steven Webb Lancer/Hewland  
3rd Shaun Nicholson Wright/Hewland Arrow

**125 National**  
1st Keith Bisp Barlotti/Rotax  
2nd Brian Borwell Aero/SFR Rotax  
3rd Adrian Willcox Dino/Rotax

**100 Britain**  
1st Victoria Phillip-Bates  
2nd Darryl Davis Reema/Arrow  
Kestrel/Arrow

**210 National**  
1st Mark Allen Dale/Villiers  
2nd Colin Poole Zip/Villiers  
3rd Margaret Dell Zip/DHU

**250 National**  
1st Trevor Peach (Nov.) Zip/CTRP Yamaha

**250 International**  
1st Errol Johnson Dino/Yamaha  
2nd Steve Bird (Nov.) Zip/Yamaha

**100 National "A"**  
1st Chris Dagless Lane/Parilla  
2nd Tony Dwornik TKM/DAP/Parilla  
3rd Ron Cox Zip/DAP

## '83 Rotax Specifications

We hear from Rotax that the first of their 1983 production 250 and 125cc kart engines are due out of the factory shortly. As is usual, several improvements have been made in the new models — and all the new bits and pieces can be fitted to 1982 engines.

The more important alterations to the 256 model 250cc engine appear to be as follows:

- New die cast cylinders. Port timings the same as the '82 model, but a 3 bolt-fitting exhaust flange.

- 3rd gear and the primary gears have been strengthened to resolve previous cracking problems.

- New clutch assembly, reduced in weight which apparently dispenses with clutch plate breakage. The weight saving comes from thinner plates and an overall reduction in width of the whole assembly. The new clutch has lighter springs, to give more feel.

- The rotary valve timing has been shortened by 8 degrees (4 degrees on each side) and the reinforced section of the valve has also been increased.

- A wider main bearing is fitted to the rear crank, on the ignition side.

- The Del Orto carbs are jetted completely differently to aid starting (mostly of benefit in motorcycle use).

The 124 model 125cc engine has only one internal change — the aluminium crankcase bearing sleeve on the ignition side is replaced by a steel one as in the 250's. The clutch is reduced from a 6 plate version to 5 plates — and this is of course interchangeable with existing engines.

## Methanol In Manila...

All the Hong Kong entrants other than De Bruyn moved on to Manila for the Asian Open Championship meeting. The big surprise — which most only learned days earlier in Hong Kong — was that methanol fuel is compulsory in the Philippines! With the presence of a couple of U.S. experts, the contenders were able to modify their existing carburettors appropriately. Further interest was added by the open sale at the circuit of Nitro-methane additives — for which the officials present seemingly had no way of testing! ...

The circuit proved very tight in places (9/89 gearing), and very slick — the methanol deposits



#### ANSWERS TO LAST MONTH'S CROSSWORD

putting a glaze on tyres after a few laps. Correct choice of tyres became critical — one driver chose wrongly and went 4 seconds slower in timed practice! — and it was necessary to file the glaze off meticulously between races.

Out of all this excitement, Stefano Modena virtually dominated the meeting, coming from behind to win the pre-final and leading the final all the way. Fullerton and Forsman debated second, with the Englishman getting the nod. Swiss driver Gudel was fourth.

1st Stefano Modena DAP/DAP  
2nd Terry Fullerton Zip/PCR  
3rd Lars Forsman Birel/Parilla

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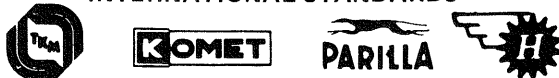
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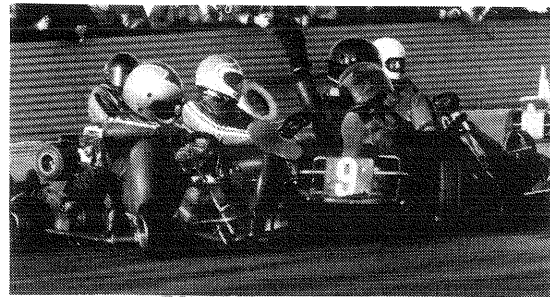
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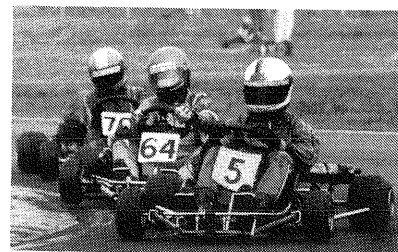
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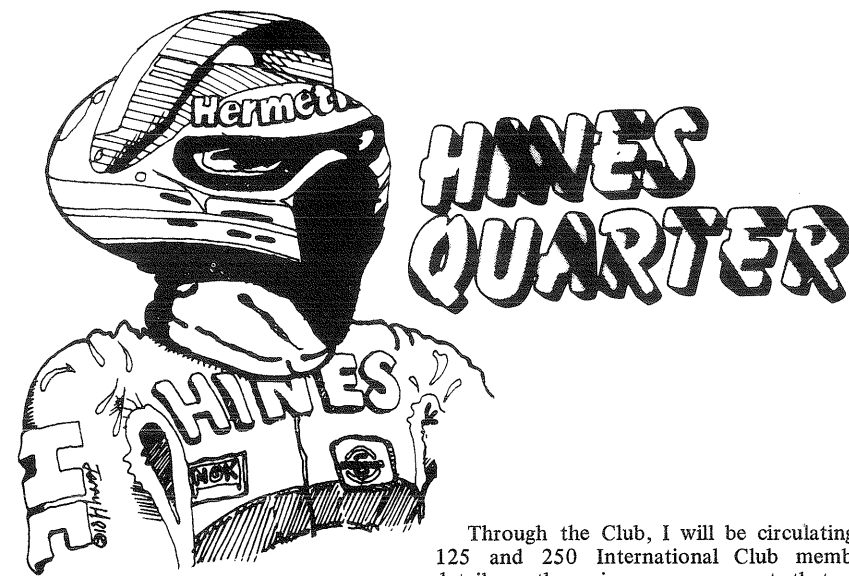
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### JOIN THE CLUB! . . .

Having been until now, basically composed of a group of long circuit race organisers and workers, the Central Kart Club are in '83 looking for the support of long circuit drivers by offering membership of the Club to all who wish to join. As you are probably aware, the Central Club have, over the last two years, promoted all the meetings at Snetterton, Brands Hatch and Mallory, as well as organising the Champion of Champions series each year. In 1983, the Club has the distinction of running 3 of the British Championship rounds — including the first and final rounds.

Opening up the membership isn't a ploy to get the Club's capital — it's main aim is to improve the standard of trophies and meetings, and to give Club members value for money by organising various schemes to benefit the members. For example, Club members will receive a credit-card type membership card which will enable them to get a discount from Circuit Travel on overseas racing trips, plus a 5% discount on goods purchased at circuits from the Zip Service Vehicle. Perhaps the best benefit is a £2.50 entry fee reduction at race meetings and practice days organised by the Central Kart Club. So thanks to Circuit Travel and Zip Kart, one way or another, prospective Club members should recover their outlay pretty quickly.

As an added bonus, at the final Central Kart Club meeting of the year (Snetterton, September, final round of the British Championships) there will be an end-of-season Disco party laid on, with the Club donating a sizeable fund to make an enjoyable climax to what will hopefully be the best British Championship and Champion of Champions series yet.

Through the Club, I will be circulating to 125 and 250 International Club members, details on the various overseas events that come up, to try and avoid the last minute panics that have gone on in the past, due in the main to that lack of communication.

There are some quite exciting plans for future years if this year's system proves successful. I think everyone is just trying to put everything on a more organised, professional footing. Who knows, in '84 we could have our own Gala Dinner and Dance. Membership applications appear elsewhere in this issue.

Jacqui Merritt has confirmed that the Central Kart Club will again be asked to promote the Martyn Merritt Memorial meeting, although at present the venue is undecided and the date has yet to be set. In true Vingt-Trois fashion, Jacqui has come up with some really special trophies . . .

On the subject of Vingt-Trois etc., it is probably general knowledge by now that Reg Gange has once again teamed up with me, and along with Carolyn will make up the 1983 Hermetite Team. Reg was of course on the team with Dave Buttigieg and myself in '77, when indeed we all had a very good year.

The one thing that can always be said of Reg is that he is honest and speaks his mind, and over the years I feel we have got on very well. Perhaps it is because we both speak our own brand of the Queen's English . . . Anyway, it will be good fun.

What of Vingt-Trois? I am pleased to say the name will still be there, except now it will be seen gracing not only Reg's kart, but Carolyn's and mine as well. Reg's faithful mechanic 'Jochen' (as he is affectionately known) will be seen strutting around in his bright orange Hermetite overalls. Forget the jokes about buying

"Jew" Liddle . . .



him some stilts for Christmas — now it's got to be an orange box . . .

I managed to exit the final event of the year at Brands in style — on a stretcher! After losing it on the bottom straight after running into an unmarked river, I ended up on the centre mud patch. Knowing I needed a finish to take the BRSCC title, I did a quick pirouette in the mud and went to rejoin the circuit. But no, I thought, wait until this big bunch has gone by and then get back on a clear track. Well that was not quite as sensible as it sounds — because everyone else hit the river as well!

Nigel Smith went past me, backwards, at about 500mph and disappeared into a torrent of mud and steam. Then Steve Lane, of 100+ International, decided to see if this new bodywork of ours was as strong as it looked! Thankfully it is, otherwise I would probably be writing this from a hospital bed.

It was really no-one's fault — if anything, mine for losing it in the first place — as conditions were really bad. The person perhaps most upset by it all was Garry Harrison, who has slaved away all year meticulously preparing the 100+ kart, as well as assisting with my own, only to have all his work literally smashed to bits on the very last few laps of the season!

The funny side of it for some was that of course both karts belonged to me. The person who did not appreciate it too much was the Irish friend who had just bought the 100+ kart 3 days before, and was to take delivery the next day! However, all ended well, with him taking delivery of my spare kart, but poor old Garry now has two new karts to build . . .

Worthy of mention from Brands was young Mark Hood who went well in his second Superkart meeting. Nice to see Jon Dixon on form again — especially after his nasty mid-season accident there.

Since my last column, we have been to the Grand Prix VSD at Croix-en-Ternois, which turned out to be a good meeting, with not a bad entry, to say nothing of the excellent prize money. Bernard Dewhurst put in a guest appearance with one of the Hermetite karts, and towards the end of the meeting was getting it all together — once he got used to the foot clutch and having just one engine, after the unusual twin 125 set-up he usually champagnes — whoops, I mean *campaigns* . . . Bernard even got a share of the prize money after his consistent heat results. Interesting to see son Rowan giving him a few driving instructions — normally it is the other way round in racing . . .

While talking of the French meeting, and prize money, there was a name in the programme that threw me at first — "Jew Liddle". Could this be our old Geordie mate Drew, I thought? Surely not. But when the following day a press release went out with the accompanying photo, I realised that perhaps they *did* know him better than we do . . .

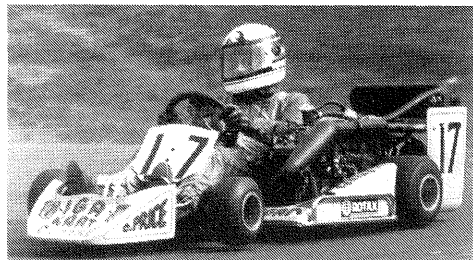
Well Christmas and New Year are now over, and it's time again for weight reduction — and that's not just on the kart . . .

For those who want some pre-season practice, I will be arranging a couple of days in February and March at Snetterton (£25 per day). Dates next month.

Wishing all karters the World over, a prosperous and successful 1983.

*Martini*





Congratulations to Derek Price on winning the Grand Prix VSD in France, 24th October on a Merlin Tuned 256 Rotax

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## INTERVIEW



## "Our Nigel..."

Nigel Edwards, equipment immaculately prepared as usual, leads club-mate Steve Sykes at Fulbeck, his favourite circuit... (Pic. R. Calvert)

To many of his fellow drivers, Nigel Edwards epitomizes all that was best in the sport of karting when it emerged as a form of motor sport in its own right; having said that, Nigel's success in the competitive and aggressive environment of 100 National is evidence that he is not merely a 'nice guy' who stands for ideals and methods which are no longer fashionable. Watching Nigel race, and talking to him off the track, his attitude to karting might seem a long way from that of some of his rivals — enjoying the sport for its own sake has become a luxury no-one can really afford when you have to win just to be allowed to carry on. But it cannot be denied that he shares with the 'whizz kids' and young hopefuls fifteen years his junior, all the determination and all the ability that goes to make a top class 100 National driver.

Recently Paul Carr interviewed Nigel at his home in Retford, near Worksop, and put a few questions to him...

*How did you get into karting in the first place, and how did your 'career' develop?*

Like many others, I 'discovered' karting at the age of twelve or thirteen, when I used to help Albert Hall, who worked with my Dad. Albert raced in Villiers and gave me my first taste of the sport. I persuaded my Dad to buy me a Trokart Clinton,

which I played around with at Blighton airfield. I think at that stage my family assumed it was 'just a phase' I was going through — if so, it seems to be lasting a long time! My first proper kart, I suppose, was the Mark 1 we bought from Zips of Finchley, with a Homelite engine complete with twin carbs! With the discovery of Fulbeck and Wombwell I started racing in Juniors soon after my thirteenth birthday, without very much success. My clearest memory of those early years is of young Terry Fullerton winning *three* (!) Junior Championships and doing the famous Weetabix advert! Other up-and-coming drivers then were Alan Turney, Tim Brise and Stephen South.

At this stage I was doing odd jobs to help pay for my very limited equipment; it was a real struggle just to be able to carry on. It's hard to explain to people who have only been in the sport for the past three or four years, what karting was all about then; it was a different era. Things come very easily to some people now. Anyhow, I scraped together the money for a Blow Gemini, and *THE* motor to have — a Montesa 100...

With the move to Seniors, I progressed to a Zip Concorde/BM; my career then suffered a slight hiccup with marriage and the start of a family (now daughter Hayley, son Marc, and new baby Terry — named after guess who?). I managed to persuade my new brother-in-law to take up karting in my place, and when he lost interest my wife Sarah deviously bought his equipment for me — I owe a tremendous lot to my family for their financial and moral support! I started racing again — one month at Fulbeck and the next at Wombwell because I couldn't afford to do both — and fairly soon I needed some more equipment.

At that time, Robert Haynes, using Mills equipment, was the man to beat locally, and feeling I would get inferior gear if I went to Mills as well, I opted for an ex-Mickey Allen K77 on a Zip Mirage. Knowing the Mills' as I do now, I realize I did him a great injustice thinking that, but at the time I thought I was acting in my own best interests.





*continued...*

My first win was at Fulbeck — by default, really, when Haynes was knocked off by young John Knell. However, when I went on to bigger and better things in the British Championships in 1976 at Clay Pigeon, I was rubbish! The experience brought it home to me that I still wasn't competitive, so the Bank Manager bought two ex-Pete Elliott T80's and a Zip 78GT kart to put them on. I've always liked Zip's karts because they seem to be built with the taller driver in mind! Of course that changed when Terry Fullerton got there, and the seat came further and further forward...

I continued to build up a bit of a local reputation but still only managed to reach the 'C' Final in the Championships at Felton in 1977. Time for another change of gear, so I put the T80's up for sale. John Mills came along and offered me a trade-in deal on some JM-tuned T70's and I went into the first *Kart and Superkart* series with those, although with no other support from Mills at that time. Winning the K&S round at Blackbushe opened the door to works assistance and although financially the struggle is far greater than many people can appreciate, it's a big help to have some backing behind you. Having got 4th at the previous round, at Clay Pigeon, my self-confidence got a big boost that year and I started to feel that things were coming together.

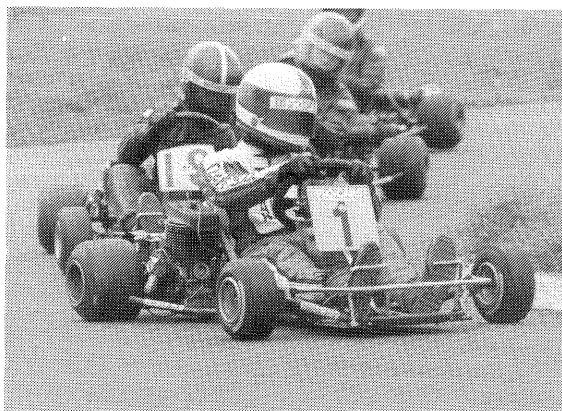
A recent high spot was my trip to Kuwait in 1981, which I repeated this year. I won the first time, had a disaster the second time, but thought it was a fantastic experience. I was treated like a Superstar.

*What do you think of Class I racing now?*

I feel it's inevitable that karting should become more professional, more money-orientated, if it's going to grow — but a

*Edwards the younger! Aged 14, proud owner of Blow Gemini/Montesa, and already a bit tall...*

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*John Herbert*

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continued . . .

On the subject of equipment, Graham firmly believes that it was this often non top quality gear that contributed to his being involved in so many incidents involving other drivers. On numerous occasions someone would be the unfortunate victim of the Roscoe 'touch'. In American football terms, he has probably scored more 'assists' than George Best! . . .

Graham freely admits that his driving has been the cause of controversy, but answers that with these words, "The problem with inferior equipment, is that you try that much harder to overcome it and unintentional contact is made. I would agree my bad name came about through my driving, but I'm not the only one!"

The latter part of 1982 has however produced a new look Roscoe, with a marked upturn in his fortunes. After a fifth place at Cadwell he followed that by leading the Oulton Final for a lap before being hauled in by a flying 'Butty'. A blown tyre sidelined him with only three laps to go when in second place.

The October Cadwell was memorable for Graham. That was when he won his first long circuit Final . . . "I had waited a long time for that." The reason for his change of fortune? The obvious thing must be the Rotax power he now has. You only have to look at result sheets to see how many events are won by Austrian power.

His racing efforts since 1980 have been assisted by Paul Johnson Racing with his main sponsor being a Scottish concern 'Equipe de Jeanne'. It was in fact the latter who insisted he turn to Rotax power in mid-1982. "I only wish they had insisted earlier! . . ."

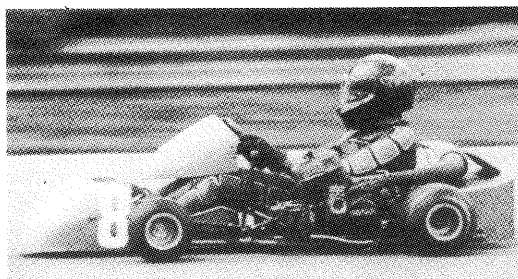
At home in Oldham, Graham lives with Mary, who apart from Carolyn Grant-Sale, is the only lady driver seen regularly around the long circuits, competing in the 250 National class. The third member of the team 'Equipe de Jeanne' is ex 210 British Champ and now Superkart pilot Gordon Douglas, brother of Mary.

Away from the circuits, Graham now earns his living in business on his own as a General Precision Engineer in premises at Oldham. In his leisure hours he enjoys the occasional pint and a game of table tennis. He also has a little musical talent, occasionally playing the trombone. Anyone who knows him will tell you that despite that wrecker image, he is a most genuine, likeable fellow and all that criticism just seems to run off. Even some of those who have been assisted off by Graham genuinely believe that he does have the ability, and now he is Rotax powered could well prove a threat (in the nicest possible way) to the establishment in 1983.

He has been the inspiration behind a Foley cartoon, and suitably captioned photographs of Nigel Smith's creation, but the one thing which did give Graham a lot of satisfaction was being featured on the front cover of Kart and Superkart in full glorious colour — with front fairing intact! He even took the trouble to phone me on the day of publication to thank me for the Cadwell report. That's Graham Roscoe . . .

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- \* British Champs Long Circuit 210 National

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lot of the atmosphere and a lot of the good times seem to have gone out of it.

*Do you think start money is a good idea?*

Generally yes, but I feel sorry for those further down the league who would miss out. I think it's better to provide prize money instead.

*Do you think the introduction of Class series has helped?*

The Kart and Superkart Championship was a great idea and has provided a lot of very valuable experience, but that too is becoming more expensive and more professional all the time. I think the split series proposed for next year is a bad idea — one good package is far easier to promote to clubs, drivers and the public. This is one case where I feel the RAC should step in.

*What about RAC involvement generally?*

I'm not very impressed; they cover too broad a spectrum to be able to deal with karting properly and be fully aware of its needs and preferences. Short circuit racing seems to lose out to the 'big boys' every time. I'd like very much to serve on the RAC Kart Committee — I think there's a real need for people who are closely involved with the sport at grass roots level. (P.C. — Mr. Cooper please take note!)

*How involved are you, anyway, in what goes on in karting?*

I'm currently Chairman of Wombwell Committee and Vice-Chairman at Fulbeck. I'm also a Rep. for the Northern Association of Kart Clubs and my main aim is to ensure that the clubs survive and prosper, planning for their long term needs so that they can keep going. An awful lot can be achieved locally — Wombwell Committee made all the effort necessary to raise the money to resurface the track, for example.

*Is Wombwell your favourite track then?*

No, Fulbeck definitely comes first — as a track it has everything; straights, fast and tight corners . . . whereas a place like Rye House has everything else — canteen, toilets, atmosphere, but a "Mickey Mouse" track that's no good unless you're going round it on your own. What we really need is a "Wembley of Karting" — somewhere with all the facilities to attract both drivers and the public, and also with the flexibility to provide different track layouts by moving markers and barriers; as they have in Kuwait.

*Which of your fellow drivers do you rate highly?*

Davis and Tredwell will take some matching; Prior is very good and Ian Williams would probably be a big name if he came from the South! Pete Elliott, my local rival, is a good driver and we've had some great races.

*As helmsman of the successful Wombwell Club, Nigel recently presented £150 to the local Dr. Barnado's appeal. (Pic. R. Calvert)*



*An obvious "Golden Helmet" winner in '81, Nigel finished second only to Graham Waldron in the K&S series. (Pic. R. Calvert)*

*What about the new element?*

I think they have a big advantage over me and my contemporaries; they started in a bigger league and they've been brought up on karting as motor racing. Their attitude is that it's all about winning and if it costs, it costs. They undoubtedly have more ability than drivers did 2 or 3 years ago, but I think bags of enthusiasm are still more important than pots of money.

*And where are you going from here?*

I think you summed it up in last month's article; I've driven better with less to show for it. I've learnt a lot, we're working well as a team and I'm gaining from others' experience. Weight is a problem for me, but I plan to put up a good fight next season. I suppose my ultimate ambition is still to win the British Championships, or the Kart and Superkart series. It would also be a big thrill to race abroad for Britain.

Anyone who knows Nigel probably knows his family; karting for the Edwards clan is not so much of a hobby, but more of a way of life. Motors on the mantelpiece, tyres in the toilet, and pictures of Nigel in every room in the house, hidden only by the trophies he's collected in some seventeen years of racing. His wife Sarah, is undoubtedly a real tower of strength in her unfailing support of Nigel's ambitions and efforts, but in case anyone gets the wrong idea about Sarah's view of things, I'll give her the last word on how she sees her husband:

"I think he thinks he's a Superstar, and he gets on my wick . . ."

Paul Carr



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## Graham Roscoe

Whatever anyone may think of the way Graham Roscoe approaches his racing, there's no denying that "Rocket" has made a big splash in recent months, joining the elite few who can claim a Superkart victory. The path to that success has not been easy, fraught with financial restrictions and controversial "incidents". Mike Smith recently spoke to Graham about his career to date.

Graham Roscoe was born in Oldham, Lancashire on the 14th March 1957, and was destined to join the long list of North West based kart exponents. The Bluecoat Comprehensive was where he completed his time at Secondary School and it just happened that a member of the teaching staff was very much involved in Schools' Karting. Brian Lord was that teacher's name and he is still involved at the very roots of the sport at schools' level.

It was no real surprise that Graham Roscoe became interested and it was January 1970, when as a thirteen year old, all but three months, he sat in a kart. The venue was Burtonwood and Roscoe was on the karting trail. Brian Lord helped tremendously in those early, learning days, and as with most Juniors the financial strain was taken by Graham's father.

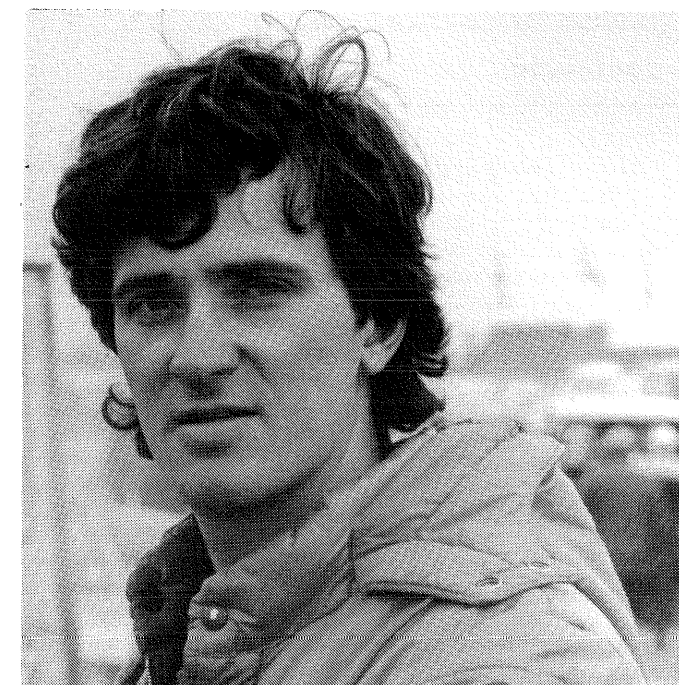
Within a couple of years Graham had made a sufficient impact to be picked for the British Junior Team. Brian Lord was again the guiding hand and it was he who accompanied Graham to the Junior World Champs in Denmark. Graham recalls those times, "I owe a lot to Brian for his help. Those World Champs gave me good experience, despite having poor equipment and blowing everything to bits..."

Until Graham reached the age of seventeen, Dad was footing the bills and money or a shortage of it was always a problem. The ability was there nevertheless, for he won his first Senior outing at Wombwell in '73. More wins at Club level came his way, together with a sixth place at Rye House in the British Champs. Graham then turned to 100 International just contesting the Green Man rounds, but inevitably money restricted his involvement. It was thanks to Tom Johnson that he managed to keep going. "I was always desperately short of cash but still managed to have a good time." His best result around that period was his second place behind Mike Wilson at a World Cup Morecambe meeting. Wilson of course is current 135cc World Champion.

*Silverstone '82 and Roscoe heads Dean, Styren and Ansell...*



## PROFILE



From the end of 1976 Graham was forced into retirement... yes, you have guessed... no money! Between then and mid-1978 he messed about a bit in local Motocross, but karts lured him back in time for the 1979 season, this time in the 100 National brigade. That didn't last very long and it was whilst on the spanners for Dave Calland at a Donington meeting that he tried a gearbox outfit. It was in fact Calland's 125 and Graham quickly decided that was for him. Before he turned a wheel in anger so to speak, he was persuaded to go 250. "It took a while to get used to, but one or two good results were achieved."

His best performance was without doubt at the World Cup. From the 'C' Final he duly won the 'B' and earned his place in the Final proper. Whilst all the 'rated' home drivers were falling by the wayside Graham upheld British honour well, storming through to a remarkable third place in a race which was won by Lennart Bohlin. A week later it was across the water to contest the European Championship at Mondello where, after qualifying 6th fastest, he promptly blew the motor to bits!

That signalled the start of his second spell of 'retirement' and it was really 'nose to the grindstone' as he worked all hours in an effort to get new equipment together for the 1980 season. The result of his extra labour was a new Dino/TD 3 Yamaha but outright success still eluded him although he again showed well at the World Cup. Donington was another reasonably good venue — having to come through from the qualifier, but then battling his way to a sixth place in the main Final.

1980 was also the year when Graham made an attempt to start the harvest early! The venue was Carnaby and our man disappeared into a cornfield at frightening speed when he should have been negotiating the chicane. To this day Graham doesn't remember much about the incident, so badly shaken was he as a result. He is sure of one thing though — it was mechanical failure and not human error. His mechanic was even more fortunate, for in his understandable concern for Graham, he ran across the track with the race still going on, almost causing Martin Hines and Calvin Fish heart failure...

The remainder of that season is best summed up by Graham in now familiar terms — "I generally messed about through, once more, a shortage of cash..."

The advent of water cooling in 1981 saw Graham as one of the few to remain faithful to the Yamaha with the purchase of a TZ. Getting it sorted was however a different story, with testing being very limited and usually done at meetings. Therefore, for a variety of reasons, he rarely finished.





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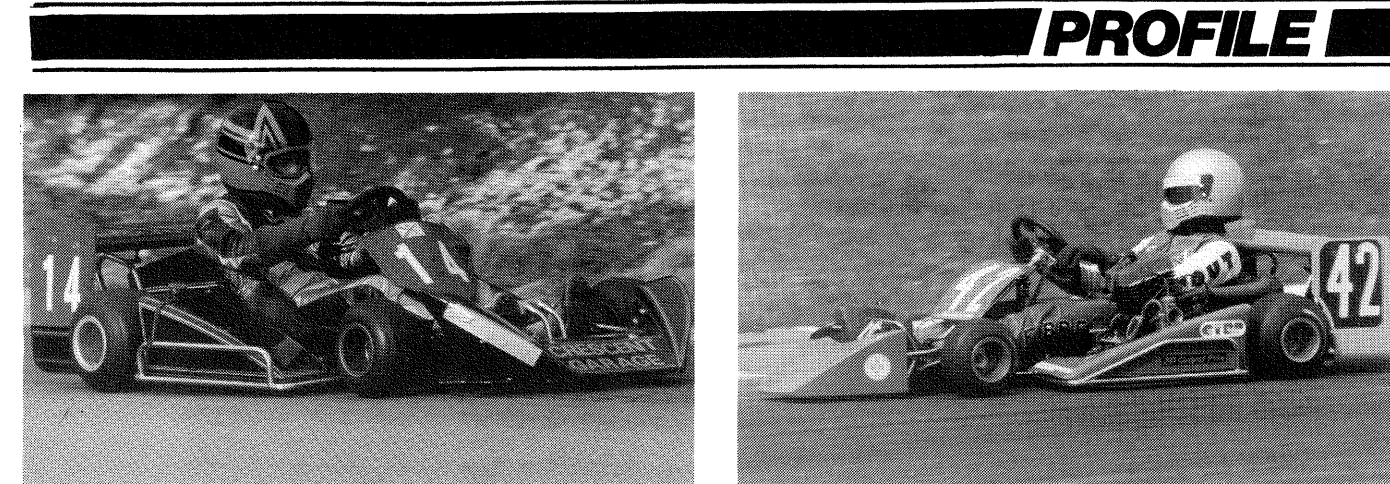
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Head to head: the season's dominant pair of 125 drivers - Luby (left) and Ziemelis (right). (Pics: R. Calvert)

## The Dynamic Duo...

At a time when economical considerations are hitting some classes of karting, one category is noticeably gaining in strength. The 125 National fields have at times been the largest at long circuit events, and produced consistently exciting, nose-to-tail racing. However, the winner's rostrum has, over the last season, been in virtually the sole possession of just two young pilots...

Long circuit correspondent Mike Smith looks at the season and talks to the "Dynamic Duo"...

The 125 National Class certainly provided some great entertainment during 1982 as the class continued its progress in challenging the Superkarts for quantity and popularity. Since being allowed on to the long circuits in 1978 a handful of drivers have dominated the result sheets. Steve Elmore was the first to do so with Paul Molloy, Roy Wooldridge, Brian Hill and Derek Price all having their say at some point.

This last season was no different in that respect, with two names - Stuart Ziemelis and Kurt Luby - grabbing most of the honours between them. Stuart, with his self-tuned SRS Rotax, took four wins which brought him the Long Circuit Championship, whilst Kurt secured five outright victories including the Grand Prix on the LD Racing Zip/Rotax. Just for good measure, Kurt also won the Short Circuit Championship. Both drivers had their share of problems however, and on only three occasions did they both manage to finish the same race. The first of those was at Mallory in May and what a scrap that was! The result was in doubt right up to the last swoop through Devils Elbow and it was Kurt who got the verdict by no more than a nose cone. The next head-to-head was the European meeting at Donington and here Stuart levelled the score with again only a nose cone separating them. Cadwell in June was the third event where they both finished with Kurt making it 2-1 after Stuart had problems and had to settle for second.

Whilst these two had been dominating proceedings at the front, some marvellous scraps were going on for the places with seven different drivers, Bisp, Haezenberghe, Barrington, King, Brown, Wooldridge and Mike Doble all taking a second place trophy during the season...

Only two other names headed the finishing order on the long circuits. Chris King did so at the August Cadwell when Ziemelis struck problems and retired. (Luby was absent from that one due to holidays.) The last long circuit meeting of the

year saw the return of Tim Parrott to winning ways after pole man Luby suffered clutch failure. Ziemelis for that one was having a run out in the Superkart class...

Overall it was a very good 125 season. It is interesting though, to hear the views of the two top drivers as to why they were so dominant. They both agree that it is not always down to having the quickest motor. As Kurt says, "It's more to do with cornering speeds than straight line speed. Others might be as fast down the straights but I like to think I have the edge on the tricky bits." Stuart agrees almost totally and one race in particular reinforces his view. "My own engine was giving trouble at Brands (later found to be a fuel pump problem) so a customer, Colin Crouch, generously offered me his engine. It was simply installed in my chassis and from the back of the grid I came through to win. Really, I believe it's all down to having everything set up right. Plus, as Kurt says, that little bit extra through the tight bits."

A closer look at both of these very capable drivers reveals some interesting facts...

**STUART ZIEMELIS - "For as long as I can remember speed, especially in racing cars, has thrilled me."**

Born on the 16th March 1960, Stuart did not have it easy in the early years. His father had left home by the time he was six and being the only boy in the family things were not always seen from a young male's point of view. Young Ziemelis though, had very fixed ideas on what he was going to be... and that was be a racing driver. Even the Beatles and Superman took second place to that pursuit...

At the still tender age of ten he began working in a local garage in an effort to build up a cash fund with which to buy his first push bike. As Stuart recalls, "Having no father to spend money on me, and as mother couldn't drive, transport was a real problem. That first bike made me a lot more mobile." The short trip down the road from his Great Staughton home to the Aero factory was then possible and Stuart began what was to be a lengthy association with Les Loakes.

At the age of fifteen, a deal was arranged with Les whereby Stuart purchased an outfit and Les transported it to meetings. A while later Stuart teamed up with a friend and began travelling with him until such time as he had passed his driving test and was able to transport himself.

By the time he was 19 he had moved into 100 International and that year, 1979, was to be quite an eventful one. "I proved to myself on a number of occasions that I could stay with the best of them, even Micky Allen with his 'super' Dunlops. However I found myself either getting knocked off, or suffering mechanical breakages, so I decided to give it up. I was travelling alone with the kart on the roof of an old Escort



## PROFILE



Ziemelis campaigned the pretty Aero until mid-season before switching to the Zip. (Pic: R. Calvert)

**continued . . .**

and felt without the necessary finance and team effort it was a waste of time."

That same year saw him in hospital for twelve weeks with a broken leg after a motorcycle accident and although he lost his job, some good came out of it in the end. "Peter Haywood came along and offered me Simon Wright's job, as Simon had left to start up on his own." In March 1980, Stuart took up that employment with Haywood and with it came his first sponsored drive. He began racing again in the 100 National Class but soon found a certain resentment from some drivers as he had moved down from International. Halfway through the season, Stuart decided enough was enough and the move was made to the 125 Gearbox Class.

He quickly made his mark, winning his first outing at Shenington and setting a new lap record. His ever present desire to succeed as a racing driver next took him on to the long circuit scene with a view to collecting enough signatures for him to compete at Silverstone in the Grand Prix. That wish was duly granted, but the Grand Prix only lasted a couple of laps before a broken piston ring forced his retirement.

1981 started with a change of chassis, from a Sprint to an Aero, and the deal with the Kimbolton firm had a pretty good start. Donington was the venue, and although he had to settle

for second place behind Roy Wooldridge, he did have the consolation of a new lap record. Throughout the remainder of the season the Aero/Haywood Rotax was plagued by an obscure ignition fault but when it was running well results were quite good. A win in Jersey and at the final Donington came his way, together with both rounds of the Short Circuit Champs, to give him that No. 1 plate.

After Silverstone that year, the decision was made to leave Peter Haywood and set up Stuarts Racing Services based at the Aero Works. At the start of the 1982 season then he was on his own and as he says, "It was back to spending my own money which I had earned, so things like secondhand tyres were often back in use!"

His biggest disappointment of the season was the Grand Prix. In the last heat, with pole position already assured, he was involved in an accident when struck by an errant kart and his heat was over. He recalls, "I got out of my kart shaking like a leaf, even whilst helping to get another kart off the driver. That was the biggest disappointment of my whole life. I had worked towards trying to win Silverstone for a couple of years and to be taken out through no fault of my own totally removed my enthusiasm for the sport." He did attempt the final, starting after the rest had gone, but soon realised it wasn't on and pulled off. In that incident he suffered some badly damaged ribs and got a severe shaking.

The answer to that really low ebb came from Lennart Bohlin when the "Super-Swede" persuaded Stuart to take a holiday in Sweden and get away from it all. That he did, and returned home refreshed but still with some criticism levelled his way. Oulton Park and the final round of the Long Circuit Champs went ahead without Stuart Ziemelis, who was already assured of the title anyway. Some thought he was avoiding racing against Kurt Luby, but as Stuart says, "After Silverstone I felt as low as was possible, but I now wish I had returned home earlier and raced at Oulton. If only the critics had known."

The latter part of the season saw Stuart in the Superkart Class with the Chris Taylor outfit and some useful results were achieved. He also had a run out in the Neil Myers Royale RF 29 Formula Ford and took a fine fourth place at Silverstone's Chris Mudge Memorial race in what was his first car outing.

Stuart would like, in 1983, to see his SRS business expand to offer a full race preparation service together with a full Zip and Rotax spares service. On the racing side he would like to get into Superkarts, if the money can be found. Formula Ford is also a possibility. He is a determined character, and whatever form his racing takes, the will to win will certainly be there.

The regular "chasers" — Walker (17), Wooldridge, King (45), Patterson, and Doble head Luby into Oulton Park's first corner. (Pic: R. Calvert)



engine are totally uncompetitive, he usually has to be considered as a potential winner. I get the feeling that he has not yet fully been accepted by the 250 circus — I don't know whether that is because he comes from North of Watford, or because he is somewhat unfairly still associated with the unpopular intrusion of the twin-engined Honda. Be that as it may, he is a very capable driver with all the right qualities to go on to greater success. Few people score a win in their first full year in 250 — Price scored two and a fine second at Morecambe.

I don't know much about Phil Ansell as a person, but considering his limited budget, he has been remarkably quick at many a major meeting, briefly leading the European Championship and briefly holding second place at Silverstone, with many other good placings. With FSO sponsorship in connection with Sisley Karting, he started the season on a Zip whilst the Sisley chassis was being sorted. I gather the agreement fizzled before he actually drove the Sisley chassis. DMA then came to his assistance and he continued on the Zip, with his own skills making the Rotax more than competitive. It is, of course, Phil Ansell who prepares so many of the very competitive APV Villiers. To illustrate his frugal level of racing, most of the "good guys" put on two or more new tyres for an important final. Before the European final a fellow competitor noticed that this was not the case on Ansell's kart, and reckoning that Phil was in with a chance, had to be quite persuasive that it would at least be worth his having a couple of new rears. This Phil reluctantly did and was rewarded with a burst in the lead before engine gremlins set in.

Karting's evergreen, Rob Kerkhoven, the very likeable and capable engine tuner from Worcester has never really looked a race winner this year, which is surprising after finishing the '81 season so strongly. It doesn't seem long since the Dalgarno/Kerkhoven pair seemed to take it in turns to show who had the quickest engine at many meetings. This year both he and Dalgarno have at times been well up amongst the places, and Rob has only been a few tenths away from the pace. A lot of experience and always a safe driver, he only needs a little more to be back in the winners' circle — perhaps next year will see just that happening.

Donovan Collier has also been around in karting for probably longer than he cares to remember. He did win on aggregate the very bumpy end of season winter series race at Castle Coombe and that may have been the highlight of his season. Apart from that he has been one of the most consistent place men of the season,

Ansell — limited budget but a good GP result. (Pic: R. Calvert)



his best placings being fourth in the pre-final at the Donington European Championships, a seventh in the actual final, a tenth at Silverstone and a very healthy second at Oulton Park. His green kart is always immaculately prepared and I have never seen it come back from a race damaged. There are faster drivers than Donovan not in the Top Ten, but they haven't finished enough races to get into the reckoning and consistency deserves recognition.

In no particular "order of merit", seven drivers deserve mention whilst not being included in the Top Ten. Ladies first: — Carolyn Grant-Sale had her first outing on a Rotax at the end of 1981 and drove like a "Wally". By the time this past season had started she had well and truly got to grips with her new power! She was quite remarkably consistent all season apart from the European Championship and Silverstone where engine failure put her out before the meetings had properly got underway. To lead a Championship heat, which she did at Brands Hatch, is something that many male counterparts will never do. She is a remarkably competent driver . . .

Giles Butterfield, starting at Snetterton where he was exceptionally impressive, has all the qualities to make him a star of the future. Not only does he have all the talent to drive exceptionally quickly, he races as well and is quite unperturbed to mix it with anyone. I am told he does have his moments though! . . .

Sandy Dalgarno first crossed the border some three years ago to do regular battle in 250 International, after quite a few years as a leading light of 250 National in Scotland. He instantly made his name for being a rapid pilot. Every now and then he gets well into the thick of things up front and the reputation for being involved in one or two 'incidents' seems to have left him. His Rob Kerkhoven prepared machinery is always immaculately presented and the



Gange — untouchable in the Grand Prix . . . (Pic: C. M.)

likeable man from Aberdeen deserves some reward for undoubtedly covering many thousands of miles more than anyone else just to race!

Last year's RAC Champion Chris Lambden, has at times shown a turn of speed to easily put him in the middle of the Top Ten, but whilst in a position to scrap amongst the Balls and Smiths, I get the feeling he holds back sometimes. He achieved the third quickest qualifying time at the European Championship and briefly held second place at Silverstone. His Zip is very thoughtfully prepared. After last year driving a chassis with an engine on the "wrong" side, he took a while to adjust to the conventional Zip, but he now feels all round that it is better. Bad luck and silly problems have robbed him of more good finishes. An excellent charge up to 5th place at the European Championship was his best result.

Owen Jones, who achieved the second fastest practice time for the European, though lacking any results of consequence, is a driver well in the class of John Ball. He is a potential winner, though lacking the funds to race regularly enough to achieve a reputation of that calibre. Very good in all conditions, he deserves more money and more luck. A perfect example of the argument that sometimes the wrong people get the big sponsorship! . . .

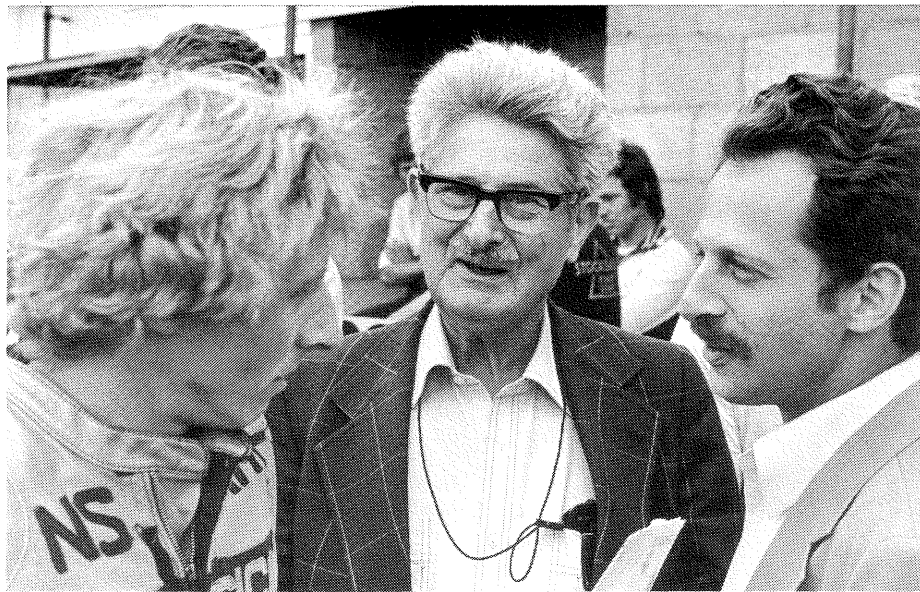
The much maligned — often by me — Graham Roscoe is an incredibly quick driver who lives, breathes and eats racing. He has shown that he can win a race and would probably have got a good second at Oulton Park, but didn't finish. Quite a few people who have a reputation for wild, over-enthusiastic driving don't have two third places at Morecambe — one on a treacherous wet track. Graham does, and now has a big circuit win as well . . .

Richard Dean has now "arrived" in Superkarting — he is a regular place man, and whilst he has yet to show signs of being a race winner, he has a lot of experience both on fast and short circuit races. With the sponsorship he now has for next year, I am sure much more will be seen of him. He has a steady, smooth style and is regularly up with the established front runners. If you look through the grid positions of finals at all the big meetings, Dean's consistent showings in the heats is evident.

In last month's Barry Foley Christmas centre-spread where I was nominated for a dictionary, closer inspection of this good-humoured page would show that dear Barry might have use for a similar book of words himself. "Hero Worship for Beginners" has two "n's" not one, and "Bridgestone" on the near side front tyre of the kart has one "E" missing — Touchez!!

Chris Merlin





continued . . .

not really knowing the competitiveness of the car, one would have thought that he was just the right type to instantly make his mark. Many of the gearbox karting men who have gone on to great things in motor racing have not been drivers who, when in karting, were people I had a great opinion of – rather tame place men, with the notable exception of Roger Williamson. Assuming John Ball had departed from 250 for good, from somewhere not a million miles from Nigel Smith's Team Schemes shop in Epsom, a light-hearted sticker was produced – “No Balls means safer karting!” – safer perhaps but certainly not so entertaining . . .

Nigel Smith has had his best season so far, even though a win has eluded him at a big meeting, other than his very convincing first places at the TV Donington races. He probably gives his sponsors the best value for money of anyone around. He doesn't fall off the track anymore, though at times he looks as though he is having to try very hard! Not exactly ragged, but his tail is more often than not hanging out, whereas those with whom he is in company with on the track appear more likely to stay there than Nigel sometimes does! His Silverstone lap record must obviously give him great pleasure, reputedly the fastest lap record in the World for karts – at 116mph. His Ehrlich Rotax obviously played a part in this as in his other successes. Whether this relationship continues next year remains to be seen. I gather the Stocksigns sponsorship is likely to remain, as they have been more than pleased with his accomplishments.

Whilst Nigel's exploits at the World Cup illustrated that he does not have the Morecambe magic of Gange for example, on virtually any other circuit he has been very capable, particularly on occasions at Cadwell which in my mind is the most demanding and testing of all motor racing circuits for 250 karts.

At the time of the Avgas allegations and smears (most of which stuck to Nigel), I said that I didn't consider anyone was gaining much advantage from its use – his Silverstone performance proved that quite conclusively. If it wasn't for a 5 pence pin coming out of a £30 piston in the GP final he could have ended up with the coveted plates. If he hadn't been up with Gange, I would have loved to see how he would have fared in the titanic battle for second place between Ball, Buttigieg and Hines.

Whilst Nigel always starts a race to win, being a good friend and fan of Dave Buttigieg he is to some extent psychologically beaten by him before the race starts. A very fast, enthusiastic and entertaining performer . . .

Nigel Smith “in conference” with “Doc” Ehrlich shortly before registering the 116mph lap. The Doc's son listens in. With the recent parting of the ways between Waddon and Ehrlich, Nigel's engine preparation deal for '83 is unsure. (Pic. C. M.)

Gut reaction would put Reg Gange in 3rd or 4th spot, but after a fine showing at Snetterton he was very much off colour until the Silverstone GP. Martin Hines has also had his ups and downs, but fortunately more ups than downs. He started off the season promisingly at Snetterton with the new body, but cracked ribs sustained in practice prevented him from making any real effort in the final. Though he contends he is not as good on some circuits as others (he prefers fast, smooth tracks like Donington and Silverstone), he is more than capable at Cadwell and scored a fighting win at Mallory (a very bumpy circuit), from a third row grid position. He can be counted upon to be up amongst the action if the engine is making the right noises. Of course he has all of the demon tweaks at his disposal, but sometimes these have hindered rather than helped.

There was a time when people were asking what had happened to Hines, struggling in the ‘places’, if Ball was up at the front with a standard set-up? Everything has a cause and effect – when Stylin came back to the scene with a Rotax and Chris Taylor was working on the Zip dynamometer, the Stylin engine was turning out the same output as Martin's best engine. But in the chassis, Hines' not only required drastically different jetting which Steve's did not, it wouldn't pull the skin off a rice pudding either. After a couple of fruitless meetings and with much head scratching, it was found that the Hines' “orthopaedic” rib protecting seat was starving the carburettors of air! Such are the frustrations of development. There are one or two other tales as well but I sense they are still in the Confidential file . . .

I know everyone has their irritating niggly problems, but Hines seems to have had more than his fair share through this season. Losing the test facilities at Snetterton hasn't helped the development programme that usually sets him above the others at some stage of a season. Towards the end of this season Martin has started to get more consistency in his efforts and I would guess that next season will see a stronger force to be reckoned on. Hines always seems to go better when he has stronger competition from within his team as in the days of Buttigieg, Gange and Elmore, but literally without exception, whenever it is a TV meeting everything goes wrong! At times he is as good as anyone, occasionally better . . .

As already said the 2nd, 3rd, 4th and 5th places were very hard to assess. Reg Gange's natural

aggressive ability should put him much higher than 5th, but other than a fighting second at Snetterton at the start of the season where he out-drove Nigel Smith, and then being very competitive in the Championship round at Mallory Park, he didn't shine 'til he got together with Gary Parkes in time for Silverstone. The rest is history. He left the rest grovelling. The old Reg was back – the one we love to see win. I said last year that he is probably the most popular driver and that is still the case.

When he gained the benefit of Gary's engine knowledge, he also gained a lot of Silverstone type setting-up, hard earned by Martin Hines and it was very evident. Reg is a more widely accomplished driver than all above him with the possible exception of Buttigieg. He very nearly won the World Cup again but was outpaced by the much faster Alan Kronow and after being overtaken, spun away his chance of a third win at Morecambe.

So, the people above Reg in this table are really only there in recognition of their consistent results – on actual ability and speed, Reggie would be 2nd or 3rd. I would think he will not accept 5th place, but he has all next year in the Hermetite Team to put things to rights, and has already got a good supply of cotton wool should any team orders be laid down! His reason for accepting the Hermetite invitation is that he reckons that in the third year of Rotax power, Zip engine man Russell Anderson and the ample set-up at Hoddesdon is well poised to offer the sort of dominance they enjoyed in the last season of aircooled Yamahas – time alone will tell. And why did Martin ask him? Because he is better on some circuits than Martin, and he is bluntly honest – you know where you are with him. (From the horse's (Hines') mouth!)

Steve Stylin for some reason best known to himself, has a liking to taking an outside chance when it comes to his choice of equipment. In the year he put his faith in an Aero chassis with a trusty Kerkhoven Yamaha, he upset the form book more than somewhat and surprised many. This year he was so impressed by the speed of Stuart Ziemelis' 125 Rotax that he obviously thought that two such engines might well leave a conventional 250 set-up for dead. The project however, was short lived and only succeeded in putting Steve in hospital at Morecambe. A month later a hastily prepared CTRP Zip/Rotax was entered for the third round of the RAC Championships. Instantly, after 18 months or more of uncompetitiveness, Steve achieved two second places in the heats and hung on to the pace setting man of the season (Buttigieg) for half the race distance of the final, on the all demanding full Cadwell circuit, comfortably ahead of all the men who had half a season to sort themselves out. Shortly after that he had a good second at Brands Hatch Championship round, not far behind John Ball. The heats at Silverstone were a disaster for Stylin, a past winner. However his final, from the back of the grid, was one of the heroic drives of the day, rewarding him with 8th place. Not a lot of results perhaps, but achieved in less than half a season and a reminder of the calibre of this driver who has been around for a long time. Next year it is possible that a new deal is coming together for Steve, but as yet nothing is settled. One thing is for sure – we haven't seen the last of him.

Derek Price whilst not being that consistent, has scored two wins this year, at Cadwell and in France at Croix-en-Ternois. A Cadwell win always rates high – even though it was as a result of Buttigieg shedding a tyre, he beat some good men. He has a very attractive, aggressive style and although sometimes either he or his

## KURT LUBY – “My ultimate aim is to race in Formula One.”

Kurt Luby was born in Bolton, Lancashire on the 6th March 1963 and having a father who was into motorcycle racing, it was perhaps inevitable that racing of some sort would enter Kurt's life. Whilst still attending St. Gregorys RC Secondary School the then twelve year old started on the path to racing success. It was just after the introduction of the Junior Britain Class that he first started piloting a kart. “At first I only did it for fun, but then I suppose most twelve year olds have the same idea.”

Once father Jim had hung up his bike racing gear more effort was put in to young Kurt's racing and the results soon followed. The Little Green Man Series was the first to be contested and after that valuable experience Kurt found local Club meetings got much easier. So much so in fact, that he recalls Mum saying, “Why don't you give it a rest this weekend and give somebody else a chance?”

Between 1977 and 1979 that Little Green Man title was his on two occasions, together with the British Junior title. As a guide to his superiority at that time, he took 32 wins from 48 ‘A’ Final starts. As a fifteen and sixteen year old he was a proven winner – what happened in the other 16 events is casually brushed aside with the comment “Second places don't count in our books.”

The natural progression to 100 International was made in 1979 but there winning didn't come quite so easy. Up against the might of the ‘factory’ drivers he nevertheless tried hard enough and most certainly didn't disgrace himself. A couple of attempts were made at the World Junior Champs, again without much success. In fact one such experience cost Dad a small fortune when the Transit expired on them. That's another story! . . .

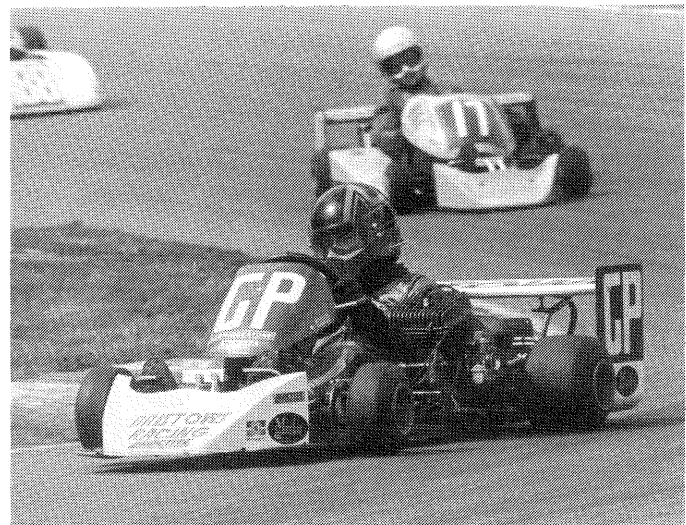
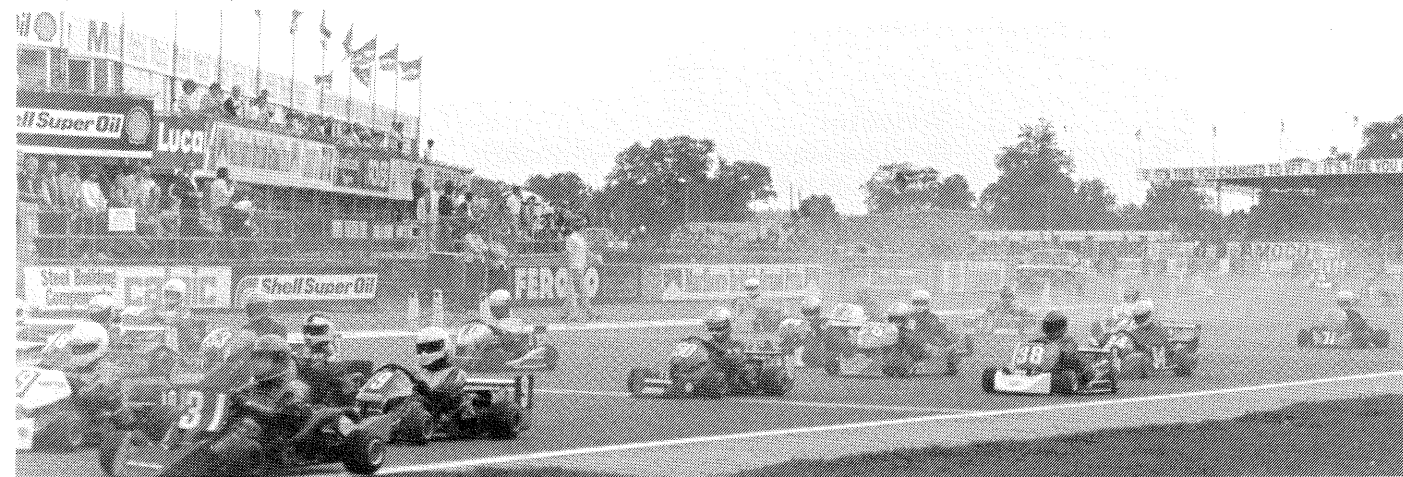
Having such a strong determination to make it as a racing driver, the next obvious step was to gearbox karts and that was made in 1980.

That move was not without it's problems, and as Kurt recalls, “My biggest problem was staying on the thin black strip. I went grass cutting almost everywhere.” Cadwell, Snetterton, Donington, Silverstone and Oulton were all venues where he took a closer look at the greenery . . .

That was not going to put him off, so undeterred it was back to the ‘Jim Luby School of Racing’ during the winter months. Everything was thoroughly talked through with Dad and by the time the '82 season had started a much more confident Kurt Luby took to the track.

There is inevitably a close relationship between Father and son as they earn their living in partnership. Kurt is ever mindful of Dad's advice, “Never complain about your equipment – it only does what you make it do.” But, most important of all, “Think, think further than your front bumper.” Both agree that comparisons between Kurt and Stuart Ziemelis are inevitable, but Kurt answers that one when he says, “There is no-one out there better than me!” That's confidence for you – but at the same time he remains a pleasant, likeable lad.

A typical big 125 field gets away at the Silverstone GP meeting. (Pic: R. Calvert)



Luby ended the season carrying the colours of Bristows Racing. (Pic: R. Calvert)

His highlight of the year was the Grand Prix in August, when he took those prestigious GP plates. The result was in doubt right to the last dash through Woodcote, when Kurt got it all right to get a nose in front. Half a second covered the first four! That sort of dice Kurt really enjoys – having to fight hard all the way and come through from behind.

1983 brings a big break-through in Kurt's racing career with a sponsorship deal tied up with Air Kilroe, whom you will remember assisted Stephen Coward to his '81 GP win. Norman Latham of Air Kilroe is full of enthusiasm for the coming season and hopes to see the blue and white colours carried to more successes with a defence of those GP plates very much in mind. He is, however, not so blind as to expect instant results and realises that winning is never easy. What he really wants is a well presented outfit and a team on which he can call at meetings and see his Air Kilroe colours carried in the best possible manner. Kurt and Jim don't intend to let him down. As a first step, a coach conversion has taken place over the winter months to provide more spacious travelling facilities.

Anything which involves speed will find a corner in Kurt's life and here again Dad recalls, “As a kid he was always the first one to pull fantastic ‘wheelies’ on a bike. His skateboard was probably the fastest in Lancashire. Give him wheels and he will make them go . . . fast.” On a more personal front, Kurt is still single, although he does have a young lady who accompanies him to the circuits, and her name is Wendy. His pet hates, would you believe, include losing! He doesn't smoke or drink, and whatever he is doing he says, “I like doing it well and that includes making Dad's brew.” It goes without saying that he derives great pleasure from winning, so 1982 should have been quite a pleasurable year for him.

As for the future, well he is serious enough when he says he would like to race in Formula One. As a further step up the ladder 1984 may well see Kurt in Formula Ford 2000, hopefully with Air Kilroe involvement. After that, who knows? . . .





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Last year's Top Ten survey started off by commenting upon the close racing of the 1981 season, due largely to the consistency of the "out of the box" power of the Rotax engines, then in their first year, with the end of the day's results depending on one person's fine margin of advantage or skill. The 1982 season has seen the margin widen, with one or two "engine men" effecting a distinct improvement in power, rather than a decrease in performance resulting from unsuccessful modifications as was definitely the case last year in some instances. To select the top man of the 1982 season was easy; to shuffle the next four into their rightful order was harder than any of the previous seasons. Whilst they were in a class of their own, the next five were also exceptionally difficult to sift out of eight or ten possibles — they all had their strong points, but recognition has been made more of consistency rather than potential.

1. Dave Buttigieg (European & British Champion)
2. John Ball
3. Nigel Smith
4. Martin Hines
5. Reg Gange (Silverstone Grand Prix Winner)
6. Steve Styrim
7. Derek Price
8. Phil Ansell
9. Rob Kerkhoven
10. Donovan Collier



A vintage year for Dave Buttigieg and a vintage year for 250 Superkarts. Whenever there is a season in any form of sport where one person emerges so eminently superior to all others, it usually results in it being a memorable year around which you tend to compare other performances. Buttigieg attributes much of his success to his engine and chassis man Peter Berry, who in turn is more than praiseworthy about Buttigieg's considerable talent and natural ability. For the past four seasons David has been the best, but has not always had the tools to show it. In that situation he is like an artist without his brushes and looks very ordinary; when he has the right set-up (and by that I mean wholehearted backing and support, and no-one to psych him out from within), he is under any conditions in a class of his own. But as I said last year, he has to *feel* the Number One to perform like a Number One and that is exactly what he was and did this year.



His first outing in his new Memorex Zip was at the cold February Cadwell season opener, with a rather moth-eaten borrowed Rotax. The Team's debut was not too impressive — for a wet heat the rain tyres were not at hand (not even on the rims!) and the less charitable pundits were prepared to write off the Memorex Team for the season; come Snetterton at the end of March and one can only hope they had the grace to eat their words. The Team now had their two new '82 Rotaxes, "breathed upon by Berry", and the first round of the British Championship had Buttigieg's name on it. From then on Buttigieg's superiority was never in doubt — provided he finished the final he usually won, and it was only the occasional tyre failure that stopped him.

As pressure on him grew, it did little to detract from his performance — in fact it tended to enhance his confidence. The Memorex squad tended to become a little aloof and set apart, due in part to the short lived Avgas controversy. If one or two drivers were using this type of fuel and Buttigieg was beating them, then what was he running? Of course it was just the tart minds of those who prefer sour grapes rather than to recognise the ability of the greatest 250 driver of the past decade.

The only time the pressure did overcome the team was at the Silverstone GP. They tried too hard with an unproven combination. In the final, when in desperation they reverted to their well tried running gear, he went through the field like a dose of liver salts, only to be slowed by shredded tyres after reaching second place, and having set fastest race lap. In all he won five Championships in the past season, clinching the British Championship before the last round, the European (his best race of the season), and three others including the Cadwell Superkart Championship.

In all conditions and against all odds Buttigieg is the best. At most of the major meetings by the time the final came he was not using his best engine (I mention that just to sicken the lesser mortals!). Just as an aside; when it didn't really matter; when there was no pressure to even finish, and the competition wasn't that great, he travelled the fastest he ever went in my opinion — at the Oulton Park meeting in the final, once again starting from a lowly grid position. Partly because of this and partly because it was a rare final on his best motor, he was something like, in my estimation, 10 — 15 mph quicker up the leap at Clay Hill than anyone else — and he doesn't like Oulton Park!...

Superkarts will be much the poorer if he doesn't turn out again next year and as yet nothing is definite. With a World Champion's title up for grabs and Peter Berry more than anxious to play his part, it is difficult to see what more incentive Buttigieg needs to race again next year and probably become World Champion.

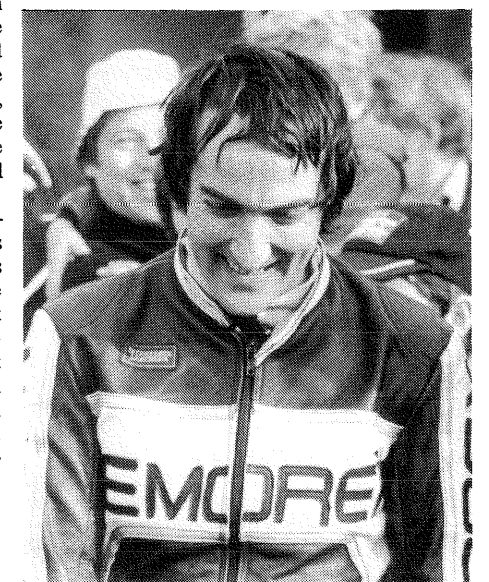
No. 2 — John Ball; the blood and guts racers' racer! His arrogant attitude to all before him does not detract from his appeal — it does much to add to his notoriety! His total lack of repentance for any dubious acts of forceful driving is nothing new, but at the same time this doesn't endear him to one or two notables. He started off the season by repeatedly ramming, into the Cadwell hairpin, the very man — Hines — who had made his "Zip Discount" drive possible. Later in the season, at one of the T.V. meetings at Donington, he did all he could to age Messrs. Smith and Buttigieg a good 10 years in his efforts to shake them out of his slipstream after overtaking both. After that incident there wasn't a lot of love lost between the Ball camp and the Smith team, heightened by the fuel business.

John Ball and Gange, who are great friends, were two of the most bitter opponents to the use of Avgas fuel. The first meeting after the rule on fuel was clarified was at Brands Hatch, a Championship round, which you will remember Ball very resoundingly won. Afterwards his comment was something to the effect that "legal fuel was a great leveller!" The win came at a good time for John, who was getting a little cheesed off after a number of close second places.

He is a naturally talented driver who does absolute wonders on a basically standard set-up that is usually only worked upon the day before a meeting and lacks any extensive test sessions enjoyed by most of the top men. He is a born battler who will throw his kart to the front of the field rather than consider being beaten. Though he is forceful, he is very smooth and stylish, and goes well on any type of circuit, which is more than can be said of some of the other top men. Throughout the entire season he was never off the pace and that alone justifies his rating.

If he does decide to do a season in car racing, I for one shall miss him. His initial exploits haven't been that much of a resounding success. Whilst starting in Formula 3 may have been jumping one rung of the ladder and whilst

Buttigieg — greatest Superkart pilot of the past decade...







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## Carr Comments

It's the turn of the Senior Britains this month; as far as I know this is the first time they've been asked to rate their fellow drivers, so the exercise should be an interesting one...

Britain racing has undoubtedly progressed in leaps and bounds over the past few years and I feel it has reached a pinnacle in '82. The reasons for this are complex; the motors alone are now developed to an extraordinary degree and are undoubtedly churning out a lot of power. Dunlop long life tyres, like them or not, have promoted the class to driving like real 'racers' and not in a series of lurid slides, with lap times to match any class. Karts have moved away from the early 'bend and flex' to one which can be used in anything up to 135; the fact that they now respond to set-up changes has allowed the technical side of the class to flourish. So where does it go from here? I know the overwhelming desire of the masses is to go for Carlisles, and if that's what the people want... but I can't help thinking that the class might suffer in the eyes of those who come along to watch... Enough of the speculation — and so to the poll.

### Drivers' View

1. Pete Rochford
2. Nigel Cleveley
3. Andy Coulson
4. Miles Hall
5. David Germain
6. Andy King
- 7= A. Clarke
- 7= P. Browning
9. Mark Beddall
10. Adrian Cotterill

### My Top 5

1. Pete Rochford
2. Andy Coulson
3. Andy King
4. Nigel Cleveley
5. Miles Hall

1. **Pete Rochford:** In my view this man could make it in any class he chooses. He has had a marvellous year but in many ways he has nothing much to show for it. His equipment is outstanding, his motors are very quick indeed, and his mechanic is some sort of genius. I look forward to seeing him in National next year.

2. **Nigel Cleveley:** Nigel is one of the backbones of Senior Britain racing and has been at the top almost since the Class began. In a sense this has been Nigel's worst year to date, although he has remained competitive throughout. Lady Luck has been against him and I feel his style doesn't fit Dunlops as well as it fitted Carlisles. Mr. Cleveley is a real tryer though, and you can be sure that he'll be fighting to reinstate himself in '83. Clearly his fellow drivers are well aware of that!

3. **Andy Coulson:** What a marvellous year Andy has had — gaining a superb win in the SAM Championship and a superb placing in the RAC Championships. Coulson is a mature driver for

Andy Coulson, "find" of the year, on his way to a Snetterton win, leading Rochford — top rated... (Pic. P. Raven)



his age and one who is obviously thinking sensibly even when he is soaking up the most tremendous pressure (e.g. SAM at Snetterton). Thanks to "DK", he has come by some powerful (and controversial) motors, which have allowed him to claim grid positions well to the front of the field if not at its head. Watch out — this boy is getting better all the time.

4. **Miles Hall:** Miles is another young man who will surely make it to the top next year. Above all else he has bags of talent and with extensive backing from Christo's he has certainly made his mark. Determination hasn't quite made up for a run of bad luck, but once that changes he'll be on his way to victory.

5. **David Germain:** David is one of the British brigade who is always there or thereabouts! Something has been missing this season — sometimes his equipment hasn't had quite the edge it needs and at other times he has seemed a bit overawed by the occasion. Dave is obviously working to clear up both problems, but a lot will be solved only by experience.

6. **Andy King:** Andy is one of the many Mistrale men who are always looking for honours. His motors are good although I think the kart might be due for a re-think. Andy is one of the best overtakers in the class and he treats the audience to some real stormers from the back

Cleveley — a real trier...

of the grid from time to time. From the front of the grid he would probably disappear rapidly into the far distance.

7= **Andy Clarke:** Team-mate to King, he suffers from some of the same problems! Andy's luck has been atrocious and he has shown that the move from National to Britain ain't easy! Nevertheless, he's up in the ratings and as such is one to watch closely.

7= **Paul Browning:** Paul is one of those top class competitors who suffers in the publicity stakes by living in the land of the midnight sun! He is always there (or almost there) and I reckon if he sticks with Gillard and encourages some testing and development on the kart side, results will start to come his way.

9. **Mark Beddall:** Mark, another of 'the young ones', has had the best year of his career to date and although running on a limited budget has had some good results. Hopefully his persistence will pay off and some good results will bring him the trade assistance he needs to progress.

10. **Adrian Cotterill:** Adrian just scraped into the Top Ten — a fair reflection of the valiant effort he has put in this season (aided and abetted by some sizzling motors!).

Changing the subject slightly — with the new RAC ruling that all Class I motors should carry an inlet box for '83, it is interesting to look at the number of prototypes being tested by many of the leading competitors at the 'Clubbies'. They vary from the biggest sandwich boxes you have ever seen, to purpose-built pieces of equipment which are available from firms such as Zip, Remrod, K.P. and Sisley. This is obviously an area of great development and I predict that carb. boxes will, depending on design, develop a lot more power — or substantially less — as well as more or less noise! Next year we hope to see (and hear!) only RAC homologated versions...

Paul Carr





# Who, What, Where, When?

Another little K&S teaser to fill in the cold winter nights. Even if you were not in karting when some of the accompanying pics were taken, most of the personnel involved are still around the karting world. Answers next month . . .

