

A New Dimension in Karts

GP Karts

by **ZIP**



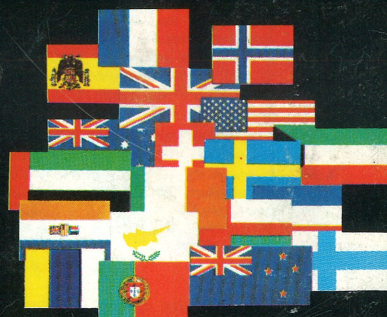
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June 1983

KART AND SUPERKART

70p

SPECIAL GP



Snetterton & Cadwell

• K&S 2 — Dunkeswell • Super One Series

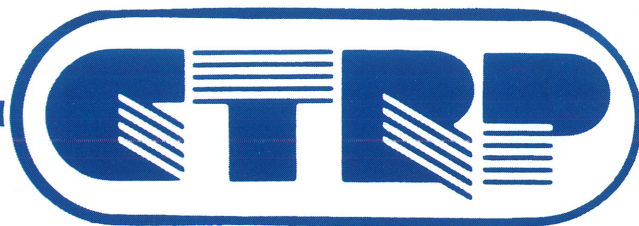
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KART

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CTRP 250 Yamaha, carbs, ignition and exhaust	£450.00
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Formula 2 Racing Hovercraft	starting from £3,000
Formula 1 Racing Hovercraft	starting from £3,500

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100cc PCR NATIONAL MOTOR COMPLETE
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KOMET PISTONS, 50.9 — 51.2 TT type
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All 100cc sprockets are fully machined and made of L70 material.
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219 pitch engine sprockets 10, 11T £3.00
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1/2" x 5/16" steel machined 4-hole sprockets, 23-36T £2.75
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PJ1 chain lubricant £3.00

ZIP HIGH QUALITY DIE-CAST COMPONENTS

Rear wheel boss, 25mm or 30mm bore £3.50
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Zip Super engine mount £11.00

ZIP (Bridgestone approved) DIE-CAST WHEELS

Complete set (100cc) with 15mm front wheel bearings. Available all widths £22.50
Complete set (125cc-250cc) Available in full range of sizes £20.00
All wheel sets supplied less rear bosses. Add £2.50 per set for valves and O-rings.
Die-cast rear wheel 5" up to 8" width with O-ring and valve, less rear boss £6.00
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PLUGS-IGNITIONS-TOOLS-etc.
Motoplat, 100cc comp. £25.00
Motoplat, 125cc Rotax £55.00
Motoplat, 250cc Rotax, with back plate £85.00
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Motoplat rpm gauge to suit all above £39.00
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New NGK plugs — 9EG and 10EG £1.60
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4mm 'T' bar Allen key 'genuine Jacobs' £1.00
5mm 'T' bar Allen key 'genuine Jacobs' £1.00
6mm 'T' bar Allen key 'genuine Jacobs' £1.00
Allen key foldaway set, in steel case, 2mm - 6mm £2.50
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Zip noise box (compulsory RAC) £10.99
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Plastic chain/finger guard £1.50
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All PVC suits are available in Red, Green, Black or Blue with contrasting stripes and available in 7 sizes to ensure a perfect fit.
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Simpson type 14 £200.00
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Simpson Visor (old type) £5.50
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Bell M.1 helmet, new F.1 pattern £125.00
Bell M.1 replacement visor £10.50
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Bell Star replacement visor £7.50
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Zip rotor visor (a must for the wet) £10.50
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ZIP DISCOUNT CENTRES:

Taylor Racing, 'Monaco', 7 Mansfield Place, Crimond, Fraserburgh, Scotland. Tel: (03463) 2554
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Andy Kirkpatrick, 15 Port Glenone Road, Ahoghill, Co. Antrim. Tel: (0266) 878203
Mistrale Racing Ltd., The Clay Pigeon Kartway, Warden Hill, Evershot, Dorset. Tel: (093-583) 649

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(National and Britain Class tyre prices include temporary currency surcharge.)

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4.5x10x5 YAK(SL) slick £16.50
6.0x11x5 YAK(SL) slick £16.50
7.1x11x5 YAK(SL) slick £16.50
4.5x10x5 YBK slick £18.50
4.5x11x5 YBK slick £18.50
7.1x11x5 YBK slick £18.50
5.5x11x5 YBK slick £22.00
7.5x11x5 YBK slick £28.00
3.6x10x5 YBF wet £20.50
4.5x11x5 YBF wet £20.50
6.0x11x5 YBF wet £20.50
7.5x11x5 YBF wet £30.00

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4.5x11x5 Slick £9.50
6.0x11x5 Slick £10.50

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The original Zip Deluxe spun alloy wheels — not to be confused with pattern types.
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Front rim 5" x 2 1/2" £1.75
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Rear rim 5" x 3" £1.90
Rear rim 5" x 2 1/2" £1.75
Rear rim 5" x 2" £1.60
O' rings for above £0.18

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Grange Karting (Northern Ireland)
Mark One, Merlin Developments,
Stuart Ziemelis, WPT, Zip Karts,
Lennart Bohlin (Scandinavia),
Joe Grubbs and John Gibson (USA)

DART 82/PARILLA chassis only 6 meetings old £385.00; Wright/Yamaha very fast, ultra reliable, 15 meetings, 16 trophies, £475; Phoenix/BM, factory selected motor, chassis 3 meetings only, £475. Will split. Leyland, Lancs. (07744) 51767

RICHARD BOSTON has for sale one Longtune Villiers as used at Silverstone 1982. Special price for quick sale £295. Also Motoplat rev counter £20. Phone: Leeds 644121

BM REDBIRD with tuned KA100 Yamaha, £395. And Star chassis with tuned TKM S89TT, £350. Both trophy winners and ready to race. Tel: Blackpool 693749

ZIP SHADOW

with fairing — Fast motor, many trophies, spare engine (new bottom half) needs rebuilding. Many good exhausts. New 32mm carb and jets. Many 4 and 5 hole sprockets. 2 spare Upton flywheels, (new big ends), approx. 6 gearboxes complete, one Upton duplex clutch unit, two rev counters. Plus lots of spares and tyres useful for practice. Sensible offers for the lot, or will sell separately. I have access to tons of SIBA units.

Phone: Rotheram (0709) 76531 after 5pm

FOR SALE. Early Villiers 210 kart, non runner needs attention, £95 ono. Beckenham 650 2497

100 NATIONAL DART rolling chassis. Latest 10mm bolt stub axles. 9 months old, v.g.c. £185 ono. Tel 01-828 5347, 6.30 to 8.30pm (London).

ZIP 1980 ROLLING CHASSIS unused, special brake, includes many spares. Excellent condition Accept any reasonable offer. Also 250ft of chain for sale — offers? Dunstable (0582) 608483.

IMMACULATE DEAVINSON SPRINT/K88. Only 2 races from new. Fantastic value at £300 ono. Could deliver. Tel: Leicester 403277

GEORGE KING RACING SUITS

If you're short in the body or long in the leg And can't get a suit from off the peg Whatever your shape we don't give a hoot We'll fit you out with a George King Suit

Simulated leather only

Any design made on submission of drawing.

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WEST BRIDGEFORD
NOTTINGHAM

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100 NATIONAL BM/SIRIO

Very competitive, immaculate condition. Engine on first bore, just rebuilt and fully tuned by Deavinsons. Chassis only 7 races. 1 set wets on rims (as new), 1 set slicks on rims. Spares include: chains, sprockets, brake pads, and stand. £450 ono

Tel: Potters Bar 51633

SELL OR SWAP. Competitive 100 National outfit, Dart 82, 5 meetings only. TKM L90TT DK tuned, very quick motor, 3 meetings only. Spare Parilla TT22 motor on 48.3 bore, CIK wets, Goodyears, exhausts, carbs, chains etc. £595 — or swap for equally well set up 100 Britain outfit. Must be competitive. Tel. Mark: (0702) 64844 after 6.30pm

HEJIRA RACING DEVELOPMENTS ELECTRONIC REV COUNTER

As used all season by Chris Lambden, Stuart Ziemelis and CTRP. Large easily read scale. Works by induced current. Unlike instruments feeding the ignition current through the rev counter, the Hejira unit will not lower the performance of the ignition system. Superb accuracy figures. (Used by the Department of Transport as a test instrument.)

SCALE RANGES 0 — 10,000, 4 — 14,000, 8 — 18,000

£56.63 + £2.50 P&P.

Total inclusive of VAT £68.00

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

100 BRITAIN LYNX CHASSIS, Cleveley tuned Arrow. Trophy winner. Spares incl. tyres, £330. Phone Martin, Fulmer 2540 (Bucks)

ZIP EURO/TUNED MANX. Recent rebuild and rebore, not yet run in. Complete with Motoplat and Tillotson carb. Excellent condition, hardly used, never raced. Reason for sale — car and lost interest. £220 ovno. 01-651 3172

PHOENIX/LD ROTAX 125cc

Chassis unraced, in short circuit trim, complete with SL tyres, '82 spec. engine, fully tuned. Merlin pipe. Must be seen. £1,200 ono (save £5 on new equipment)

Phone Andy Tate, (0257) 425644 evenings

100 NATIONAL — Zip/DAP T70. Not run in (50.8). Brand new wets on rims. Belstaff leathers 38" chest, as new plus boots. Also, stand and tools. £520. Tel: Frodsham (0928) 33298.

THIS MONTH'S BARGAIN! Good Class 100 Zip, 30mm axle, Goodyears, recently jig-checked with v. quick Ferrari tuned TT Parilla. Not run since rebuild, new bore/piston etc. Space needed, so real gift at £270. Sprockets, chain, carbs, leathers if required. Please telephone: (07356) 2595 (near Reading).

100 NATIONAL OUTFIT. Lane Aerospace fitted with latest Kelgate brake, new Sept '82. Goodyear slicks, TKM FF99 engine. Stand, cover, wets, suit, helmet, plus spares. £450 (0954) 31426

NATIONAL DEAVINSON SPRINT/K88TT. New slicks, £350 ono. Deavinson Sprint/Sirio, Deavinson tuned £400 ono. Both immaculate condition. Spares: sprockets, carbs, wets, stand etc also available. Telephone: Cowfold 228 (Sussex)

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100 NATIONAL TKM CHASSIS. Latest model. Special ventilated disc. 7 months old. As new, ready to race. £245 ono. Tel: 01 589 0059 9-6pm. Michael (London)

BRITAIN ARROW B2. Flying, 50.8 and not N-ported yet! Many trophies, full lap history. Sprint Car forces sale of proven motor — save on new. £200 ono (0509) 506562 around 6pm

BRITAIN CLASS KARTS. Zip/DAP T70 £190. And Zip/Komet K77 with spare engine, £160. Both tidy — suit Junior novice drivers. Birmingham (021) 350 3258

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LEATHER LETTERS RACE NUMBERS
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125 ZIP/HONDA CR. EI carb, Motiv pipe, many spares — wets, slicks etc. Very competitive £500. Phone: (0538) 756427 (Staffs).

1982 ZIP GP/ROTAX, very quick outfit complete with new YBF wets on rims, PMP blown pipe. Immaculate condition £900 ono. Also Latest 'G' spec. Yamaha 125 with Motiv pipe and powerjet carb. £200 ono Phone: (0282) 843349

BOYD BARRINGTON'S

ex works 1983 Lancer. Nose, bubble etc Very competitive outfit. Snetterton race winner this year already.

£550

or with very quick SRS tuned motor

£1,100

Contact Boyd (0728) 723528 or Ian Rushforth (0603) 746218

125 STAR GALAXY CHASSIS, epoxy coated, Rotax plates, unused for 2 years, never bent, £200 ono. 125cc DAP, 6 speed box, new piston, £100 ono. 1 full set YBF rain tyres on rims, 1 race only, £65. 3 very fast Rotax pipes from £15. All must go. Phone Andy Tate (0257) 425644 (evenings)

125 ZIP GP/SRS ROTAX. Short or Long circuit trim. Some spares. From novice to trophy wins in 6 months, including last ever Blackbushe winner. £795 ono. Ring Kevin Pope: (0734) 67753

125 AERO ROLLING CHASSIS. Complete with long circuit bodywork. Tel. Mike Ballantyne on (076881) 223.



As on previous occasions, Silverstone dominates the karting calendar and this month promises to make 1983 a memorable year. Notwithstanding the increasingly popular Kart Grand Prix, the European Championship with its 'E' plates also comes up for grabs. Along with round 2 of the Superkart World Series we have the proverbial hat-trick. Let's hope the weather blesses that fine circuit with plenty of sunshine.

Don't take for granted what people tell you. I'm not just a cardboard figure gracing the armco at some hinterland track. I'm a very amenable character, approachable at any time (well . . . within reason!) and have the genuine interests of the sport at heart. My intention is to maintain the high standards you have come to expect over the years of this magazine.

I went to Kimbolton early in May and was pleased to note an improvement in facilities and a predominance of Novice plates in all classes. Could this be a resurgence of the interest karting has tended to lack over more recent times?

Finally, a word about circuit staff. From the young ladies on the gate at Kimbolton to the flag marshalls, rescue services and ancillary help at all circuits. They often endure barely tolerable conditions for the benefit of everyone attending a meeting. These people deserve credit for their efforts. So give them a kind thought.

Karting is a great fraternity. All who attend, be they participant or spectator automatically become members of that fraternity. Silverstone is one of the best we've got. So, welcome, the day wouldn't be the same without you.

ED McCORMICK

FRONT COVER:

It's Grand Prix time again and the man defending the title is Reg Gange, who won the 1982 Daily Express Hermetite Grand Prix for Vingt Trois. Here he takes a resounding win for the Hermetite Zip Team at Donington Park's ITV World of Sport meeting.
(Picture: Roger Calvert)

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KART AND SUPERKART

Monthly

No. 54

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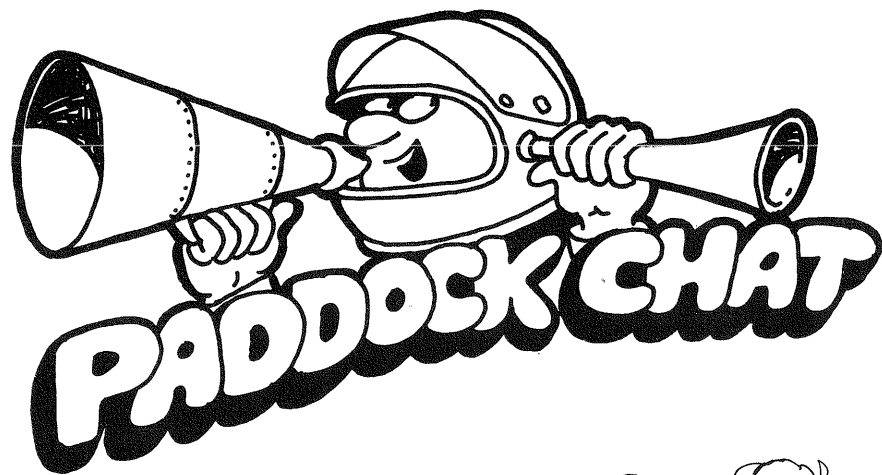
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Where and when to see karting over the coming month.

NEXT MONTH*:

Silverstone GP & Denmark
World Cup
K&S and Super One Series.
RAC 100 National Champs

PUBLICATION DATE: 7th JULY

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



Stockport Kart Centre

Martin Stretch and Paul Martin have opened Stockport Kart Centre, supplying engine and chassis spares, accessories, with facilities for tuning, preparation, alloy welding, and "one-off" engineering jobs.

Martin has been racing karts in all classes for seven years with particular success on 125 Zip/Yamahs. He recently won a 250 International final at Three Sisters on a S.K.C. tuned air-cooled Yamaha after 18 months without a drive.

Paul has had 14 years in the motorcycle road racing field, both as a rider and as a mechanic at Grand Prix level. Four years ago Paul formed Stockport Speed Shop Ltd. to cater to the motorcycle market, and in fact S.K.C. shares premises and engineering facilities with the Speed Shop.



CRICKET! - THAT'S A BIT OF A COUP - ISN'T MCCORMICK THE FELLOW WHO HANDLES JACK NICLAUSE, ARNOLD PALMER AND JACKIE STEWART?

Cadwell Championship Points After 3 Rounds

Superkart	125 National	210 National	250 National
Gange 21	King 15	Newton 22	Rodgers 24
Hines 18	Luby 9	Doble 18	King 13
Dean 8	Ziemelis 9	Bett 13	Cheetham 9

British Long Circuit RAC Championships After 2 Rounds

Superkart	125 National	210 National	250 National
Hines 30	Hart 22	Newton 25	Rodgers 22
Gange 24	Shaw 17	Bett 25	Taylor 20
	Luby 15	Doble 24	Boston 15
	Ziemelis 15		

If his eyes lit up he'd be a standard lamp. (Pic: R. Calvert)



RAC NEWS

Junior International Class

For all International events for the Junior International Class the number of tyres allowed has been reduced to three front and three rear tyres only. These to be used for all Time Trials, Heats, and Finals.

The homologated tyres are:

Bridgestone YBN
Dunlop SL83
Pirelli PK 1 SP
Vega 4 Star

This does not change the need to present a set of wet tyres in addition. (This to have immediate effect).

For all CIK Junior Championships the '10 minute system' will be used for the Time Trials. The track at Horrem will be available for practice on Thursday 7th July.

If you have any comments, useful tips, criticisms about rules or restrictions, just write to K&S, Pindar Road, Hoddesdon, Herts. We'd like to hear from you.

MOTIV 125 P&R CHAMPIONSHIP RESULTS

Round 2: Three Sisters, Mersyside K.C.

1st	Ian Bickerton	100 pts
2nd	Colin Kay	80 pts
3rd	Richard Davies	64 pts
4th	Chris Tomkinson	51 pts
5th	Steve Cowell	41 pts

Round 3: Three Sisters, Cheshire K.C.

1st	Steve Cowell	100 pts
2nd	Colin Kay	80 pts
3rd	Richard Davies	64 pts
4th	Ian Waller	51 pts
5th	Terry Keegan	41 pts

Points Position After 3 Rounds.

1st	Colin Kay	240 pts
2nd	Ian Bickerton	200 pts
3rd	Steve Cowell	141 pts
4th	Richard Davies	128 pts
5th	Chris Tomkinson	77 pts
	Ian Waller	77 pts

BOB BANBURY

It is with sincere regrets that we report the passing away on Saturday 7th May of Bob Banbury. Bob had been associated with karting since the very early days of the sport and in recent years had been active building up his Kartpro business. He will be sadly missed in karting circles.

We are sure the karting world will join with us in extending to his wife and children our deepest sympathy.

Kalendar

JUNE

18/19 SILVERSTONE (nr Towcester, Northants) Daily Express/Hermetite British Kart Grand Prix. Round 2 World Superkart Championship, European Championship. Heats on Saturday, Finals on Sunday.

19 RYE HOUSE (Hoddesdon) RAC 100 National Championship.

BOYNDIE (Banff)

NUTHAMPSTEAD (1½ miles east of Barkway, off B1368 Cambridge - Ware road.

SHENINGTON (8 miles from Banbury)

3 SISTERS (off Junction 25, M6) Bolton KC

26 DUNKESWELL (5 miles from Honiton, Devon) Super One Series Round 5

FULBECK (8 miles from Newark) RAC Short Circuit G/box Champs

SNETTERTON (15 Miles s.w. of Norwich on A11) Superkart BRSCC Cup, Round 2

CRAIL - Kingdom Kart Club

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

JULY

3 LITTLE RISSINGTON (Air Force base, nr Stow) Bridgestone/K&S Series, Round 4

RYE HOUSE (Hoddesdon)

FELTON (8 miles north of Morpeth on A1)

9 DONINGTON PARK (off Junction 24, M1) TV Times Superkart race.

10 HOREM (W. Germany) Junior World Championship.

LYDDEN - Ace KC

CHASEWATER (Pleasure Park, Brownhills, off A5)

KIMBOLTON (10 miles s.w. of Huntingdon)

ROWRAH (nr Frizington, Cumbria)

TILBURY (Dunlop Road)

WOMBWELL (Dorothy Hyman Stadium, nr Barnsley)

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continued . . .

and Chenery. Unfortunately, Adams 'locked up' on lap 5 which left Chenery leading from Townshend who did the seemingly impossible feat of passing Chenery on the next tour and staying in front to win. Bob Kett produced a typical gutsy drive to finish 3rd ahead of Lock and Bob Almond. A superb race was marred when John Green was taken to hospital with a suspected broken ankle as a result of his throttle sticking, which saw him aquaplane into the tyres at the end of the main straight. Everyone sends their best wishes for a speedy return to racing.

The conditions had taken their toll dramatically with only 6 of the original 15 starters on the dummy grid for the final, and the attrition was far from over . . .

Chenery led away from Adams, Reid, Calver and Lock, while Townshend had already fallen by the wayside with another fouled plug. Chenery was unlucky to have his race ended prematurely on lap 6 with a seemingly locked-up motor, leaving Adams a clear run to the finish, ahead of Reid and Calver, who somehow managed to keep a rudely misfiring engine going to complete the finishers.

Derek Calver

Results:

Junior National
1st Marion Rump Mustang/FE TKM
Nov Robert Smith Lane/Sirio

Junior Britain
1st Jamie Thompson Gillard/Arrow
2nd Ian Smith Zip/TKM
3rd Nigel Daft Wright/CORD Arrow

100 National Novice
1st Alan Goodey Zip/TKM

100 Britain
1st Steve Sheldon Wright/Arrow

100 National
1st Robbie Adams Dart/DK Arrow
2nd Shaun Reid Mustang/Yamaha
3rd Derek Calver Dart/DK TKM

125 National
1st Roger Barrington Spyda/Rotax
2nd Jonathan Cook Zip/Yamaha

250 International
1st Robin Warman Star/Yamaha

Boyndie

'In-Depth' Trophy Meeting

A brief report this month as myself and Joan McGinness put in a combined effort as Competition Secretary in place of our regular lady, Jane Ewen, who is in the midst of wedding preparations. She is marrying Alistair Baillie on Saturday 22nd May (rumour has it that the wedding contract has been drawn up between Jane, a 210 Villiers, and Alisatir - for better or for worse! Alistair always strips down after a meeting - we are sure this weekend will be no exception! . . .

100 Junior Britain

Stewart Massie and Jonny McDonald fought for 1sts and 2nds over the heats, with Stewart winning 2 and Jonny the other. Allan Innes was never far behind with three 3rds. Richard and David Scott each had a 4th as did Norman McLeod. In the final, it was a flag to flag win for Massie. McDonald and Innes were 2nd and 3rd respectively from start to finish. Scott Benton came 4th.

125 National

Sandy Taylor won his 3 heats. Alex Pettigrew, who is having a successful '83 season, won 2, and Ian Pratt won 1.

Pratt led the final for the first 3 laps with Taylor 2nd, Pettigrew and Gordon Petrie a close 3rd and 4th, followed by Roy McQueen and Les Campbell. Lap 4 and Taylor made his move as he held the inside line going up the straight alongside Pratt, and pulled out a substantial lead to the chequered flag. The first six remained unchanged to lap 9 when Cook took Campbell for 5th. Lap 11 proved unlucky for Pettigrew as he challenged Pratt for 2nd only to grind to a halt with mechanical problems.

Taylor took the chequered flag, but was relegated to second place as a result of a protest by second placed man Ian Pratt. The Club Stewards decided that Taylor had fallen foul of a flag infringement.

100 Junior National

Darren Parks won 2 of the heats and came 2nd in the remaining heat. Grant McLean had a win and two 2nds, Calum Fraser a 2nd, as did Donald McRae. Park led the first 3 laps but was passed by McLean who led the way for the next 3 laps, and then came to grief, leaving the way clear for Park to the chequered flag.

100 National

Pete Cartwright and Niall Smith battled out the heats for 1st place - Smith won 2 with Cartwright chasing hard, but the latter reversed the roles in the other heat. Robert Main had two 3rds, and Jim Baillie a 3rd and a 4th. William Cantlay was 4th in heat 3.

As in the heats, the final was between Smith and Cartwright. Smith led away when the flag dropped, but on lap three Cartwright took the lead to hang on to the end. Baillie hassled his way past Main for third, and he was followed home by Cantlay and Adams.

210 National

The first two heats of the afternoon were won by Sandy Pratt, with Doug Taylor 2nd and James Wallace 3rd. Pratt again dominated heat 3, but this time the places went to David Anderson and Wallace. In the final Pratt had a flag to flag victory, while by lap 2 Taylor had moved into second from Wallace and Anderson.

250 International

Paul Williamson had a clean sweep of the heats. Leslie Cranston (after too long an absence) returned to have a "good go" at Williamson but the Yam was no match for the Williamson Rotax. Graham Seymour had 3 consistent 3rds.

With Fraser and Cranston both retiring, the final was a lonely one for Williamson. However, it was against the clock, as the "In Depth" Trophy was to be awarded for the fastest lap of the day. Williamson has matured into a competitive driver over the years, and his superb handling of the 250 earned him the coveted shield.

Jenny Taylor

Results:

100 Junior Britain

1st Stewart Massie Zip/Hewland
2nd Jonny McDonald Bobkart/Kwik
3rd Alan Innes Zip/R'frd Arrow

125 National

1st Ian Pratt Sprint/SM Rotax
2nd Sandy Taylor Zip 925/SRS Rotax
3rd Gordon Petrie Aero/SRS Rotax

100 Junior National

1st Darren Parks Kestrel/DAP T70
2nd Donald McRae Kestrel/DAP T70
3rd Grant McLean Mamba/Komet

100 National

1st Pete Cartwright Zip/TKM D. Boyce
2nd Niall Smith TKM/TKM
3rd Jim Baillie Premier/TKM

250 International

1st Paul Williamson Zip GP/SRS Rotax

210 National

1st Sandy Pratt SM Sprint/PH Upton
2nd Doug Taylor Zip GP/RKR Upton
3rd James Wallace Barlotti/Villiers

In Depth Trophy (Fastest Lap)

1st Paul Williamson 24.08
2nd Sandy Taylor 24.96
3rd Gordon Petrie 25.04

Rowrah

8th May

After a week of really awful weather, Sunday dawned bright and sunny ready for our third meeting of the season. Drivers please note: The RAC now require each competitor to complete and sign an entry form before racing starts, whether a telephone entry or not.

Iain Blair

Results:

Junior Britain

1st R. Scott Premier/Smith Arrow
2nd D. Coulthard

Junior National

1st J. McKnight
2nd No. 14!

100 Britain

1st Bob Bond Sprint/Arrow
2nd Neil Brayton UFO/TKM
3rd Nicky Robson Lane/TT Arrow

100 National

1st Louis Di Resta Sprint/Parilla
2nd Tony Donoghue Sprint/Parilla
3rd Jim Forsyth Zip/PCR

210 National

1st Antony Bar Barlotti/Villiers

125 National

1st Berni Stoney Barlotti/Honda
2nd G. Milburn Zip/Rotax

250 National

1st Chris Stoney Barlotti/Rotax
2nd Ian Reading Barlotti/Honda

250 International

1st B. Tolson Zip/Yamaha
2nd Alan Tinnion Zip GP/Rotax

DMA Racing

210 CHALLENGE (1983)

Points totals after the first four rounds at Chasewater, Fulbeck, Shenington and Three Sisters are:

Dennis Osbourne	41
Mark Lockley	36
Tom Thacker (Jnr)	32
Paul Robinson	28
Ian Hunter	24
Mark Allen	20
Kevin Routh	20
John Haigh	20
Steve Jones	18
Dud Martin	18
Colin Poole	18
Ian Bowman	17
Derek Randal	16
Jeff Darlow	16
Graham Spavins	16

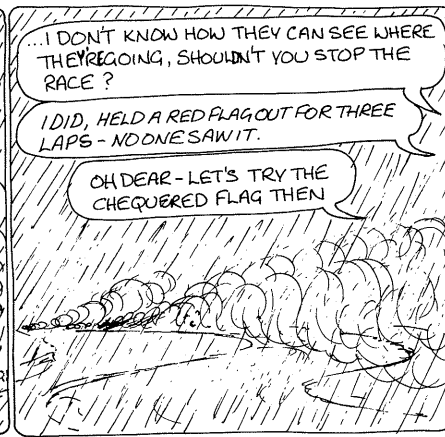


HAVE YOU SEEN THIS? - 'KART AND SUPER KART' ARE RUNNING A 'SPOT THE EDITOR' COMPETITION!

The British contingent for the 100 International European Team Championship, to be held in Germany over 11th/12th June is as follows:

John Alcorn
Martin Prior
Andy Buchan
Nigel Edwards

FRIGIT



Gange Does It Again

The BRSCC May Day Meeting at Brands Hatch saw GP winner Reg Gange clinch both 8 lap races, from Arnold, Collier, Dean and Smith.

Race 1: Gange (6:27.2), 2nd Arnold, 3rd Collier, 4th Dean.

Fastest Lap: Gange - 92.39 mph.

Race 2: Gange (6:36.2), 2nd Dean, 3rd Smith, 4th Arnold.

Fastest Lap: Gange - 92.39 mph.

Rosemary Drury, Miss Kart & Superkart 1983, flanked by her two attendants. A popular girl - look at the trophies she won!



Back from a lay-off after four years in 100 National, Lee Crane campaigns this year with the 125's. Using the latest Cobra and sponsored by Ward & Partners of North Kent, he will contest all rounds of the British Championship as well as a start at the GP.

Camberley Kart Club announce recommencement of racing at the Blackbushe circuit on Sunday 26th June. All enquiries to: Lex Jackson, Competition Secretary. Tel: Uxbridge 35873.

BRIDGESTONE/K&S 100 NATIONAL CHAMPIONSHIP

Top 20 Positions After 2 Rounds				
Pos.	Driver	1	2	Total
1st	Andrew Colson	95	84	179
2nd=	Derek Higgins	98	80	178
2nd=	Paul Fletcher	90	88	178
4th	Gary Prior	101	75	176
5th	Norman Box	80	93	173
6th	George Price	91	75	166
7th	Steve Tillett	65	94	159
8th=	Nick Crabtree	81	67	148
8th=	Gary Moynihan	81	67	148
10th=	Peter Giddings	76	70	146
10th=	Gary Till	63	83	146
12th	Peter Stephens	70	72	142
13th	Ray Wright	71	70	141
14th=	Ian Murphy	57	82	139
14th=	Nigel Edwards	51	88	139
16th	Andy Buchan	49	76	131
17th=	Ian Williams	49	76	125
17th=	Peter Rochford	34	91	125
19th	Nicky Fletcher	85	38	123
20th=	John Percy	49	69	118
20th=	Steve Dart	25	80	105

BY BARRY FOLEY

BITS

● 'Honest John' Hunt, Father of Sammy Hunt (100 Junior International) suffered a heart attack early in May but is now on the mend. We all wish him a speedy recovery and return to the pits where he has been missed of late.

● The National Schools Karting Association holds its annual sprint championship at Fulbeck on 9th/10th July with the venue the same as last year. Details from: Mr. M. Chalmers, Bishop Stopford's School, Brick Lane, Enfield, Middlesex.

● Norfolk and Suffolk Kart Club Competition Secretary, Bob Kett's new address is: 103 Park Road, Spixworth, Norwich, Norfolk NR10 3NP. Telephone as per Blue Book.

● Rick Boston tells us that United Dominion Trust have donated £750 to help him and Robbie Kellett in the 250 National Championships this year.

● Bromsgrove Kart Club have a new Competition Secretary: Mr. G. Ransted, New House, Nafford Road, Eckington, nr Pershore, Worcs. The club no longer accepts telephone entries. Postal entries must be accompanied by an s.a.e.



We spoke to Rob Kerkhoven shortly after the incident at Cadwell at the top of Charlies and we're pleased to report he's made a speedy recovery and will be challenging hard at Silverstone.

STOP PRESS

Round 3 of the 1983 Bridgestone/K&S 100 National Championship at Snetterton on Sunday May 22nd was won by Derek Higgins (DAP/DAP JM), 2nd place to Gary Prior (Dart/TKM) with Chris Dagless (TKM/TKM) 3rd. Full coverage of that meeting next month.

I received a letter from Brian Finn of Pontefract, W. Yorks., one of our regular 210 competitors. In all fairness to Brian I have not published the contents of the letter, but have written to him personally. Let me suggest to those of his colleagues in karting circles who rely on rumours or hearsay to fire their imagination — forget it. It has been proved there is nothing deficient in Brian's health. I further suggest to those wrongdoers that they owe Brian an apology and I would hope they have the courage to face him.

ED.

Club International are arranging tours to French meetings this year, including the 135 World Championship event at the Le Mans circuit, 17/18 September. Also catered for is round 3 of the World Superkart Championship, at the Paul Ricard circuit, 16th October. Worth looking into. Contact Club International on Slough 75907 for full details.

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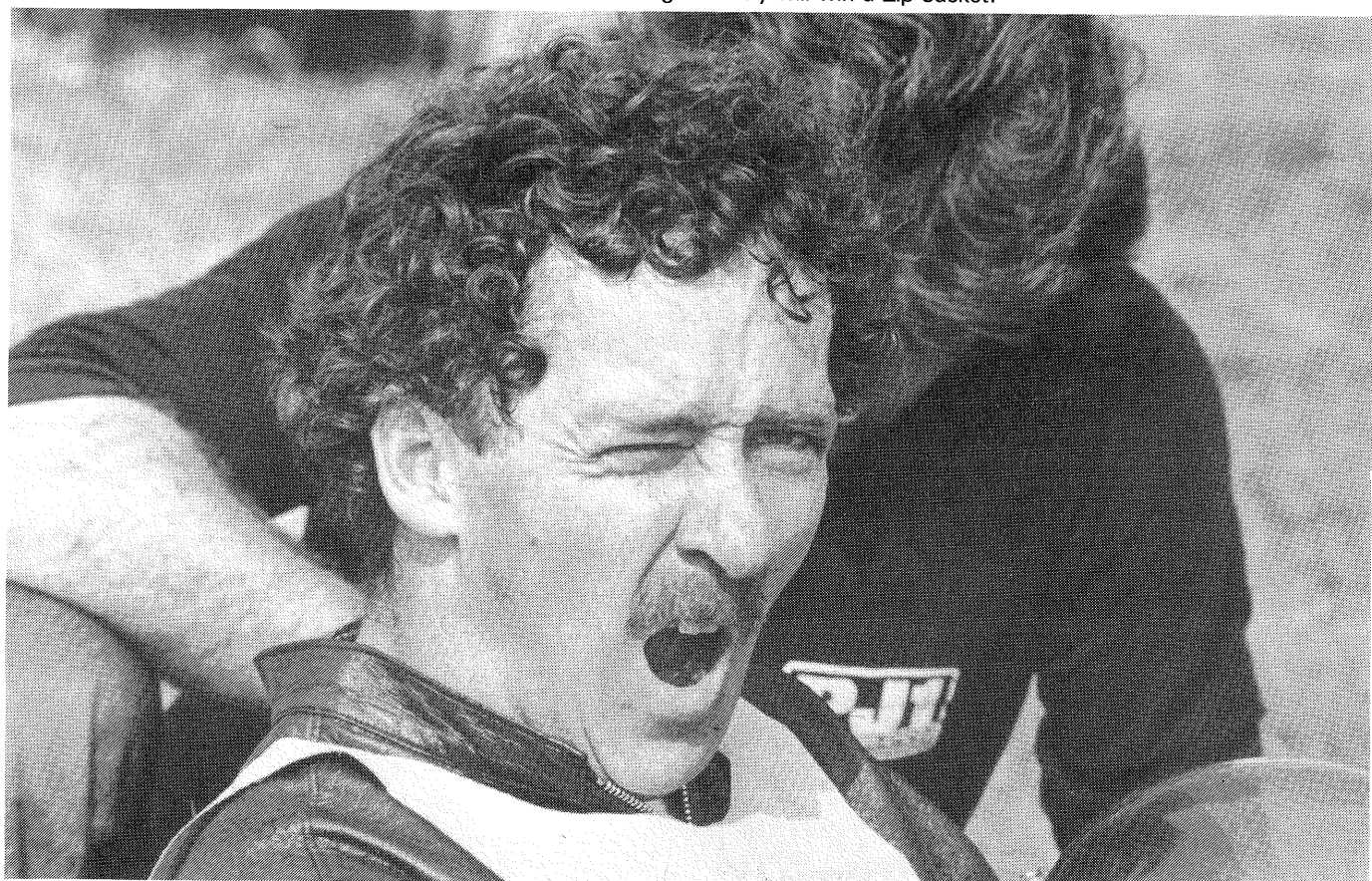
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Photo Caption Competition

"I wish this guy would wake up — he's making me nod off! . . ."

Is that what Terry Fullerton was thinking? Perhaps not. If you have any ideas, jot them down and send them to:

KART & SUPERKART MAGAZINE (Caption Competition), PINDAR ROAD, HODDESDON, HERTS. The most original entry will win a Zip Jacket.



Snetterton

8th May 1983

Junior National

Marion Rump was the early leader of heat 1 but a spin let in Darren Wenn to take victory from Rump, who recovered well for 2nd ahead of Robert Smith. Heat 2 was a reverse of the first as Rump won from Wenn, who had led at the start, with Smith again 3rd. Rump claimed pole for the final by virtue of having the better placing in the last heat, and she made no mistakes as she led all the way to cross the line ahead of Wenn and Smith.

Junior Britain

Round 3 of the 'Circuit Travel Championship' saw Jamie Thompson in fine form as he duly led heat 1 all the way from Dean Caswell and Neal Gordon with Jonathan Cleave and Nigel Daft swapping places a time or two before finishing in that order. Heat 2 was another Thompson benefit with Caswell again 2nd ahead of Ian Smith, Daft and Cleave. From the number 1 spot, Thompson raced off to an untroubled win while behind, the rest slipped and slithered as they fought out the battles for the prize money and precious championship points. Smith emerged from the turmoil to take 2nd from Daft, Cleave, Gordon and Caswell who battled on gamely despite 2 or 3 spins. These lads are never beaten and are producing lots of 'not to be missed' action.

100 Britain/National Novice

Heat 1 was briefly led by John Raper, but once Steve Sheldon had got by he was forced to settle for second. Mike Adams passed Steve Cooper on lap 2 to follow Sheldon and Raper for the remainder of the race. Heat 2 was a grand scrap as Raper led Cooper, Seagrave, Sheldon and Adams. Sheldon went out on lap 2, then a lap later Seagrave's pressure on Raper was rewarded as he found the gap to take over at the front. Raper then came under fire from Adams who took a couple of laps to get by, but too late to trouble the leader.

The 100 National Novice heats also produced some close encounters. Alan Goodey led heat 1 for 6 laps but Stephen Lea finally found a way past to take the flag with David Umney third. Again Goodey led Lea in the second heat, but this time an 'off' for Lea left Goodey to claim an untroubled win.

As the starter flagged away the final on a drying track, so Raper snatched the lead from Sheldon and these two pulled ahead in a superb dice for the lead, with Sheldon searching at every corner for a way past, only to find Raper blocking his advances, or the wetter outside line, which usually lost him a length or two. With the 'last lap' board out, they crossed the line almost side by side and at the end of the straight it was Sheldon who just managed to out drag Raper on the outside to enter the corner first, holding station for the remaining distance to take the chequered flag from Raper with Cooper 3rd. The National Novices suffered many problems in the final, and at the end of the race Goodey was the only one to keep his kart pointing in the right direction.

125/250

Roger Barrington won every lap of the rerun first heat after something of a cloudburst halted the first attempt on lap 3. Colin Croxford was a race-long 2nd, while Jonathan Cook and Reg Totman swapped places until Totman dropped out at two-thirds distance. Heat 2 produced an untroubled win for Barrington. Totman did hold off Barrington for one lap, but once he had been passed, had to settle for a well taken 2nd from Croxford, Cook and Dylong.

Robin Warman was the only man to last the distance of heat 1 in 250 International, while the second heat saw neither driver finish!

Not surprisingly, Barrington romped away with the final to win as he pleased. Croxford held second from Cook' Totman and Dylong, but was forced to retire after four circuits allowing Cook to take 2nd, going some way to make up for his bad luck last month, ahead of Totman, while Warman was again the only 250 to go the distance.

100 National

Gordon Chenery, who must surely have been born in a rainstorm, revelled in the conditions and displayed great control as he led heat 1 from flag to flag. Miles Townshend hung on gamely a few lengths behind until a fouled plug put him out at half distance, promoting Robbie Adams to 2nd which he duly held ahead of Kevin Keable, Shaun Reid, John Green and Richard Lock. Heat 2 saw a superb tussle develop for the lead by Adams, Townshend

Norfolk & Suffolk Kart Club

Snetterton Kartway — 24th April, 1983, incorporating Rounds 2 and 3 of the Circuit Travel Championship.

Results:

Junior Britain

1st Nicky Kyriakides AK/MRE Arrow
2nd Steven Webb Lancer/Arrow
3rd Shaun Nicholson Wright/Arrow

Junior National

1st Marion Rump Mustang/FE Parilla

100 National Novice

1st Keith Farrance Zip/TKM
2nd Paul Murphy BM/TKM
3rd Andreas Yiannari Lane/TKM

125 National

1st Colin Croxford Quantum/Burris Rotax
2nd Reg Totman Zip/Rotax
Nov. Richard Dylong Lancer/Rotax

100 Britain

1st Andrew Wilson CORD/CORD Arrow
2nd Steve Sheldon Wright/Arrow
3rd Kevin Seagrave Mustang/Arrow

100 National 'A'

1st Mick Mayers Dart/BPH Arrow
2nd Gordon Chenery Dart/DK Arrow
3rd John Herbert Cobra/Sisley Parilla

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CLUB SCENE

Lindholme

After a warm sunny day on the Saturday, Sunday 1st May greeted the Borders Kart Club with heavy rain and driving winds. After a track inspection by the Stewards of the Meeting it was decided to run the event. The April meeting had been rained off, and the weather on this day was hardly better, but a few brave (mad?) souls decided to stick it out.

100 Juniors

Rob 'J.R.' Wilson proved to be equal to the conditions as he piloted his FRED 'Boxer' kart to pole position for the final. Steven Hazlett and Matt Payne were also going well.

In the final it came as no surprise to see Rob Wilson power his way into the lead, which he held to the end. Steven Hazlett was second and Matt Payne 3rd.

100 Seniors

Due to the small number of Senior Class 1 drivers who elected to race, we saw the rather unusual step of combining Britains with Nationals. The main battle was between Darren Scott and his 'mentor' Pat Teatum, with the latter coming out slightly ahead in the heats.

It was Teatum who led the field at the start of the final with Scott in hot pursuit. Behind

this pair were novice drivers Steve Radcliffe and Paul Moran. On lap 5, Pat Teatum spun on the wet track, handing the lead to Scott, who then led to the end of the race. Radcliffe came in 2nd, Moran 3rd, and Teatum was able to restart to take 4th.

125 National

With most of the usual front runners in the class deciding to leave their machinery on the trailers it was left to novices Barry Sherriff and Dennis Frogatt to put on a superb display of racing in the tricky conditions. In fact, all but one of the starters in the final were novices, and I must say that everyone coped well with the wet stuff. Barry Sherriff led the final away from the start with Paul Kelly in pursuit. After two laps, Dennis Frogatt moved up to second place, leaving Kelly in third. Some of the others were less lucky though, as several dropped out with waterlogged electrics, or spun and stalled. The order remained unchanged at the front and Barry Sherriff ran out the winner from Frogatt and Kelly.

210 National

Several of the established front runners were showing well, and the heats didn't produce any clear cut favourite for the final, with Ken Spooner, Dud Martin and Tom Angell all showing well.

In the final it was Alan Paul who led away from the start followed by Colin Firth, Ken

Spooner and John Stocks. Tom Angell got a good start but spun on lap 2, then started to claw his way back through the field. Dud Martin wasn't so lucky as his machine started misfiring on the first lap and he was forced to stop and change the plug, a move that cost him a lot of ground. At the front, everything seemed to be settled until the last lap when Colin Firth's challenge for 1st place expired along with his motor, leaving Alan Paul the winner from Ken Spooner and Tom Angell.

Official Results:

100 Junior

1st Rob Wilson Boxer/FRED TKM
2nd Steven Hazlett Zip/FRED Arrow

100 Senior

1st Darren Scott Cobra/PatRon Arrow
2nd Steve Radcliffe Sprint/FRED Arrow

125 National

1st Barry Sherriff Zip/Rotax
2nd Dennis Frogatt Zip/Rotax

210 National

1st Alan Paul Zip/Upton
2nd Ken Spooner Zip/NPU

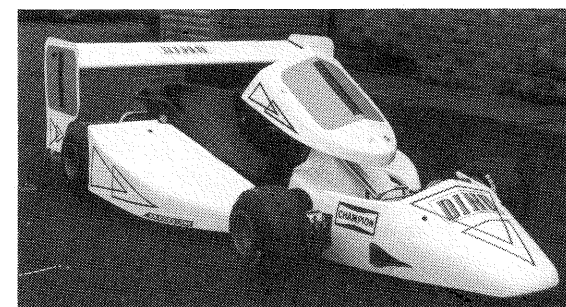
Club News...

Negotiations are now well in hand regarding a permanent circuit for the club for next year, so watch this space for further details...

J.E. Stocks

DINO RACING U.K.

would like to congratulate Richard Boston on winning the first round of the RAC Long Circuit Championship (250 National) and also for shattering the lap record first time out on a Dino and wish him the best of luck for the rest of the season.



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Clay Pigeon Super One

Round 2 of this popular series saw Class wins to Key (Jnr. Brit.), Hunnisett (Jnr. Int.), Devine (100 Brit.), and Higgins (100 Nat.).

Report: Alan Evans

With the second round of the Super One Series being held at Clay only 2 weeks after round 1 at Snetterton, competitors, especially those from as far afield as Scotland and Ireland, could be excused for not wishing to travel so far, but to their credit all turned up. Most felt it was all worthwhile on Saturday when Clay gave them one of those beautiful, warm Spring days, and the weather of two weeks before was almost forgotten.

Gone are the days when competitors are surprised by the peculiarities of this track, but from numerous comments throughout the pits, it was at its most fickle on this Saturday, with track times varying by over ¼ sec. as the day went by.

Once again, regrettably, overnight gale force winds and driving rain set the pattern for race day, with practice being completed in very wet conditions. Through the heats the track varied from being damp, on the racing line at least, to awash, depending upon the driver's fortunes.

JUNIOR BRITAIN

Sitting on pole position was Jamie Beasley, without doubt the driver to beat, showing outstanding pace and skill under the conditions. Alongside on the front row was constant front runner Guye-Johnson, following on from his pole position at Snetterton in fine style. The second row had Steve Key, at last showing the performance at Championship level that we have witnessed at club meetings, together with Nicholas Churnell who was every bit as entertaining.

With the rain now falling hard the grid came under the starter's flag in their usual high class order, and as the starter let them go, Beasley kept his line and emerged from the first corner ahead of Guye-Johnson, Key, and Kyriakides, with no-one coming to grief. By the end of the lap Beasley was already pulling clear of the pack and Key was looking for a way past Guye-Johnson. Kyriakides and O'Hara were embroiled in their own race, Stewart waiting for an opportunity as all 24 starters miraculously streamed by in one long chain.

Over the next 3 laps Beasley powered clear while Key was still being held at bay. The battle for 4th, 5th and 6th was at its height and had broken from the pack which consisted of Philpott, McNish, Churnell, Wilson, Turner and Cuff – all fighting desperately to get to the front and start the chase.

Lap 5, and drama as Beasley was black-flagged – he'd lost his visor! ... It seemed that the whole Mistrale camp was waiting at the Pit exit to stop Beasley, but Clay in the wet is no place for wild actions, and he slithered to a halt

some 40 yards past the Pits, in a most dangerous position, slap on the racing line! Oblivious of personal safety, four helpers sprinted to his aid and pushed a visor onto his helmet, getting him underway in 14th place, once again in the position of having to make a charge through the field.

Guye-Johnson's lead was short-lived though as Key was by within the lap and pulling away. Stewart had finished his waiting game and was trying in earnest, for the following pack, with Beasley now in the middle of the battle, was closing.

As the laps reeled by, a fantastic finish began to take shape as firstly Stewart passed O'Hara, Kyriakides and Guye-Johnson to close on leader Key. And then Beasley following suit to close on the lead pair, taking Andrew with him.

Last lap and all four were closing up, but it was perhaps too much to expect more under such poor conditions. They crossed the line with a jubilant Key no more than a foot ahead of Stewart, Beasley some 5 lengths back, with Guye-Johnson the same distance away in fourth.

1st Steve Key	Boxer/DAP T80
2nd Francis Stewart	Kestrel/Arrow
3rd Jamie Beasley	MM3/Arrow

100 NATIONAL

This time it was the Nationals who had their racing "in tune" with the points system, so that with few exceptions, the quickest in the class were where they should be – up front. Pole man was Derek Higgins with a heat win and two seconds, while alongside was International pilot Ricky Grice, carrying the Lane Racing flag into 100 National. Row two had Gary Moynihan and Pete Rochford, both heat winners, looking for a better result than at round one ...

Once again, the last final of the day was to be run with the light fading fast. The starter wasted no time in getting them away, and Higgins out-dragged the pack to the first corner, while Grice took the outside line and lost out to the fast-starting Box and Moynihan, while Rochford kept in station behind.

By lap 2 some light could just be seen between the karts, and Higgins was really putting on the pressure, powering away from the front. Grice appeared to be having trouble with his carb, and with Rochford in close company, looked like an eight-wheeled kart! With the trouble cleared, Grice towed Rochford towards Box and Moynihan and in a couple of laps they were there, looking hard for the way past. Hann was up to 6th, one place ahead of Christo.

The battle for second was at times heart-stopping, and then on lap 5 Grice hustled his way inside Moynihan, with Rochford following through in his wake. A lap later and Grice did one of his magic moves, physically hurling the kart inside Box on the uphill right-hander an the back of the circuit. Try as he might, Box had to give way ... Rochford soon followed suit with his own speciality – a "banzai" dive

down the inside of the pit exit half of the track, and Box was back to 4th, and still under pressure from Moynihan.

Meanwhile Higgins had turned in half a dozen laps that no-one could live with, and, while keeping a watchful eye on the advancing Grice, was well clear.

As with every other final so far in the Championship the conditions had spread the action out, and so the flag went out on the 18th lap, Higgins came home a comfortable first from Grice, with a small gap to Rochford, Box, Moynihan, Christo, Allen and Hann. As they weighed in, it was refreshingly noticeable that this most competitive class had produced 5 different makes of kart and 4 different makes of engine in the top 5 places ...

1st Derek Higgins	DAP/DAP
2nd Ricky Grice	Lane/TKM
3rd Pete Rochford	Zip/Arrow
4th Norman Box	Birel/Parilla
5th Gary Moynihan	Wright/Yamaha

100 BRITAIN

With two heat wins and a second, Mike Devine had clearly taken pole, with alongside Andrew Stapley, with one heat win and high finishes, showing the sort of form we had come to expect last year. Tony Negal was back on grid 5 after some penalties in a heat, whilst Snetterton front runner Andrew Clark qualified from the 'B' Final.

The field was somewhat stretched as the flag went up, which allowed the faster starters to





take advantage of the gaps, none more so than Negal who was immediately through to second behind Stapley, with Devine back in third.

Conditions were at thier worst for this final, and places were changing at every corner for the first few laps. Roberts and Magee were holding 4th and 5th, while two men really on the move were Salter, up to 6th from grid 22, and Clark, hard on his heels from grid 21.

By lap five Devine had reasserted his authority and now led Tracy Lethaby, now past Negal and Magee, with Salter now within sight, having put some space between himself and Clark.

The race settled somewhat at this stage, apart from the continued forward movement of Salter and Clark, destined for 3rd and 4th respectively. But nothing could be done about the fine drive from Devine, who was followed home by an equally polished drive by Lethaby.

1st Mike Devine	Reema/Arrow
2nd Tracey Lethaby	
3rd Mark Salter	Dart/Arrow

JUNIOR INTERNATIONAL

Of all the different avenues that have been investigated by the series administrators to obtain sponsorship, to date nothing has come about, and at such a late stage it seems unlikely for this year. It is to John Hunt's credit therefore that he has secured from Southern Mechanical Handling a cheque for £15 to be given at each round to the Junior International driver taking pole position. So if you need a fork lift truck! . . .

The grid for the final held few surprises with Steve Brogan in his element in the conditions, on pole, and winner of the first £15 cheque. And alongside was his stable-mate Rowan Dewhurst. On row two were Piers Hunnisett and Jason Plato, while Jeremy Cotterill seemed not to have rid himself of that black cloud from Snetterton, and was therefore near the back of the grid.

After 5 rolling laps they were stopped, and both drivers at the front appeared to be told their fortune . . . At the restart, Brogan led

Dewhurst and Hunnisett into the first corner, while Plato locked wheels and was off backwards towards the fence.

Lap 2, and Brogan was away, clear of Dewhurst, a hard-pressing Hunnisett, closely followed by Jordan, then Cotterill and Collins.

Another 5 laps, and Dewhurst ground to a halt, leaving Hunnisett with a clear run towards Brogan. Cotterill had hauled his way into third, some 3 seconds further back, while Murphy had come to terms with the conditions and was now 4th, from Collins and Churnell.

Lap after lap Hunnisett and Cotterill closed on Brogan, the latter by as much as 3/10ths sec per lap. Not to be outdone by the Junior Britains, the three front runners came together for the last lap, and Hunnisett was able to take the advantage and wrestle the lead from Brogan. Cotterill was measuring up the pair, and he also managed to demote Brogan, to third, after leading from the flag.

1st Piers Hunnisett	Kestrel/Arrow
2nd Jeremy Cotterill	BM/Yamaha
3rd Steve Brogan	Sprint/Parilla



● Cardiff KC's scheduled meeting at Pembrey Airfield, near Llanelli for 24th July has been brought forward to the 10th. The club will run all classes except Junior International. There are sponsored cash awards and trophies to be won. Further details: Mrs Maund, Cardiff 32439.



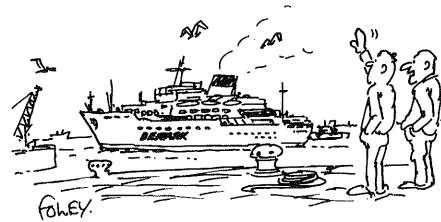
● K&S National Class scribe, and indeed former K&S 100 National Champion, Paul Carr is "getting hooked" as this issue goes to press, and marrying the delightful Katie — who considering the years she has spent pushing the man's grubby machinery around Britain's circuits, has probably earned it! Hearty congratulations to both. This of course must mean that Katie now occupies a place in Paul's affections *almost* alongside his cherished Parillas and TKM's . . .



This month sees a real milestone in the acceptance of Superkarting as a truly international form of motor sport with the commencement of the first ever World Championship Series. When things happen in this sport they do seem to hit you all at once. By the time you read this, the first of the World Championship GP Series will have been staged in Denmark on the 4th and 5th. With barely time to get back home, we have the 2nd round at Silverstone which is also the European Championship, apart from being the prestigious British GP.

Nerves will indeed be at a fine end for the start of the Silverstone Final. In just one race the eventual victor will receive more glory than any single event has ever produced before, as he or she will have gained one third of the total possible points to be won in the World Championship Series and will also take the European Crown and the British Grand Prix title. Regrettably the prestigious GP plate will not be carried by a kart in '83 as the winner at Silverstone this year will get the 'E' (European Champion's) plate which they will be entitled to carry at all events until the European Championship next year.

This year's Grand Prix will certainly see a



POOR OLD MARTIN - IT SEEMS A HELL OF A LONG WAY TO HAVE TO GO POT HUNTING.

great deal more karts using full bodies than any other event, mainly because this, Europe's fastest grand prix circuit, is so ideally suited to full bodied karts, as they can increase top speeds considerably on the straights. It is almost equally certain that the existing track record of 1:30.8 will tumble yet again for the 6th successive year. Predictions as to winners I am not going to make. I will however, be bold enough to say that the 125cc race I expect to be extremely close and good racing with the record tumbling by a greater margin than any other class.

Not only is this month a milestone for Long Circuit karting, but at a recent CIK Round Table Meeting in Venice, the general feeling was that the international 135cc karts may, in the not too distant future, be allowed to use some form of bodywork. This of course, would only be very limited, in the way of side pods between front and rear wheels, with perhaps a panel to carry the number plate, more like the bubble used on Long Circuit karts. The idea of this would be to give 100cc and 135cc karts a face-lift, giving them a new lease of life as they could then attract Sponsors and be able to offer a sizeable area for displaying the Sponsor's name. Obviously it would indeed make these karts considerably safer as it would be impossible to interlock wheels, which is probably one of the most important factors. I would think that in '84 you could see the CIK allowing such bodywork to be used at a few selected events on an experimental basis. There would, of course, be very stringent regulations as it could easily get out of hand. Many people will probably not agree with me, but I think this is something that 100cc and 135cc racing has

Please note the test day at Snetterton on 14th June, mentioned last month, has been cancelled.

needed for many years, to bring it in line with the 1980's. Really these karts have changed very little in the past 20 years, yet over the same period Gearbox Class karts have been transformed completely, as have Formula 1 cars and the Superbikes. Hopefully this will give the non-Gearbox brigade the TV and public exposure they warrant in years to come, if it is accepted!

Do not forget that on Saturday, 11th June at 11.00 a.m. at Donington Circuit in the Red Lodge Bar, the RAC will be having their Open Day. This is your chance to go along and have your say. It's your sport and if there are changes you think should be made then this is your opportunity. The type of things that will be discussed are "Engines for 250 National", "Junior Classes", "Tyres" and "Age Limit", so there really is something for everyone to be interested in. If you do not go then please do not complain at a later date about regulations that may stem from this meeting. The Open Day has been specially arranged at Donington, as it is geographically well situated for the majority. It is also being held on a Saturday so that it is convenient for the majority. Let's hope this year the turn out is the highest ever.

Mallory is back! Yes, I am pleased to say the Central Kart Club will be promoting a full kart event at Mallory Park on Sunday, 2nd October. Entry forms are available from Ian Rushforth, 9a Sunny Grove, New Costessey, Norwich, Norfolk. Hopefully they will also be available at Silverstone from the Signing-On Office.

This event is now being included in the Central Kart Club Championship and the Bridge-stone Champion of Champions Series. This will be the final event for both where all of the Awards and Trophies will be presented.

It also looks as though next year there will be at least 2, maybe 3 events at this super circuit. The beauty of this venue is its geographical situation, excellent facilities, but above all, it rates alongside Brands Hatch as a superb spectators' circuit which allows virtually all the excitement of Long Circuit racing to be savoured by the spectator.

Well I, like many others, now have to get back to burning the midnight oil for our World Championship bid. The only thing I feel able to predict about the first ever World Championship is that I am sure it will see the Union Jack flying at the end of the day.

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Snetterton's Open

Sunday April 24th. Martin Hines zooms home to take the flag with Reg Gange as 2nd pilot. "Kerky" 3rd followed by Roger Goff. GP Luby takes the 125; Boston grabs the 250 from Taylor and Rodgers, while Newton sets the pace for Doble and Bett.

**Report: Mike Smith
Pics: Rodger Calvert**

The Central Kart Club played host to the Long Circuit brigade on Sunday April 24th when the first round of the '83 RAC Long Circuit Championships took place at Snetterton. The meeting also incorporated the second running of the Martyn Merritt Memorial Race. In addition, the Bridgestone Champion of Champions Series reached its second round.

A full day's practice session on Saturday was followed by very heavy rain in the evening but Sunday morning dawned fine and bright with the circuit soon drying under a clear sky and quite warm sun. The overall entry was again good with well over 200 names listed for the day's events. The 125 class once more had the greatest number of entries, and this necessitated two split heats and a qualifier. The other three classes had two heats and a ten lap final.

It's worth remembering at this point that the points scoring system for the British Champs is on a 15, 12, 10, 9, 8, 7, 6 . . . basis, with the best 5 results to count. It is apparently compulsory to compete in the final round at Snetterton on September 17th, even if points scored there are subsequently dropped.

PIT PATTERN

With such a large entry a number of people commented that the Paddock area looked as full as they could ever remember it being at the Norfolk venue. The season is now beginning to settle down and not a lot of changes were evident in personnel or running gear. Rob Kerkhoven was making his first appearance

at a full meeting this season and as you will see, acquitted himself well.

Martin Hines, or at least his Hermetite Zip outfit, was not so fully clothed as before, now running the more standard fibreglass setup.

In the classes, Richard Boston has reluctantly given up running in the 210 class, now concentrating his efforts on the 250 Nationals with a Dino. His right hand man, Robbie Kellett, has taken over Richard's Zip and is also running in the single cylinder class. Ross Hyett meanwhile has joined the ever-growing 125 class.

A welcome face around the Paddock was that of John Ball, having a look from the other side of the fence and assisting Reggie Gange. A possible comeback on the cards? John was saying nothing . . .

NEWTON'S 210

The Villiers as usual started the day's proceedings, and the dominant Dunstonian Garages John Newton on his Zip/APV made sure of pole with a couple of comfortable looking heat wins. British Champion Tim Doble had his Zip/APV alongside on the front row, taking a third and second place in the two heats. John Brennan on his self tuned Zip was next up with similar results to Doble. Yet another Zip/APV, that of John Waggett, completed the first row for the final after a pair of fourth places.

An unfortunate accident involving Vincent Munday resulted in the second heat being red-flagged and later re-started, over 5 laps. Such was the apparent superiority of Newton and Doble that the racing did become rather processional and at times rather uninteresting. It's a shame that the oldest class should be going through such troubled times.

The ten lap final then soon developed into a one horse race, with Newton shaking off the attentions of young Doble as early as the second lap. Brennan, Burns, and Waggett were next up, but already losing touch with Newton and Doble.

By lap three Newton was taking back-markers, increasing the gap back to Doble, and

looking comfortable out front on his own.

George Bett was beginning to show by half distance and was in fifth place behind Waggett and Brennan. The leader by this stage had almost the length of the main straight over Doble who, in turn, was well clear of the well spaced Brennan, Waggett, and Bett.

A couple of laps later and Waggett went missing; Bett got the better of Brennan and moved up to third place, just. Fifth place was a very lonely spot for John Burns with the Cobra of Phillip Featherstone next. Robert Bicknell was the only other runner on the same lap as the leaders, and that indeed was how it all finished. Newton had taken the points with a ten second advantage at the flag, with Doble a further four seconds clear of Bett and Brennan.

1st John Newton	Zip/APV
2nd Tim Doble	Zip/APV
3rd George Bett	Zip/Bett Villiers

Race Time: 13min 28.6 sec (85.34 mph)
Fastest Lap: Newton, 1: 18.4 (88.02 mph)



John Newton (2) and Tim Doble (1) front the grid in the 210 Final. (Pic: R. Calvert)

RICHARD'S RACE

The two men considered most likely to succeed, Derek Rodgers and Richard Boston, did just that, but in only one heat each. They each took a heat win, but failed to finish the other, and as a result lined up on the sixth row of the grid for the final.

The man on pole was No. 12, Paul Taylor, who put his Zip/Yamaha into second place in both heats. Dennis Barnes was the best placed of the three Peak Revs drivers, lining up alongside Taylor on the front row. Alan Cheetham, like Rodgers, had to start from the sixth row. Completing the front row were Barry Tomlinson and another former Superkart driver Paul Sadotti. GP winner Alan Mugglestone had also had problems and started from the seventh row with the Startline Racing Zip.

A false start for the final necessitated Tony Temple getting in amongst the pack in the Volvo to ease them round on a second rolling lap before the green light signalled the off.

Pole man Paul Taylor got the jump and led them into Riches for the first time. As they swooped down the Revett Straight into the Esses the order was Taylor, Barnes, Tomlinson, Sadotti, Hipkin, Croft and the rest. Derek Rodgers and Richard Boston were charging through hard and quickly got themselves into the leading half dozen. Boston, now only doing a Half Marathon, was up to second place by the end of two laps. Rodgers was sixth through the esses on that second lap, but had pushed through to third as they started the third tour.

Two orderly rolling laps were enough to get them all away, except Crabtree who oiled and needed assistance to push his heavy kart. As they filed past in a slithering line it was Till, Higgins, Rochford, Williams, Hann, and Prior — then the rest. By lap 3 Higgins seemed to be in a class of his own and he simply sailed past Gary Till and began to disappear in a cloud of spray, leaving Till to fend off the very fierce challenge of Williams and the daunting company of Biff Harris, charging through from tenth. The wily Hann kept a watching brief . . . Next came a slight gap, then Tillett, Prior, Box, Fletcher, and Edwards, snapping at each other's heels.

As the laps rolled by, Higgins pulled further and further away while Till slowed, causing the pack to bunch up behind him. Then, as the unfortunate Higgins was flying into the chicane, his wet-box began to vibrate loose, jamming his throttle wide open, causing the DAP machine to spin wildly and his first K&S victory to slip from his grasp.

This promoted Till to the front again although he was absorbing the most tremendous pressure from the fired-up Harris who was trying to demolish Gary's bumper. In turn, Hann was shadowing Biff Harris, with Williams, Tillett, Box, and Prior all nose to tail, Dagless absolutely flying from the 'B's and latching onto the front group. There was a marvellous view of the first seven seemingly tied together — great stuff!

However, the next two laps proved very eventful . . . Biff's attack on Till was rewarded with success, and Gary was black-flagged with his back bumper dragging on the drying tarmac! Dagless, the fastest man on the track, had one of "those moments" and foolishly took both Prior and himself out. To cap it all, Biff's plug lead fell off yet again! (N.B. — pun intended!).

And so the canny Hann led from Williams, the improving Tillett, the consistent Box, Fletcher, Edwards, and Wright, but next time through the chicane disaster struck. Williams' kart seemed to understeer at unabated speed into the marker tyres, bouncing back upside down onto the narrow racing line. Chaos reigned, and in the melee poor Ray Wright went end-over-end,

landing motionless in a painful heap in the middle of the track. With lightning reflexes, both Fletcher and Edwards took to the grass to avoid the ruined Gillard kart.

This had the effect of giving Neil Hann a comfortable breathing space from Tillett, Box, Fletcher, Edwards, Colson, Rochford (recovering from a first lap incident) and Steve Dart. The only change in the closing couple of laps was that Rochford continued his charge to pass Colson, while the delighted "Rockstar" Hann showed us all that there's life in the old dog yet . . .

1st Neil Hann	Zip/Arrow
2nd Steve Tillett	Gillard/Parilla
3rd Norman Box	Birel/Parilla
4th Paul Fletcher	TKM/Parilla
5th Nigel Edwards	Zip/DAP

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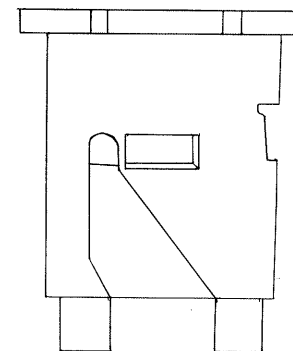
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Pete Rochford (43).

Hann Splashes Out

Report: Paul Carr
Pics: Bob Sexton

Kart and Superkart 100 National Round 2 — Dunkeswell

The overwhelming feature of karting 1983 style must be the incredible number of wet meetings so far this year. In fact, I've only been to one race this season where wets weren't the order of the day! This has had the predictable result that wet tyres are few and far between — c'est la vie . . . So, while trundling down the M5 to the West Country on Saturday morning it came as no surprise when the heavens opened . . .

To say that wet practice days have little appeal is putting it mildly. Drivers hide in their cars and vans while mechanics clutch cups of cold coffee, lacking the motivation to start anything serious. The few who venture out are either very keen, or very stupid. Setting up for the wet is becoming more and more of a technical challenge and many people are catching on to 'tweaks' such as loosening of bumpers and shifting of seats. Larger and more effective wet boxes are being devised, which almost cover the engine -- this certainly prevents any moisture damaging those expensive motors!

After the thrills of Wombwell things felt a little flat and very damp at Dunkeswell, but often at such times something happens to bring a smile to everyone's face. So picture the scene: Gary Prior was having to trundle round in appalling conditions running in a motor or two. Now old GP is renowned for his sense of humour, and while he was sitting in his kart waiting to go out for another quick paddle, somebody handed him a nice new umbrella to stop his visor fogging up. Gary must have taken to it, because he went out onto the track still clutching it! After a few hundred yards the inevitable happened and the umbrella turned inside out. Being clever (?), GP thought he could right the situation by pointing the umbrella forwards — which only resulted in it becoming wrapped around his front wheel! . . . Needless to say, the entire Paddock collapsed with laughter . . .

Inevitably, I suppose, Sunday's weather was even worse, with all the racing conducted in near impossible conditions. And so the 'B' Final rolled out to identify those who would make the back of the 'A'. As usual the racing was extremely

hectic, with everyone struggling to find grip in the sodden conditions. The four who emerged to take the places were youngsters Crabtree and Foster, with Dagless and Callingham.

During the interval between the two finals, believe it or not, the rain stopped and the track did even begin to dry! Not enough for slicks, mind you, but many people agonised over the problem of whether to run 450 or 600 rear wets. Without a doubt the narrow wets are quicker when there is a lot of water, but many people feel that the wider 600's are the business in damp conditions. Eventually the drivers assembled for the 'A' Final, having made their decisions on wide wets or 'skinnies':

GARY TILL
Zip/Zip (450)
PETE ROCHFORD
Zip/Arrow (600)
IAN WILLIAMS
Dart/TKM (600)
NORMAN BOX
Birel/Parilla (600)
STEVE TILLET
Gillard/Parilla (600)
PAUL FLETCHER
TKM/Parilla (450)
PETER STEPHENS
Gillard/Komet (600)
STEVE DART
Hutless/Arrow
IAN MURPHY
Wilson/PCR
GEORGE PRICE
DAP/DAP (450)
NICK CRABTREE
ART/Arrow (450)
CHRIS DAGLESS
TKM/Parilla (450)

DEREK HIGGINS
DAP/DAP (450)
NEIL HANN
Zip/Arrow (600)
GARY PRIOR
Dart/Parilla (600)
NIGEL EDWARDS
Zip/DAP (450)
BIFF HARRIS
DAP/DAP (600)
ANDREW COLSON
Dart/Arrow (450)
GARY MOYNIHAN
Wright/Yamaha (600)
RAY WRIGHT
Gillard/DAP
STEVE PERCY

FOSTER
Wright/Yamaha (450)
CHRIS CALLINGHAM
Cobra/Parilla

Sadotti and Tomlinson were almost glued together in the battle for fourth with John Taylor, Cheetham and Hipkin next.

Laps four and five; and the two leaders Taylor and Boston were neck and neck, having pulled out a good lead over Rodgers in third, who in turn was well clear of Sadotti and the rest.

As they entered the second half of the race Richard Boston found that little bit extra and took the lead from Taylor. For a couple of laps Taylor stuck with the Dino but Boston gradually began to ease away and establish a lead. Rodgers was still running well in third with a long gap before Sadotti appeared followed by John Taylor, Tomlinson, and Peter King. Alan Mugglestone was running well down the field in about tenth place.

Backmarkers were now being hauled in by the leaders and the gap at the front was increasing with Boston looking good. John Taylor, Tomlinson, and Sadotti were still locked in combat for the next places, the trio lapping consistently side by side.



That was how it stayed, with no real problems apparent at the front and Richard Boston scoring a decisive win aboard the Dino. Taylor hung on to second with Peak Revs' Rodgers third.

1st Richard Boston Dino/CSK Yamaha
2nd Paul Taylor Zip/Yamaha
3rd Derek Rodgers Peak Revs Zip/Yamaha

Race Time: 12:33.7 (91.56 mph)
Fastest Lap: Boston, 1:14.3 (92.88 mph)

THE FLYING PHOENIX

Virtually all the recognised names were present in the now familiar large 125 entry. After two split heats and a qualifier, two names headed the final grid sheet — Air Kilroe's Phoenix of Kurt Luby and the Coward tuned Zip/Rotax of Andy Cowgill. They each took two heat wins in fine style, although Luby's second victory was by the smallest of margins after a terrific 6 lap battle with Team Rushforth's Peter Tippell. The Timekeepers couldn't separate them, both being credited with a race time of 7:54.7, with Tippell putting in the quickest lap at 1:17.5, just two tenths faster than Luby. A remarkably even level of performance could be gauged by the fact that Cowgill recorded exactly the same time over six laps in his first heat.

Salford's Ian Shaw was enjoying perhaps his best meeting for some time, crossing the line in third place in his first heat and fifth in the next one. That third place became second after Boyd Barrington was removed from the

results when a mysterious loss of weight tipped the scales below the limit. Doug Hart on his Zip/SRS Rotax had good heats, notching a couple of third places. Current No 1 plate holder Stuart Ziemelis was perhaps wishing he hadn't bothered as he suffered more seizures than he cared to think about. Just one fifth place for Stu meant he had to contest the qualifier and that was another disaster — another seizure and the end of his day's racing.

Some well known names appeared on the grid for the qualifier . . . with Ross Hyett coming out tops followed by Mark Allen, Keith Glendenning, Barry Train, Gary Hill and Barry Yallop.

As Ian Rushforth flicked the lights to green it was between Luby and Cowgill as they swarmed 'en masse' into Riches for the first time. Andy Cowgill just had the edge but as they approached the Esses the order was Luby, Adrian Wilcox, Tippell, Hart and Cowgill. The battle was on, with the rest of them screaming round almost as one.

At the completion of that first lap Luby was already beginning to snatch a few yards from Tippell, Cowgill and Hart. In true 125 fashion the pack followed, with King, Glendenning, Shaw, Neville and Ballantyne all in there, dodging and weaving.

The blue and white Air Kilroe Phoenix was slowly but surely edging away and by lap three had a comfortable looking advantage. Cowgill had pushed through to second with Hart and Tippell still fighting hard for third place. Glendenning was going great guns in fifth, ahead of Chris King.

Ian Shaw was continuing his good weekend battling with Ballantyne, Barrington and Neville for seventh spot. Glendenning went missing on lap five by which time the Flying Phoenix had established a solid five second lead. Backmarkers were now being swallowed up, and Cowgill had managed to shake off the attentions of Tippell and Hart. They in turn were nicely clear of Barrington, Shaw, Ballantyne and Neville.

The second half of the race produced no

real drama at the front, with the sweet sounding LD Rotax of Luby eating up the laps with apparent ease. The impressive Cowgill was still there at the end in second place, still that five seconds adrift. The Keightly driver had his Coward Rotax six seconds ahead of Hart, who had a couple of seconds over Tippell. Mike Ballantyne was next on the road at the flag, only to find himself 7lb underweight and excluded from the results. That gave Ian Shaw something to enthuse about in the Paddock later, for it elevated the Salford driver to fifth, his best result on a long circuit for some time. The depth of quality in the class showed in the next three places — Barrington, Hill and Hyett, all having come through from the qualifier. Kurt Luby then, after a somewhat shaky start to the season, showed that the Air Kilroe Phoenix chassis, coupled with the LD Rotax, is working well. Two wins now under his belt; two new lap records — and this one lowered by 2.1 seconds, to give a speed of 91.06 mph.

1st Kurt Luby Air Kilroe Phoenix/
LD Rotax
2nd Andy Cowgill Zip/Coward Rotax
3rd Doug Hart Zip/SRS Rotax

Race Time: 12:52.3 (89.35 mph)
Fastest Lap: Luby, 1:15.8 (91.06 mph)

HINES TAKES THE HONOURS

Two six lap heats were on the programme to sort out the grid for the 10 lap final for the Big Class. The first one certainly produced an interesting result, for a first lap, first corner incident involved one or two of the recognised names, resulting in them being held up a little and pushed down the finishing order. Hermite's Reg Gange was one to be so troubled and, after getting on the move again, pouring through from the rear, mechanical gremlins struck and that was Reg sidelined. Chris Lambden was also involved, damaging the fuel tank in the process.

So the man to head the field at the flag was Bedford's Roger Goff with the Zip/Goff tuned

Luby thumbs it home! (Pic: R. Calvert)





Rotax. Steve Rawson was next up followed by Malcolm Belbin. After sorting themselves out following that first lap, Kerkhoven, Hood, Hines, Price, Parrott and Stylin were next to finish.

The second six-lapper was a little bit more as expected with Martin Hines and Derek Price taking up the running on lap three from Kerkhoven, Stylin, Childerhouse, and Gange. Early pace-setters Hood and Belbin dropped out and, as Stylin dropped down the field, Roger Goff began to show again in fifth place.

Kerkhoven led at the Esses for the last time but as they completed the six laps, Hines had found a way through to win with team-mate Gange third.

The grid for the ten lap final looked like this:

Price	Kerkhoven	Hines	Goff
Stylin	Gardiner	Childerhouse	
Barber	Arnold	King	Parrott

Reg Gange languished on the sixth row, two rows ahead of Carolyn and Nigel Smith.

As at the last Cadwell, Martin Hines appeared to have the start procedure right. As the green light showed it was the orange Hermetite Zip getting the best of it to lead into Riches. Down the Revett Straight the order behing Hines was; Childerhouse, Goff, Kerkhoven, Belbin, Parrott with Gange pouring through from that sixth row start.

Out of the Esses, towards the Bridge and Nigel Smith's race was to end, the Rotax nipping up and the resultant spin taking Brian Heerey off with him.

Hines meanwhile completed the first lap in front and was already beginning to make a break from the rest. As tyres warmed up and the pace increased, Childerhouse went missing, Kerkhoven and Gange began to put pressure on Goff. Belbin slipped back and back, whilst Carolyn was in the thick of it, battling with

Gordon Douglas and Alan King.

Lap three at the Esses and Hines had taken a second a lap over the rest! Kerkhoven was now second, then Gange, followed by Goff. But the Bedford driver was now being pushed by Hood and Arnold and by the end of four laps was down to sixth.

Half distance, and Hines was devouring back-markers, while Gange was now up to second, pulling out a little over Kerkhoven. More backmarkers then appeared before Arnold and Goff, with mark Hood now missing. Gordon Douglas overdid it under pressure from Carolyn and King, spinning out at the Esses on lap six.

Reggie Gange was now really motoring, chasing his team leader for all he was worth. The gap was being reduced, from almost four seconds to two and a half on lap eight. Kerky still had that lonely third spot, while Goff had picked up again to take fourth. Arnold, Carolyn, Collier, Gardiner and King were next.

Lap nine, and Reggie really turned it up with a fast lap of 1:6.9 in an effort to close the gap. Alas it was not enough – Hines held the advantage of a couple of seconds at the end and, judging by the state of Reg's rear tyre, he was fortunate to finish at all, let alone hang on to second! Kerkhoven came home third some thirteen seconds down on Gange but ten clear of Goff. Arnold, Collier, Carolyn, Gardiner, King and Belbin completed the top ten.

1st	Martin Hines	Hermetite Zip/Rotax
2nd	Reg Gange	Hermetite Zip/Rotax
3rd	Rob Kerkhoven	RKR Zip/Rotax
4th	Roger Goff	Zip/Rotax
5th	Richard Arnold	Zip/Rotax
6th	Donovan Collier	Zip/Rotax

Race Time: 11:22.9 (101.05 mph)
Fastest Lap: Gange, 1:6.9 (103.15 mph)



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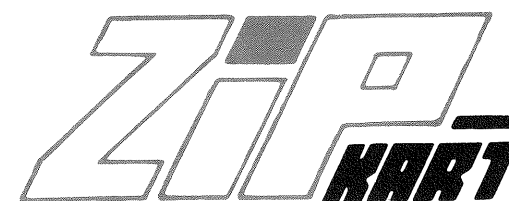
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ZIEMELIS IS BACK!

With such a huge entry the 125 Class required two split heats and a qualifier to sort out the grid positions for the six lap final. At the end of all that the front rows of the final had a very familiar look about them. On pole position, Air Kilroe's Phoenix in the hands of GP winner Kurt Luby. Alongside him, arch rival of last season, British Champion Stuart Ziemelis, aboard the Zip with self-tuned Rotax. Next in line on the front row was former British No. 1 Roy Wooldridge, the Merlin Man enjoying better fortunes than of late.

Completing the front row and showing continued good form was Ian Shaw from Salford. Ian had a good Snetterton in April and perhaps that bit of attention to the motor from Derek Price will ensure some consistent results.

The second row was not short of familiar names either: Lee Crane and Malcolm Clark being flanked by Chris Stoney and Team Rushforth's Boyd Barrington. The depth of quality, never mind the quantity, in the class was further illustrated in the third row: Doug Hart, Mike Doble, Les Cooper and John Jackson. So it went on, right through the grid, and just look at the name which headed the half dozen to come from the qualifier: none other than Mike Ballantyne, with Peter McCallum, Mark Webster, Mike Coles, Simon Haworth and Steve Cowell accompanying him to the back of the main grid.

The starter dropped the flag and it was the Phoenix of Luby leading Ziemelis up Coppice for the first time; Chris Stoney and Ian Shaw headed the rest. As they crested the Mountain for the first time, that was the order of the first four with Hart, Barrington, Crane, McCallum and Clark battling for the next few places.

Down the straight for the start of the second lap and Ziemelis made his move, taking the lead as they drifted into Coppice. Two laps gone and Ziemelis appeared on his own with Luby dropping down the field. Stoney had second, but well down on the flying Ziemelis.

Half distance and it was the same again; Crane, Shaw, Hart, Webster, Barrington, Chris King and Jackson fighting over the places with a gap before Tippell appeared.

As happened last year, Ziemelis began to open up a considerable gap from second placed man Stoney. Behind him the battle was hotting up with a constantly changing order. Hart was making the best progress and, with just one lap to go, was within striking distance of Stoney. Ian Shaw was behind Crane and Webster but, like Hart, about to make his mark on the last tour.

Stuart Ziemelis then fairly cruised home to a comfortable win twenty seconds ahead of Hart who had managed to get the better of Stoney on the last lap. Shaw took a creditable fourth spot, with Crane, Webster and Barrington next.

It certainly looks as though we are in for another excellent season of racing from packed 125 grids.

1st	Stuart Ziemelis	Zip/SRS Rotax
2nd	Doug Hart	Hart/SRS Rotax
3rd	Chris Stoney	Barlotti/CSK Rotax
4th	Ian Shaw	Zip/Rotax
5th	Lee Crane	Cobra/Rotax

Winners Time: 10:47.7 (75.03 mph)
Fastest Lap: Ziemelis, 1:46.4 (76.12 mph)

HERMETITE 1...2...

The Cadwell Superkart class was also scheduled to have two split heats and a qualifier, but such was the casualty rate that the qualifier was deemed not necessary.

After some rather incident packed heats, it was Leeds driver Steve Stylin who claimed pole position on the Dino, with a couple of good wins. His first came after a good scrap with Hermetite's Martin Hines and was just reward for a determined drive.

The Hermetite pair of Hines and Gange each had a win and a second to line up on the front row for the six lap final. Mark One Racing's Richard Dean again showed some consistent form with a pair of third places, earning him the last spot on the front row. The full bodied Mark One Zip of Mark Hood was on the second row along with 'Rocket' Roscoe, Rob Kerkhoven, and Richard Arnold. The second Dino Team driver, Ed Duckett was on the third row with Carolyn, Sandy Dalgarno and Glenn George.

Giles Butterfield must be wondering when his '83 season is really going to start for once more the youngster was having problems and had to start the final from the last but one row. Chris Lambden shared that row, having chosen to not go out when the second heat was re-run after the stoppage for rain.

The weather certainly caused a few problems but as some of the more experienced drivers commented, some of the resultant problems had come about through some over exuberant and, in one or two cases, incompetent driving from the newer members of the Superkart ranks. The message was clear – cool it down a bit and show a little respect for the power available under that right foot!

Start of the Superkart Final – for the first time. (Pic: R. Calvert)

By the time they lined up for the final the weather had certainly improved but as they rocketed off the line and up the hill towards Charlie's, chaos reigned once more, unfortunately. The two leaders, Hines and Stylin were clear, but behind them a multiple shunt of gigantic proportions was taking place, involving over ten karts, and it was obvious that urgent attention was needed so the red flags quickly appeared to stop the race.

The medical services were quickly in attendance, with both Rob Kerkhoven and Tim Parrott requiring hospital attention. After some delay, allowing those with minimal damage on the fringe of the accident to make quick repairs, the grid was reformed and the race restarted.

Into Park for the first time and Stylin led from Hines, Gange and Dean. However, by the completion of lap one, Hines had the advantage, with Stylin well down the order after an uncharacteristic spin at the bottom of the Mountain. Gange and Dean were next, ahead of Heerey, Belbin, Arnold, Lambden and Dalgarno.

Lap three and Hines was looking good, pulling out a sizeable lead over team-mate Gange. Reg in turn was well clear of Dean. Lambden, Butterfield and Gary Lyons all stopped at the Pits to end their race at about that point. The rate of retirement was high.

Having changed nose cone after some damage sustained in the first corner incident, Gange was experiencing slight handling problems, which allowed Hines to further increase the gap. Dean, Heerey, Belbin, Arnold and Dalgarno made up the next bunch, with Drew Liddle running a lonely eighth. Stylin was beginning to make up ground and by lap 4 was closing on Liddle.

The remaining two laps saw no change up front and Hines scored yet another victory, with Gange a comfortable second and Dean bringing home the rest.

1st	Martin Hines	Hermetite Zip/Rotax
2nd	Reg Gange	Hermetite Zip/Rotax
3rd	Richard Dean	Castrol Zip/Hood Rotax
4th	Malcolm Belbin	Zip/CTRP Rotax
5th	Richard Arnold	Zip/Rotax
6th	Sandy Dalgarno	Zip/RKR Rotax

Winners Time: 9:45.6 (82.99 mph)
Fastest Lap: Hines, 1:36.6 (83.85 mph)

Each month I receive a 'phone call from either the Editor or Jayne in the Kart and Superkart office, giving me a 'chivey up' to produce my column for the next issue. On the last such occasion I asked if it could wait until after the Cadwell Championship round so that I could get some subject matter, or inspiration as you might say. Whilst the weather can take much of the blame, it wasn't a very inspirational day, which was a disappointment, as Cadwell is still my favourite track, being the best blend of motor racing circuit for kart racing. Anyone that wins there in whatever conditions commands respect, particularly when the full circuit is used.

It is difficult to put your finger on what the meeting lacked – perhaps it was the absence of Ball and Buttigieg – anyway, I came away hoping for better, in the way of the promising events shortly to take place – Denmark and Silverstone. The programme was wisely interrupted for over half an hour because of one startline accident caused by appalling lack of visibility. Regrettably, some people went home thinking it would not be resumed. When it did resume there was that very unfortunate first lap of the Superkart Final, resulting in a multiple accident at Charlie's Bend, the like of which I have only seen once before, albeit at slower speeds, many years ago at Morecambe in a Villiers race...

When the 250 Superkart Final did get underway, what promised to be a 4-kart tussle between Hines, Price, Gange and Stylin – wasn't. Price had gone home thinking the wet weather was set for good and Stylin spun on the first lap and then circulated as best he could with a cracked exhaust. This time Gange was not a match for the flying Hines – not so much in the engine department, more in the handling, understeering into the corner at which I was watching and getting the power down 5 to 10 yards later than Martin. The 125 race which promised to be a resumption in the Ziemelis/Luby contests of last year, came to an end when Luby retired early on with what sounded like a waterlogged Rotax!

Returning for a moment to Derek Price: it would seem that whilst he was racing, his recent accident at Cadwell has in no way "clipped his wings", though he told me he did give the scene of the accident a few anxious glances each time he passed it! What are the odds that he won't have an 'O' on his kart by Silverstone?...

With the ever increasing cost of hotels these days, more and more coaches are being converted into very civilised living accommodation amidstpurs and kart transporter cum workshops at the rear. The Marxist element at the Swansea Licensing Authority, that same little bunch of charmers who endeavoured to stop the transfer of "cherished" registration numbers, in collaboration with our old faithfuls, the "Men in Blue" with nothing better to do, are trying to put a totally pointless spanner in the works for all the people in motor sport using this form of transport to and from meetings. They have apparently dreamt up two forms of obstruction to their use, one being that they should be 'plated' (this I gather requiring the driver to possess an HGV licence) and their other standpoint is that if the conversion of the coach results in it consisting of no more than the usual amenities of a caravan: beds, table, sink, cooker etc., then there is no objection, as it is purely a recreational vehicle. One can presumably carry surf boards, bicycles or the 'off road' type motorcycles people take on holiday – but not go-karts or any semblance of a workshop in the back! One more example of bloody-minded bureaucracy it would seem... I would venture to suggest that as the other wing of the RAC is a motoring organisation with not a little influence in the protection of the "motorists" interests, that someone might bring up the matter at the forthcoming Open Day on



June 11th to see if the Motorsport Division of the RAC might not put some representation forward to clarify the use of such transport in connection with motorsport as this does affect a great number of people.

Elsewhere you will see a letter from an old acquaintance, John Longley, blowing the cover on my "friend in Kuwait". Yes... Captain Gus Napier, at the time a 707 pilot with Kuwait Airways. In the late 60's and 70's Gus and the rest of the Ahmadi K.C. were good customers when I had the business down at Isleworth. Their racing season was during our winter as it was much too hot for them to be very active in the summer months. The majority of the gear we had to send out to them consisted of spark plugs, chains, sprockets etc. But on one occasion a complete Villiers engine kart was ordered, with the instructions that we were to take it to the London International Hotel to be taken out to Heathrow in Kuwait Airlines' crew bus, and then to go as crew baggage! My long suffering wife was entrusted with this little task. Now imagine for a moment what an impressively liveried doorman's reaction would most likely be when presented with a complete go-kart outside the main entrance of one of London's more lush hotels; "This is for Mr. X of Kuwait Airways. Can you put it somewhere please?"...

Whilst he didn't tell my wife where to put it, he was equally reluctant to find a safe keep for it himself, even though a little financial inducement was tried. The resourceful Mrs M., reckoning that as all the Kuwait Aircrew stayed at that hotel at the time under a sort of contract arrangement, telephoned the airlines London office and suggested to them that they might remind the hotel staff of the "set-up". Within minutes the Assistant Manager and a receptionist were helping Mrs M. unload the kart and were carrying it through the main foyer of the hotel and into one of their baggage stores! Smiling sweetly at the doorman she swept out after a triumphant mission!

Another little "extra" that we got involved with for the "Friends in Kuwait" was purchasing various raw materials and equipment from Boots in Richmond for home brewing, and sending them out disguised as kart spares. Kuwait is a "Dry State" you see, and karting can be thirsty work!...

A few weeks ago Carolyn Grant-Sale, Hermetite's 'Whizz Miss', appeared on a Saturday mid-morning TV show called "No. 73". Perhaps some of you managed to catch it. What next I wonder: 'This is Your Life', or Breakfast TV?...

Anyway John (Longley), nice to hear from you and good to know you read Kart & Superkart.

Chris Merlin

CHRIS MERLIN'S "FRIEND"

In the April issue of K&S, there was a lovely article by Chris Merlin all about a special Villiers 9E with a long rod and matching barrel cleverly made from a 250, that was sped away from a World Cup meeting to be sold to a 'friend' in Kuwait.

About this period, I was the Kuwait champion driver and was defending this position against a friend of Chris Merlin. At this time, there were two classes, Formula 100 and Formula 200, the regs allowing any 100cc 2 stroke with 1 carb and no gearbox, while the F200 was the same with gearbox. The Merlin engine was, therefore, under the Kuwait regs, legal. Only on reading K & S this month, 13 years later, did I discover that 'Merlin's friend's' engine was anything out of the ordinary!

There were five rounds for each class in the championship, plus two all class enduros. I was not too worried by this. I could clean up F100 with my Barlotti/GP15 and so far there was not a Villiers on the track that could circulate as quick as me. With the superior handling of the Class 1 Barlotti to the old Blow racing tractor, I reckoned that I could hack it if I could keep it nailed together. The Class 4's were undoubtedly more reliable over a distance, but with careful preparation and good pit work the Class 1 could be made to keep going without lengthy pit stops. On the start line, 'Merlin's friend' was mounted on Blow/Merlin Magnum – and we all believed him. With four hours to race I needed to nurse my rig but stay at the front. The strategy was to build up a fair lead before the first pit stop and then stay just in front with conservation driving. Shock, horror... 'Merlin's friend' lapping as quickly as me in spite of my better handling on what is truly a Class 1 circuit. Needless to say, he blew me into the weeds in both enduros, so in spite of winning all five F100 rounds, 'Merlin's friend' took the title for the year with the enduros and, I think, three F200 rounds.

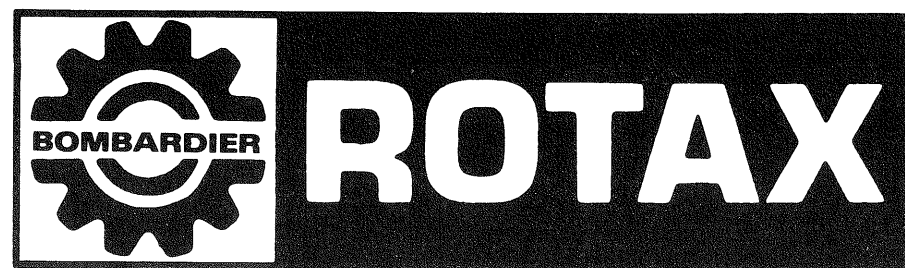
To this day a certain Mrs Napier polishes the rather handsome cup awarded for the championship when she knows I'm about to visit and plonks it in a prominent position. The usual greeting is "Hello John, I've polished your cup..."

Gus Napier was Chris Merlin's 'friend' in Kuwait. Dare you deny it, John?

John Longley
Ahmadi K.C.



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Doble, Bett, Newton and Waggett getting off the line first and, by the time they appeared over the Mountain and headed for the Esses, the leading quartet had a good margin over the next group. Graham Hemes, Garry Parker, Graham Sykes and John Burns comprised that little lot with the field beginning to spread.

By the completion of two laps Bett had the lead, but only just, from Doble. Newton was dragging a bit in third, with Waggett running a lonely fourth. A long gap was then evident before Hemes and Sykes appeared, well ahead of Burns in seventh spot.

The race order settled quite quickly and, apart from the dice between leader Bett and challenger Doble, little excitement was seen from the rest of the runners. The two leaders were often side by side, having a good scrap for the honours throughout the race. By the time six laps had been completed, Bett took the win by six-tenths of a second. Newton motored home in third place, twelve seconds in arrears but 14 seconds clear of John Waggett.

1st George Bett	Zip/Bett Villiers
2nd Tim Doble	Zip/APV
3rd John Newton	Zip/APV

Winners Time: 11:36.2 (69.80 mph)
Fastest Lap: Bett: 1:54.2 (70.92 mph)



'Peak Revs' Alan Cheetham to the flag for 250 National. (Pic: R. Calvert)

PEAK REVS 1...2...3...

After last season's efforts the 250 National Class continues to flourish and 45 entries produced some entertaining racing. Two ex-Superkart pilots scored a win each in the two heats — Paul Sadotti taking the first and Derek Rodgers the second. However, Derek failed to finish the first heat and had to start the final from the fifth row.

Sadotti, however, had a front row start, sitting alongside pole man Richard Boston, that UDT Finance support showing early dividends. Peter King from Swineshead and another Peak Revs man, Dennis Barnes, completed the front row. The third white-liveried Peak Revs driver, Alan Cheetham, was even further back on the grid than Rodgers, having to start from the seventh row.

In his first season of long circuit racing, Barnsley's Roger Lindsay had an excellent first heat with a fifth spot but, after the second heat, found himself on the seventh row for the six lap final alongside Cheetham.

So, the flag was dropped and the pack headed for Coppice. By the time they reached Park, King was leading from Barnes. Cheetham had got a flier and was quickly up to third place, looking good.

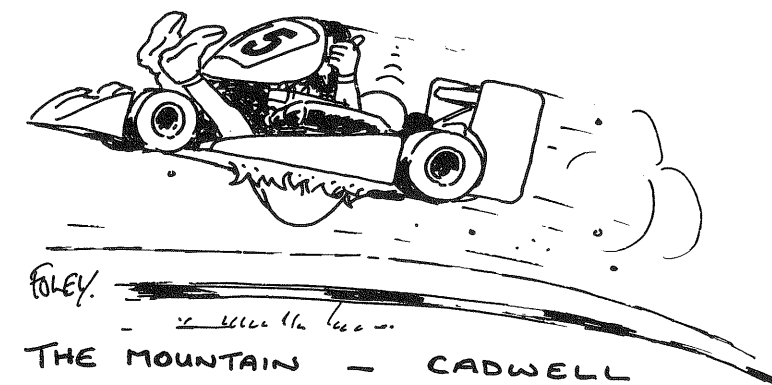
Into the tricky Esses for the first time and King still had the edge, but Cheetham was pushing hard in second place followed by teammate Barnes. Sadotti, Duncan Pearcey, Rodgers, Paul Taylor and GP winner Mugglestone were next.

Another two and a quarter miles completed and Rodgers had got the better of King, pushing the Swineshead driver back into the clutches of the third Peak Revs pilot, Barnes. Sadotti had succumbed on that same lap leaving Pearcey to head the next group of five some way behind the leaders.

The fifth lap showed little change, although Barnes was now able to have a go at King and indeed succeeded on the next and final tour. Backmarkers separated Cheetham and Rodgers from Barnes, then came King with a large gap before Paul Taylor took the flag in fifth place. Local lad Kevin Routh, from Grimsby, was next up followed by Ablewhite and Mugglestone. At the front, Derek Rodgers had considerably reduced the deficit and was just half a second down on Cheetham at the finish.

1st Alan Cheetham	Peak Revs Zip/Yamaha
2nd Derek Rodgers	Peak Revs Zip/Yamaha
3rd Dennis Barnes	Peak Revs Zip/Yamaha
4th Peter King	Zip/Zip Yamaha
5th Paul Taylor	Zip/Yamaha

Winners Time: 10:53.3 (74.39 mph)
Fastest Lap: Rodgers, 1:45.4 (76.85 mph)





Monsoon Season!

Sunday May 15th and Cadwell, with water enough to float the Falklands Task Force! Superkart victory to Hines, Gange 2nd then Dean, followed by Belbin, Arnold and Dalgarno. First class wins to Ziemelis (125); Cheetham (250); Bett (210).

Report: Mike Smith Pics: Rodger Calvert

It was back to the picturesque Lincolnshire venue of Cadwell Park on Sunday May 15th for Round 3 of the Cadwell Championships and Round 2 of the RAC Long Circuit Championships.

For this event, on the full 2½ mile circuit, the Cadwell Club had attracted a huge entry. A total of 244 names appeared in the programme, showing a healthy increase in all four classes. Top of the numbers game once more was the 125 Class which boasted an amazing 98 entries. For those interested in such statistics, that is only four short of the number entered at Silverstone last year. The Superkart class also produced a better entry with a total of 59 whilst the 210 and 250 National classes had 42 and 45 respectively.

PIT PATTERN

With such large numbers present, the Paddock area, not surprisingly, was full to capacity. With this meeting being the last before the start of

the World Series in Denmark, and the return to Silverstone in June, a few drivers were trying slightly different settings, especially in the Superkart ranks. Some smaller nose cones were to be seen, as were slightly wider tyre/rim widths in some cases. By the time you read this, the trek to Denmark will be on and most of those entered will no doubt be hoping they have the answer to the short and anti-clockwise Jyllands Ringen circuit.

In the 125 class, Stuart Ziemelis was feeling much happier with the way things were going after a late and somewhat disastrous start to the season.

Richard Boston has acquired some useful extra assistance for his 250 National efforts from UDT Finance, whilst 125 regular Les Cooper was carrying the name and colours of Skoda GB Ltd.

One somewhat sad report was that British and European Champion Dave Buttigieg has totally lost interest and does not look like being seen around the circuits in '83. It's a shame that two prestigious number plates have been lost to the karting world. Nigel Smith had Peter Berry on hand and in fact has acquired the ex-Butty bodied outfit, with an eye on Silverstone. It was tried during Saturday evening's practice, but for race day the more conventional setup was used.

Carolynn Grant-Sale is fast becoming karting's TV Personality, having appeared on

Saturday, and due to make a further appearance in June on TV AM breakfast time. This should help to boost their sagging ratings! . . .

One thing which wasn't particularly new or different was the weather. Saturday evening and Sunday morning were quite reasonable and certainly dry. Cadwell however seems to be fated this season, for just after 1 o'clock on Sunday the meeting was declared officially 'wet' — a very accurate description! . . . The rain was continuous and at times very heavy, ensuring that everyone got their fair share. The result was that, after a nasty looking incident involving Clive Childerhouse, the second Superkart heat was stopped. Following an inspection of the worst affected areas, it was decided to adjourn proceedings in the hope that conditions would improve. Water was just about everywhere around the circuit but, as at the abandoned February meeting, the worst part — the scene of that nasty accident — was near the stand at the end of the main straight. During the break, commendable efforts were made to alleviate the problem and after about 35-40 minutes the meeting was restarted.

However, before all that happened, the 210 Class had started the day's racing in dry conditions and, by the end of the day, had produced a new name in number one spot.

THE BEST BETT

The same six names appeared at the top of the result sheets for the two four lap heats. As you might expect, John Newton and Tim Doble were two of those names. Newton won the first heat but had to settle for fourth spot in the second. Doble was consistent enough, with a pair of second places. The man to annex pole position though was No. 14, George Bett, who improved on his first heat third place to win the second one. The fourth occupant of the front row was former Superkart driver Simon He netted a third and a sixth. The two remaining names from the successful six were John Brennan and John Waggett, and they lined up on the second row of the final in the company of Graham Hemes and John Underdown.

With time getting short due to the earlier stoppage, the final was reduced from 10 laps to 6. At the drop of the flag it was not surprisingly

Illustrating conditions. A rare sight — Martin with a rotor visor! (Pic: R. Calvert)



GRAND PRIX — BIRTH OF A DREAM

The idea of a Kart Grand Prix, held annually at Silverstone, one of the World's foremost racing circuits, was a dream, a distant, future dream that only a few visionaries had the fanatical drive to turn into reality. The crux came in 1976 when Hermetite, who were sponsoring the motorcycle Grand Prix, enquired prior to the meeting whether a Superkart could offer a demonstration. Much to the elation of karting fans permission was granted by Silverstone Circuits for a 4 lap demonstration.

This was the big chance for karting to stamp its name in the books and be officially recognised as a valuable contributor to the field of motor sport. Two Superkarts were to take part in the demonstration, driven by Martin Hines and Malcolm Turner. Imagine the sight. Most of you have seen Silverstone at its best: rows of heads dotting the perimeter fences, mechanics and supporters hanging over the pit ballustrades. The colours, the sounds, along with the thousands of bike fans present that day. You can imagine how the drivers felt faced by such an array of critics, knowing only a few kart fans were there, scattered amid that mass like KGB agents . . .

It was a battle, the sort we're used to witnessing now, but then it was a battle to drive flat out and learn the circuit at the same time. The expressions on the faces of the spectators were ones of total amazement as the machines came through Woodcote faster by somewhat than the bikes' record. The official result gave a fastest lap time of 100.5 mph, the quickest ever in a Superkart.

It was a memorable day for the drivers, but, more to the point, it was memorable for karting. Following the demonstration, Jim Brown of Silverstone Circuits suggested a Kart Grand Prix. At last the dream became reality. There was still a lot of work to be done and it wasn't until August 1978 that the first British Kart Grand Prix had its debut. From little acorns grow great ones. As technology grew so did lap speeds increase in all four classes competing in the event. Take a look at the comparison between that first year and 1982 where the fastest lap speeds recorded are almost beyond belief:

	1978	1982
125 National	84.47 mph	99.97 mph
210 National	85.61 mph	95.46 mph
250 National	83.01 mph	99.80 mph
250 International	101.32 mph	116.10 mph

This year without doubt will see those figures change yet again.

THE GRAND PRIX — HOW THEY QUALIFY

There will be Grand Prix races for 125 National, 210 National and 250 National classes. There will also be a non-Championship race for 250 International (Formula E) competitors who do not qualify to take part in the CIK Championship Grand Prix. Qualification will follow the same method used for the other National Grands Prix.

To those unfamiliar with the system used to determine how drivers qualify for their respective Grand Prix, this is the way it works:

National Class GP's

Each competitor takes part in three heats. His grid position is predetermined and he starts once from the front part of the grid, once from the centre and once from the back.

The winner of each heat scores 0 points, the second 2 points, the third 3 and so on through the field. The scores for each competitor are added together at the end of the heats. The competitor with the lowest score wins pole position for the Grand Prix. The other grid positions are determined in ascending order of points scored.

Bridgestone CIK World Championship Round and European Championship

Each competitor will compete in time trials. These consist of one warm-up lap, two flying laps and a slowing down lap at the end of which they will submit to noise control checks. After the trials, competitors will be divided into four groups, the fastest competitor in Group A, the second in Group B, third in Group C, the fourth in Group D, the fifth in Group A etc. The maximum on any grid is 60.

Each group will race against every other group, and the heats will be over 5 laps. Points in the heats will be awarded on the same basis described above for the National Grands Prix. Following the heats the 50 competitors with the lowest scores will proceed to the Pre-Final. The remaining competitors will take part in a Repechage, over 5 laps. The first 10 will take the last 10 grid places in the Pre-Final. The grid for the Pre-Final will be in the order after the heats and be run over 6 laps.

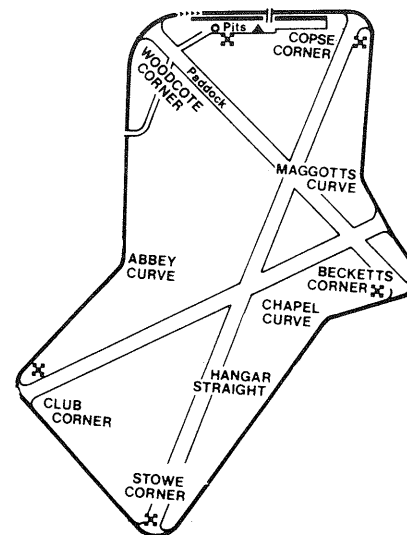
The grid for the actual Grand Prix Final will be in the order of finishing the Pre-Final, and the race will be over 9 laps.

Ack: Mike Smith

SILVERSTONE

Silverstone circuit is situated about 600 yards from Silverstone village, between Towcester and Brackley, on the A43, accessible by this and the Buckingham road via Dadford. Travelling North: M1 — A5 to Towcester. South: A5. East: To Brackley (A422 — A43). West: Bedford (A422) Newport Pagnell to A5, northwest to Towcester.

For those staying overnight, accommodation is available at places such as: The Green Man, Syresham; The Sun at Whitfield; The Saracen's Head, Towcester; The Brave Old Oak, Towcester; The Crown, Brackley; and numerous others in Northampton, Bicester, Banbury etc.



SILVERSTONE GRAND PRIX CIRCUIT

GRAND PRIX

Always at this time, as the big day nears and apprehension fills the air, it is difficult to offer a forecast for the Grand Prix.

Silverstone tends to be 'wide open', in the sense that anything can happen — and usually does. It isn't a question of ability. That has been proved time and again in all classes so far this season by many top names. More a question of reliability, preparation and freedom from mechanical faults. Everything has to hold together on the day. Silverstone is a tough circuit for karts; very fast and taxing on both men and machinery, but it provides the most spectacular kart event the public can witness in this country.

125 NATIONAL

Young Kurt Luby, the Bolton lad and current holder of the GP plates in this class is a strong contender to win again this year. After early season problems at Cadwell and Snetterton, Father Jim seems to have sorted the Phoenix/LD Rotax. Travelling under the blue and white of Air Kilroe, Kurt is undoubtedly in a strong position.

Stuart Ziemelis, missing so long from the scene, proved at the last Cadwell that he hasn't lost any of his fighting power and, provided his machinery incurs no troubles, Stuart will be one of the front runners. There are others of course: Roy Wooldridge, Mark One's Chris King, Mark Allen, Keith Glen-denning, Peter Tippell and Boyd Barrington, any of whom are likely candidates to be first across the line.

250 NATIONAL

Once the premier class in karting before the introduction of the twin cylinder brigade and the birth of the Internationals, 250 National suffered a lack of subscription for a while. Now it has come back to the fore and the long circuit events always sport full grids. Last year Alan Mugglestone landed the GP plates. Since then he seems to have suffered more than his fair share of setbacks and his record to date is hardly promising. Who can say though? He might just pull it out of the bag when the time is right . . .

The leading contenders have got to be: Peak Revs' Derek Rodgers who has been breaking records as though they are going out of fashion and consistently heads the rest through heats and finals; Rick Boston, if he's opted out of 210 is frequently seen up front; Peter King, an up-and-comer, could surprise many. Paul Sadotti will be another young man to watch.



'The Old 42', Stuart Ziemelis will be sporting his No. 1 plate. (Pic: R. Calvert)

210 NATIONAL

The question to be asked is whether Richard Boston will be joining the Villiers League to defend last year's title, or will he relinquish it to his contemporaries now that he's decided to stay with 250 National? On the 210 scene, Tim Doble, reigning British Champion, is the shining light alongside John Newton, the stalwart of many seasons. One must not forget Vincent Munday, always well placed up front, nor Alan Ogden equally so. Lastly, but certainly not least, Bill Longden might chance a look in unless he's opted out of karting altogether.

250 INTERNATIONAL

The biggest event of the day, the Superkart Grand Prix, this year incorporates the European Championship 'E' plate. In the thick of the fray will be at least 3 previous Grand Prix winners, notably Reg Gange, the current holder, Martin Hines (1980) and Steve Stylin (1979). The absence of Dave Buttigieg (1982 European title holder) along with John Ball (1981 GP) reduce the field somewhat, but allows others to take their places.

His performances this season must put Reg Gange in the points lead as the one most likely to succeed and take the GP for a second time. However, Steve Stylin, making a comeback with Ed Duckett's Dino equipment has been causing a lot of hassle to the regulars. Will it all hold together and will Steve make it a double? Martin Hines has been enjoying an extremely good season to date, with resounding wins at Snetterton and Cadwell. As Team Boss of the Hermetite banner he is a force to be reckoned with when he gets the bit between his teeth. Will this be a double for Hermetite?

Derek Price, known of late to experience acrobatics, is usually found up front pushing himself and machine to the limits. He's had a few mechanical headaches during past weeks. Let's hope the Wigan KC prepared outfit is running true because he'll be there to give the other big boys some stick. Nigel Smith, who has yet to win a major title, now has Peter Berry (ex-Buttigieg/Memorex man) preparing his Rotax. They've run into all kinds of problems this season, but managed to shine at Donington for the TV Times World of Sport series. Nigel had the fastest ever Superkart lap record in the world at Silverstone last year — 116.1 mph. The way things look at the moment, that record will fall.

Some other names to watch out for will be: Graham Roscoe, frequently a pain in the proverbial to the front liners when things are going well for him; Rob Kerkhoven, making a comeback with a vengeance; Phil Ansell for DMA; Roger Goff who's had good placings lately; Chris Lambden with the Talasan outfit seems to have sorted some teething problems; Giles Butterfield, Donovan Collier, and the remarkably consistent Richard Arnold must not be forgotten to give account of themselves, nor Carolyn when the chips are down.

We must welcome our overseas visitors. If this year is anything like last, there will be plenty. The name that springs to mind is Lennart Bohlin, the 'Super Swede', who will undoubtedly put some pressure on our home-grown boys!

So, who's going to break the lap record and who's going to take those GP plates? We'll just have to wait and see . . .



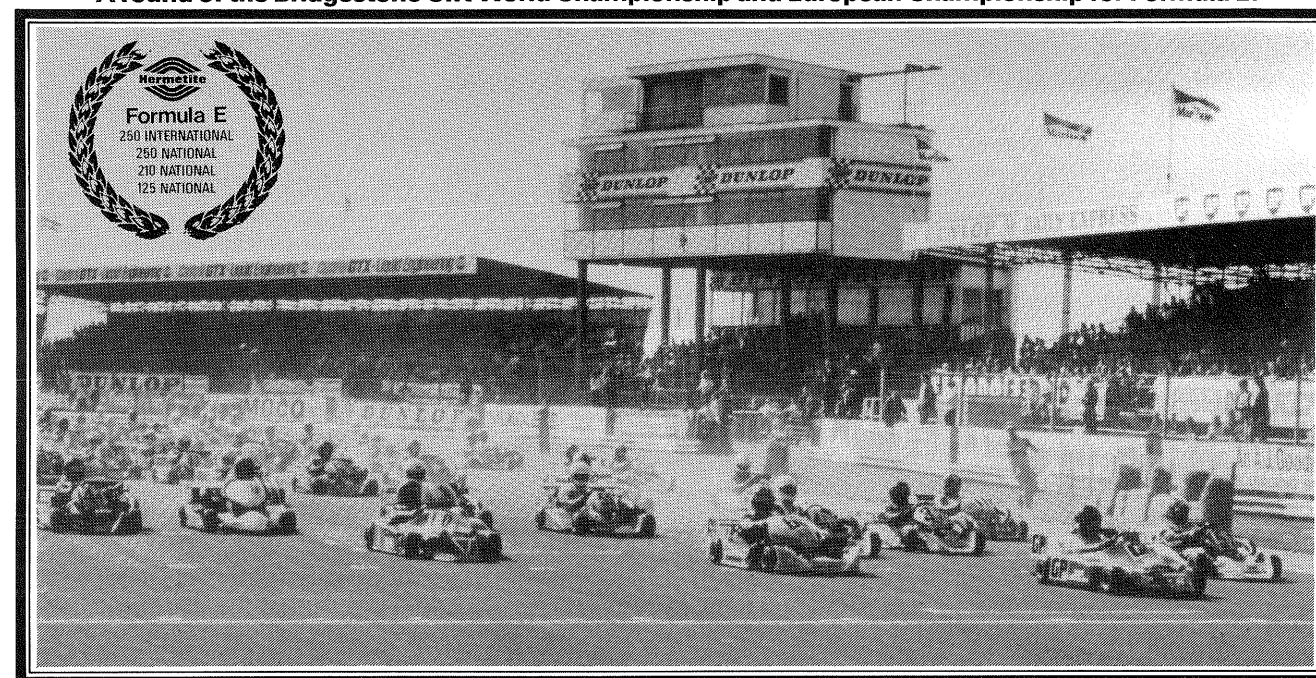
John Newton (210cc) — a leading contender. (Pic: R. Calvert)

DAILY EXPRESS *Hermetite*

1983 British

KART Grand Prix

A round of the Bridgestone CIK World Championship and European Championship for Formula E.



Silverstone

Grand Prix Circuit

12 noon SUNDAY, JUNE 19th

Qualifying and heats: Saturday, June 18th.

Admission prices: Adults £3.50 including Raceday Trackside Enclosures and Covered Grandstand seating FREE. Parking FREE. Adult Paddock Transfer/Pits Walkabout £1.00. Saturday: Adults extra. ACCOMPANIED CHILDREN 15 YEARS AND UNDER FREE OF ALL CHARGES.

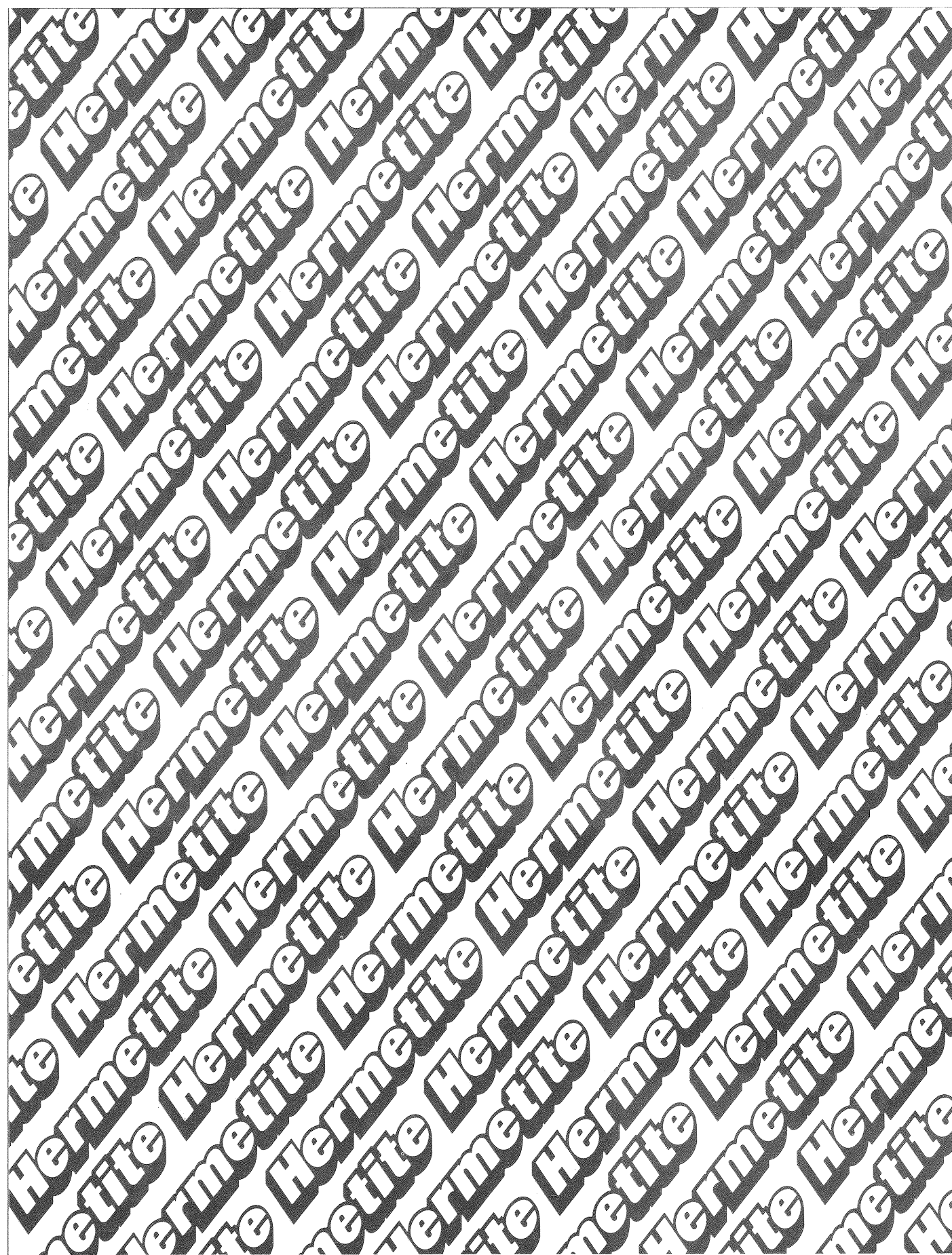
Tickets bookable in advance from the Booking Office, Silverstone Circuit, Silverstone, Nr. Towcester, Northants. NN12 8TN. Tel: (0327) 857273.



Organised by the RAC Motor Sports Association Ltd.



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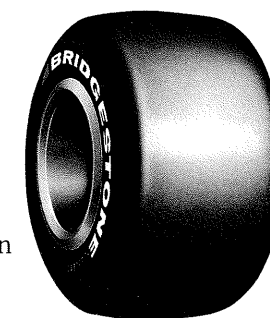


HIGH PERFORMANCE PRODUCTS TO MAKE THE MOST OF YOUR CAR.

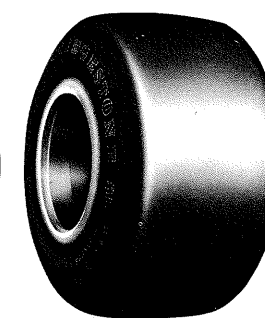


BRIDGESTONE Tops on the Kart Chart.

Bridgestone cares about karters. Karting is the only family motor sport, and we've done more than any other tire maker to promote it. That's why wherever karts race, the checkered flags usually come down for the kart on Bridgestone tires.



DRY



DRY SL



WET



BRIDGESTONE

Bridgestone Kart Tires. They bring in the champions.



1978 PAUL ELMORE

Hermetite Zip/Zip Yamaha

1981 JOHN BALL

Zip/Zip Rotax



GRAND PRIX

PREVIOUS WINNERS

The sixth British Kart Grand Prix will be held on 19th June at Silverstone. Each year has resulted in a different holder of the coveted 'GP' plate and this year's winner will be entitled to carry and defend his accolade into 1984. Ranged around the page are the five drivers who fought for and won in the past, this accredited title. At least 3 of those named will contend again for the honour, any one of whom is capable of achieving the 'double take'. Since it began in 1978, this Grand Prix has proved the most exciting event in British Karting.



1982 REG GANGE

Zip Rotax



1979 STEVE STYRIN

Zip GBRD Yamaha

1980 MARTIN HINES

Hermetite Zip/Zip Yamaha

