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GP Karts

by **ZIP**

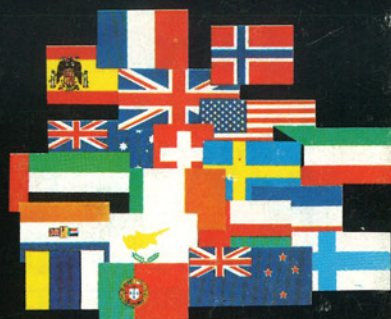


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NOVEMBER 1983

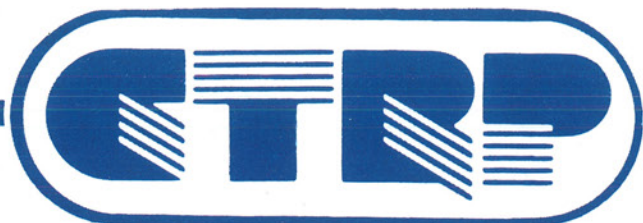


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CONGRATULATIONS !!!

To Brian Heery on his fantastic 2nd place in the French G.P. making him 3rd overall in the World Championships on C.T.R.P engine and equipment.

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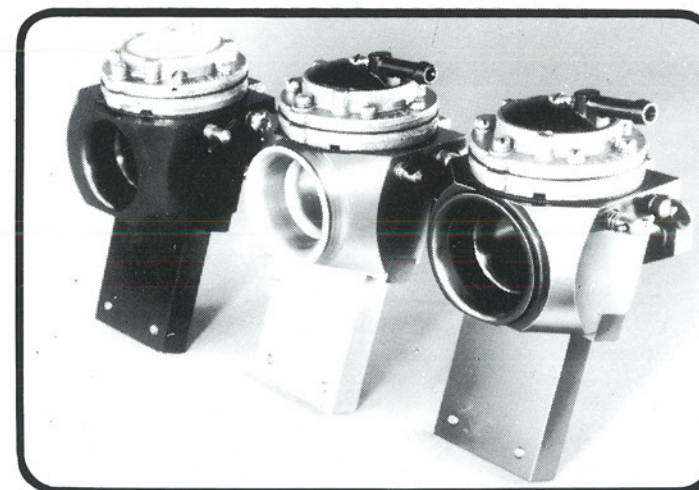
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100 NATIONAL 1983 DART KART TKM original Simon Wright tune. Wets and bits. Bargain £350 Aldeby 294.

100 NATIONAL SPRINT PARILLA TT27. Engine needs hone and rebuild. 2 Tillotson carbs. Very fast engine. Spare wheels and tyres. Also size 9 boots and a suit. £200 o.n.o. Ring 0753 24387.

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Another karting year has gone and, after the final round of the Bridgestone/CIK World Superkart Series, which at first looked to be a debacle, Britain has grabbed the honours and with them the fact that karting is the only motor sport to boast a British World Champion. Rightly so in a series witnessing countless disasters during its timespan. Lennart Bohlin contended well in France with a fine display of driving synonymous with his ability, culminating in a superb race-long battle with Heerey and Hines, to emerge as the victor; a just dessert to what had previously been an unsuccessful long circuit season.

As the evenings mellow into early twilights with the recession of the clocks; when the mornings become dark and fraught with winter's chills, thoughts turn to the future....and, what of the future? Mr. Buser, President of the CIK, announced at the Le Mans presentation that the South African Karting Association has pledged 45,000 rand to assist prospective competitors attend the first round of the 1984 World Series at Zwartkop during the 3rd/4th February. As an additional 'carrot', two superkart races have been added to the already crowded bike and car programme scheduled to take place on the full Grand Prix circuit of Kyalami near Johannesburg on the 28th January.

It is well know that South Africa wants to push its sporting activities beyond the territorial limits dictated by political issues. Casting such political issues aside, the offer is made with earnest goodwill and as a gesture that may force the Dukes of Power to realise that South Africa's international sporting future is very rosy indeed. However, regardless of what offers are advanced, it is doubted that the European contingent at that event will be very strong.

Ed. McCormick

Front Cover:

The Le Mans winners: Lennart Bohlin (centre), race winner of the day; Martin Hines (right), first World Superkart Champion and Brian Heerey following their superb race long battle.

(Photo: courtesy of Stan Perec, copyright "P.S.P.")

This month features a full colour, pullout World Championship Poster.

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November 1983

KART AND SUPERKART

MONTHLY

No.59

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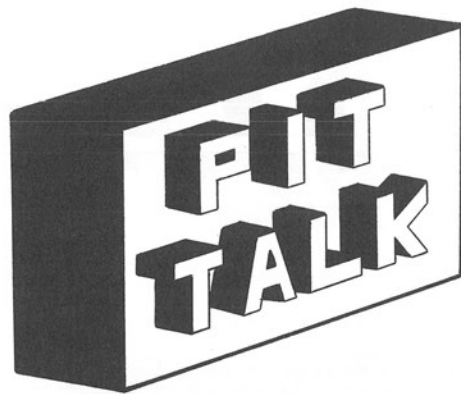
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Profile of a well-known 210 driver

Christmas Centre Spread

PUBLICATION DATE: 1st DECEMBER

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



SCOTTISH CHAMPIONSHIPS 1983

Largely through the efforts of Ron Sharpe, who is in the throes of setting up his own karting business in the South of Scotland, support for the 1983 Scottish Championships was forthcoming from a number of sources including the kart trade and local businesses. In addition to the magnificent array of trophies which any visitor to the Stranraer venue has come to expect the following additional prizes were on offer.

Junior Britian Champion — Set of Bridgestone tyres presented by Sisley Racing Ltd.
Junior British Runner up — Camera presented by Ron Sharpe Racing.

Junior National Champion — Engine Accessories presented by Simon Wright Racing Developments.
Junior National Runner up — Binoculars presented by Ron Sharpe Racing.

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100 National Runner up — Camera presented by Ron Sharpe Racing.

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125 National Runner up — Binoculars presented by Ron Sharpe Racing.

210 National Champion — Binoculars presented by Ron Sharpe Racing.

250 International Champion — Discount Voucher presented by Merlin Exhausts.

Driver of the Meeting Trophy presented by Burgess Motors, Stranraer.

Trophy for best performance by an S.K.R.C. member presented by Mr A. McMillan, Stranraer Landmark Cash & Carry.

Scottish Champions designated number plates presented by Taylor Racing.

Additional prizes and support was provided by John Mills (Kart Specialist). Messrs Turner & Ewing, Stranraer and Coca Cola.

The Club are of course indebted to all for his generous support was was the "icing on the cake" of an already impressive prize list.

'KESS' KERKHOVEN

It is with great regret that we announce the death on Tuesday 18th October of Rob Kerkhoven's father 'Kess'. Rob returned from Le Mans before the finals of the World Championship to be with him. Kess had been a backbone of karting for many years, introducing Rob to the sport at an early age and nurturing him through until he became one of our top Superkart drivers. The death of Kess leaves a scar that will not easily heal, nor will he ever be forgotten by those of us who had the pleasure to know him.

Our deepest sympathy goes out to Rob and his family at their tragic loss.

BROMSGROVE K.C.

Please note that the Club Secretary to Bromsgrove Kart Club has changed her name through marriage from S.E. Tomkins to Mrs S.E. Ogden. Her address is now 55 Canberra, Little Australia, Stonehouse, Glos. Tel: (H) Stonehouse 5463.

You are also requested to note that the Club's Dinner Dance and Trohy Presentations will be held at the Marine Ballroom, Evesham on 2nd December 1983. Further information and tickets available from Mr T. Witts tel. Pershore 552512.

THE 125 CLASS

Commencing next month will be at least one page devoted to what is undoubtedly the fastest growing class in gearbox karting today — the 125's. We also hope to feature regular issues dealing with other aspects of the karting world which will obviously be of interest to potential karters and established drivers alike. In this respect we ask for your help. Previous requests have so far met without success. Remember it is in your own interests to subscribe to the idea. So please send your contributions care of: The Editor, Kart and Superkart, Pindar Road, Hoddesdon, Herts.

Without further ado, we hand you over to the man who will be tackling the 125 class on your behalf — Stuart Ziemelis.

For the newcomers to the sport, or the people that normally trip over me, I'm Stuart Ziemelis. Yes the one with the funny name. The now ex-British 125 Champion, but we all have bad luck.....don't we? I am also owner/director of Stuart's Racing Services, or SRS Racing as it has become recently known. I have been actively involved in the sport since the tender age of 13 and as a spectator from the age of 3 months! I'd like to think that I've seen quite a large proportion of the progress of the

sport, especially the most recent. I have raced in 7 of the present classes, namely: 100 Junior, National, International, 210, 250 National and International and of course 125 National. It is during my time in 125 that I have enjoyed kart racing. The class has grown almost 100% over the last two seasons. It is for this reason that I have asked to be allowed to 'have a go', so to speak, at a column, because I feel it is about time our class was represented. I am intending to carry out this task with your help, in an unbiased manner, without self-promotion or involving politics and irrelevant issues.

Our class in my opinion is the best, relatively cheap, good clean racing, well supported and normally reliable, (I say that with tongue in cheek) and now, with news of big prize fund championships for next year, interesting. I intend to cover all aspects of the class from short circuit to World Championship level, with regular items on technical developments, readers letters, questions/answers, useful information, track tests, notes on setting up engines, chassis for particular circuits, driver profiles and details of championships and major events for us.

I will be inviting traders to speak on items of interest, new developments, etc, for the 125's, also including new products, tuning, maintenance advice and so on. I would be most interested to hear your views on the idea. As I said before, I will rely on your help to make the series a success. Please forward all letters and information to:

S. J. Ziemelis, Esq.,
c/o SRS Racing,
19 The Green,
Great Staughton,
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PE19 4DQ
or give me a ring on 0480 860823



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ARE YOU? - THE SUNSET STRIP
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Karting (N. Ireland). Peak Revs. Merlin
Developments. Stuart Ziemelis. WPT.
Zip Kart.

Scandinavia: Lennart Bohlin
USA: John Gibson

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Coward GP engine. New barrel and piston not yet
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Very fast and immaculate condition. Owner
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Right hand gear change. Engine November
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CLUB SCENE

Kimbolton

11th September RESULTS

Junior Britain	
1st Simon Richardson	Zip/Arrow
2nd Glenn Taylor	Stratos/TKM
3rd Richard Walton	TKM/Arrow
Junior National	
1st Darren Wenn	Lancer/TKM
2nd Andy Routledge	Zip/Goff PCR
100 National A	
1st Ron Cox	Zip/Goff PCR
2nd David Banbury	Stratos/Goff Parilla
3rd Nicholas Bates	Wright/TKM
100 National B	
1st Mike Pichua	
2nd Mike Day	Spectre/TKM
3rd Mike Querzani	Lane/DAP
100 Britain	
1st Victorian Philip-Bates	Reema/Parker Arrow
125 National	
1st Ian Turner	Wright/Wright Rotax
2nd Peter Sale	Zip/Goff Rotax
3rd Steve Green	Barlotti/Rotax
210 National	
1st Colin Poole	Zip/Poole Villiers
2nd Margaret Dell	Zip/DHV Villiers
3rd Alan Poole	Zip/Poole Villiers
250 National	
1st John Ottrey	Zip/Yamaha
250 International	
1st Roger Thompson	Aero/Yamaha

Felton

2nd OCTOBER

What a day the 2nd of October race meeting turned out to be (for me, that is). The weather was once again very good and the racing excellent.

First out were the Juniors with a better entry than of late. There were three different heat winners who were Phillip Chappell, Andrew Stanton and Andrew Easton. Easton was on pole for the final and he led from start to finish — a great achievement for this lad as he is physically handicapped. Second was Michael Aspey.

19 internationals lined up for the heats. Who said 100 International was dead? Its live and well at Felton. Once again the man to beat was William Turner. Steve Burr, however, was on pole for the final with Turner alongside. Turner powered into a lead he was never to lose. A great battle developed for second place between Chris Williamson, Steve Burr and Dave Muse, who had come from seventh place to take third on the last lap. Steve Burr was second and Williamson in tyre trouble, was relegated to fourth.

The 100 nationals are usual proved exciting with Ian Williams taking 2 heat wins and Stuart Davison winning the remaining heat. As usual Roy Dickson, Willy Grieve, Andy Keenan, Nigel Davison and George Turner were battling it out up front, during the heats. The final was a victory for Ian Williams.

The 210s as usual produced some good racing and Paul Clapham nearly won the first heat. He led by a mile for seven laps until his engine developed a misfire and he dropped to fifth. The winner being Des Davison. The other two heats were won by Andy Martin. The final was led by Martin for 10 laps until Dave Cooper took over the lead which he held to the finish. Second was Ashley Winter.

The winner of a poorly supported 125 class was Alan Sutton and the winner of the 250 was Robert Johnstone.

A big thank you once again to all the officials but especially to my father, the RAC Steward, Mr Mathews and The St John's Ambulance for the help they gave me after my accident during one of the 100 international heats.

David Park

Juniors	
1st Andrew Easton	Premier/Parilla
2nd Michael Aspey	MM3/DAP
100 International	
1st William Turner	TKM/TKM
2nd Steve Burr	BM/DAP
3rd Dave Muse	Premier/Parilla
100 National	
1st Ian Williams	Dart/TKM
2nd Willy Grieve	Dart/Parilla
210 National	
1st Dave Cooper	ZIP/Villiers
2nd Ashley Winter	Barlotti/Villiers
125 National	
1st Alan Smith	Harrier/Honda
250 International	
1st Robert Johnstone	Barlotti/Yamaha

Nuthampstead

18th September 1983

After a very wet and windy start the September meeting finally got under way. Again we had a good entry and there were some fine tussles between competitors, providing excitement for all who had braved the weather. The results were as follows:

Junior Britain	
1st Johan Dackner	Lane/TKM
2nd Steven Ricketts	Lane/Arrow
3rd Simon Harrison	Wright/TKM
Junior National	
1st Jean Piere Bundle	
100 Britain	
1st Allen Reeves	RWM 831B/Arrow
2nd Vic Coombes	Birel/Komet
100 National B	
1st Mick Mayers	Dart/BPH Arrow
2nd Dickie Dyer	Nimrod/Arrow
3rd David Bramley	Zip/Sirio
100 National A	
1st Pat Reynolds	Gillard/TKM
2nd Phil Hart	Zip/PCR
3rd Rod Widdowson	Wright/Yamaha
210 National	
1st Ron Bettis	Barlotti/RWM

The Annual Trophy Presentation and Dinner Dance of the Cambridge Kart Club will be held on 10th December. Tickets are available from the Club Secretary, Mrs Marie Curry.

16th OCTOBER

The results of the Race Meeting of the Cambridge Kart Club held on Sunday 16th October 1983 are as follows:

Junior Britain	
1st Johan Dackner	Lane/TKM
2nd Chris Bennion	Kestrel/Arrow
3rd Bruce Pope	Kestrel/Parilla
100 National "B"	
1st Francois Saux	Zip/Parilla
2nd Grham Cannon	Dart/TKM
3rd Michael McAleer	Zip/Parilla
4th Mick Colvin	Dart/TKM
100 Britain	
1st Allenn Reeves	RWM 831B/Arrow
2nd Gary Ricketts	Zip/Arrow
100 National "A"	
1st Phil Hart	Zip/PCR
2nd Pat Reynolds	Gillard/TKM
3rd Martyn Curry	Sprint/TKM
100 National Novice	
1st John Passfield	Sprint/TKM
210 National	
1st Ian Jackson	Aero/Villiers
2nd Ralph Howard	Aero/Upton
125 National	
1st Harvey Loveday	Aero/Asps

The results of the Roy Hayward Memorial Trophy Race are as follows:

1st Phil Hart
2nd Peter Turk
3rd Pat Reynolds
4th Rod Widdowson
5th Martyn Curry

REMINDER

Clubs are reminded to submit their 1984 calendars as soon as possible.

Wherever possible, clubs should submit photographs or illustrations with their reports for inclusion in the magazine.



Telephone: Hoddesdon 44201

AHMADI KART CLUB

Ahmadi Kart Committee, (address below), wish to hear from anyone interested in the next Middle East Kart Championship, to be held on Feb. 1st, 2nd & 3rd, 1984. This is a 100cc event held under AKC regulations which are almost identical to RAC 100 National regulations, with a wider choice of engines, but only a single tyre type, the latter being supplied exclusively by the organisers.

The prize fund is approximately £4,600.00. Prizes will be gold bars and silver and gold plated cups. First place will receive a ten tola gold bar, currently worth about £1,100. The next three places will split about £1,400 in gold. All finalists will receive gold bars worth about £65.

Concession travel is being arranged for visitors from U.K. with British Airways, the amount of rebate depending on the numbers travelling. European entrants whose journeys originate in London will also be eligible for concession rates.

Hotel rates are being negotiated, but it is likely that some U.K. entrants will be accommodated free by AKC drivers.

Travel inside Kuwait will be provided free, as will the loan of basic tools and use of welding gear, compressor and some workshop facilities.

All holders of international kart driver licences are eligible, with the exception of super licence holders. Full regulations are available from the following address:-

AHMADI KART COMMITTEE
PO BOX 8538,
SALMIYA,
KUWAIT,
ARABIA.

'TURKEY TROT'

The annual pre-Christmas Turkey Trot will be held at Rowrah Kart Circuit, Cumbria on December 11th when all classes will fight over prizes of frozen turkeys and chickens rather than trophies. Those drivers who don't win a turkey or chicken will receive Christmas puddings. For further information contact:

Miss K Dixon
Bank House
Foster Street
Penrith
Cumbria
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FRIGGIT

FANTASTIC - SO WE'VE GOT A BRITISH SUPER KART WORLD CHAMPION FOR THE FIRST TIME - BUT TELL ME, MARTIN HINES AND TORGIER....



....KLEPPE TIED WITH THE SAME NUMBER OF POINTS AND HAD THE SAME NUMBER OF WINS - HOW DID THEY DECIDE THAT MARTIN WAS CHAMPION?



EASY - HE'S MORE HANDSOME! MORE BRITISH! RICHER! OLDER!



We welcome your letters on any topic related to karting and they should be posted to: Kart & Superkart (Letters), Pindar Road, Hoddesdon, Herts. They should have the name and address of sender, whether or not this is to be published. Opinions expressed are not necessarily those of the Editor or staff.

Dear Ed,

Through your magazine I would like to thank Simon Wright for all the help he has given me this year.

Also George and my Dad, for being faultless spannermen, without them I couldn't have achieved the results which I have.

Gary Moynihan
50 Arundell Road,
Angmering
Sussex

Dear Sir,

May I, through your column, please say THANK YOU to Peter Christo of CHRISTO RACING, Mark Hines of ZIP KART, Gerry Wainwright of GPS WHEELS, Richard Hunt and family, the Super One Series organisers and sponsors who made 1983 a most enjoyable season to remember, but most of all to my Mother and Father who have made it all possible for me.

Yours gratefully,
Miles Hall
100 Britain Super One Champion

'IKE' HARRIS

We regret to announce the death, on the 2nd September 83, of Mr "Ike" Harris. He was a founder member (1959) and also a Life Member of the Bromsgrove Kart Club Ltd.

"Ike" was an International Kart Scrutineer, who through the years had assisted many clubs in that capacity. Well known and respected by karters at home and abroad, he was one of the Bromsgrove 100 Class Team who won the first

24 hour endurance race in France in the early 60's.

A tireless worker at the club's Little Rissington circuit, on work party and race days, he was a man of considerable knowledge and experience, always willing to help and advise, especially when it concerned a Junior or Novice driver.

He is survived by his wife Gerda (International Clerk of the Course) and two daughters.

BY BARRY FOLEY

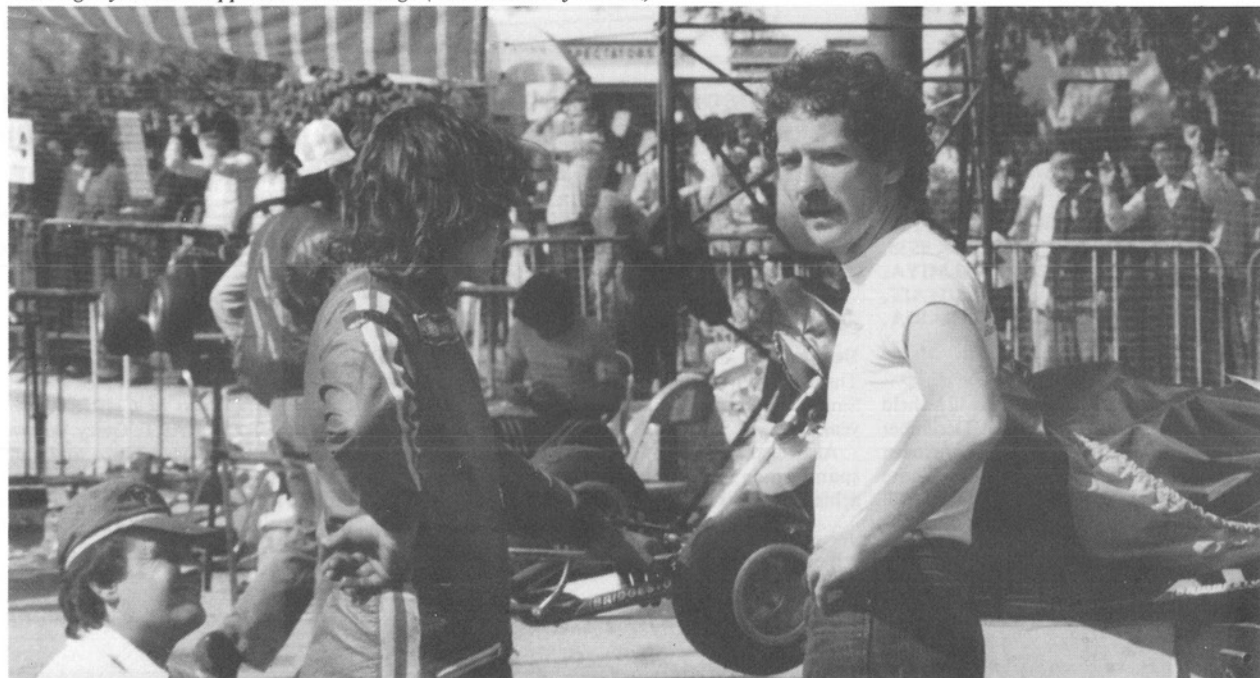
Photo Caption Competition

This month we offer a choice of two photos to get the grey matter working. Do you think these are the things Terry Fullerton and John Newton might have been saying? Perhaps you have some ideas of your own. If so jot them down and send them to:

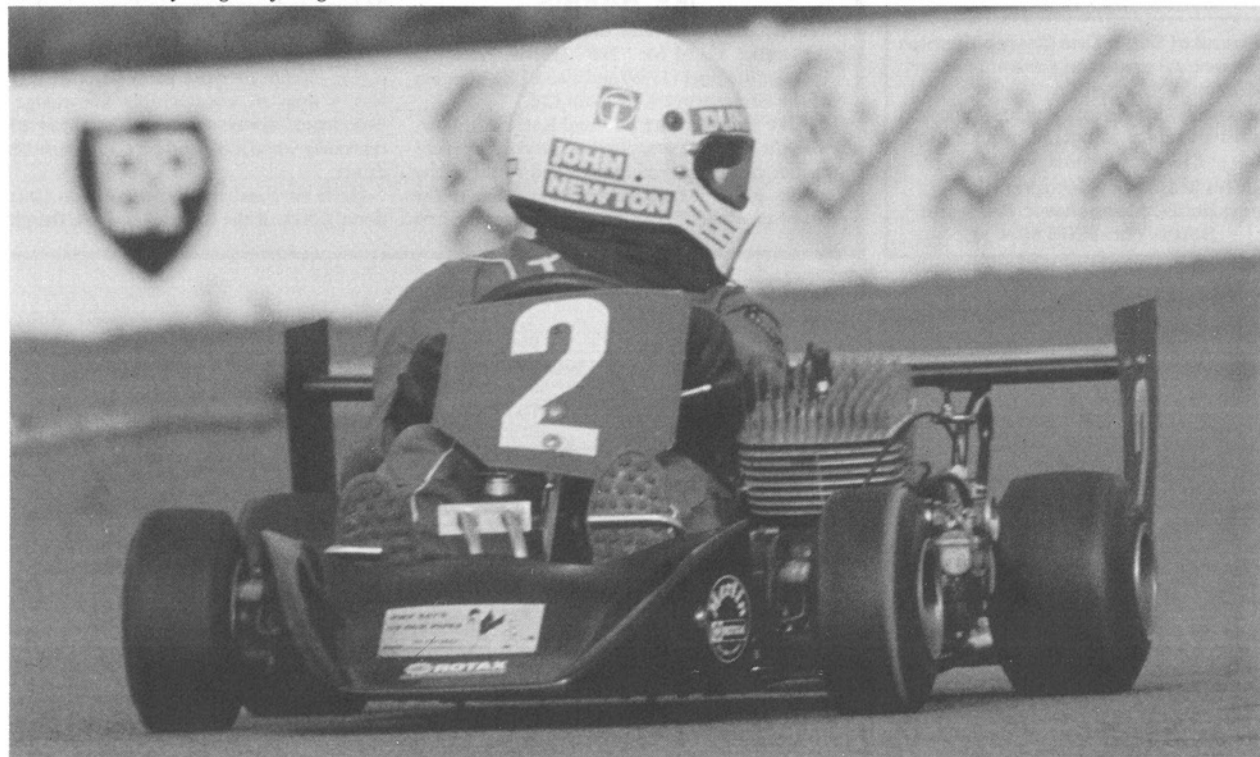
Kart & Superkart Magazine (Caption Competition),
Pindar Road, Hoddesdon, Herts EN11 0DE.

Funniest suggestions to both captions wins a test meter, kindly supplied by Tim Parrott's sponsors, Alpha Electronics.

"I thought you were supposed to be leading? (to the music of a waltz)"



"Next time I'll buy a tighter fitting helmet!"



CLUB SCENE

Shenington

18th SEPTEMBER 1983

Once again a very large field of 100 Nationals and 100 Britains raced at Shenington. The Club Championship is drawing to a close with only two meetings left to gain those vital points. The entry for Shenington is now written only. However to streamline the system drivers may sign on to drive at the following meeting after drivers' briefing. If they need to cancel their entry they may cancel by telephone. The entries still to Sue Wilkins as before, the address is in your Blue Book.

Maggie Filkin

Junior Britain

1st	Martin O'Connell	UFO/Arrow
2nd	Guy Wood	Zip/Arrow
3rd	Simon Richardson	Zip/Arrow
4th	James Rhodes	Zip/Arrow

Junior National

1st	Andy Routledge	Zip/PCR
-----	----------------	---------

100 Senior Britain

1st	Victoria Phillip-Bates	Reema/Arrow
2nd	Martin Sears	KEG/Arrow
3rd	Paul Rixon	KEG/Arrow
4th	Ron Shone	Jeta/Arrow
5th	Mark Bailey	Reema/Arrow

100 National "A"

1st	Peter Christo	Zip/Arrow
2nd	Paul Wilkes	Reema/Arrow
3rd	Robin Chuter	BM/Arrow
4th	Chris Daglis	TKM/TKM
5th	Jeremy Cotterill	Kali/Yamaha
6th	Richard Brenton	Sirio/Yamaha
7th	Gordon Message	Dart/TKM

100 National "B"

1st	S. Cartwright
-----	---------------

100 National "C"

1st	Gerry Wainwright	Dart/TKM
-----	------------------	----------

100 National Novice Award

Keith Gilks	Dino/PCR
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125 National

1st	Alan Dell	Zip/Rotax
2nd	Dennis Osbourne	Dino/Rotax
3rd	Rob Ashley	Zip/Rotax

210 National

1st	Mark Allen	Dale/Villiers
2nd	Michael Blake	Dino/Villiers
3rd	Colin Poole	Zip/Villiers
4th	Mark Lockley	Lynx/Villiers
5th	Ian Hunter	GP/Villiers

250 National

1st	John Ottrey	Zip/Yamaha
2nd	Pat Tomkinson	Dino/KTM
3rd	Chris Tomkinson	Dino/Yamaha

250 International

1st	Stuart May	Zip/Rotax
2nd	John Walton	Zip/Yamaha

Mini Ads

Telephone:
Hoddesdon 44201

100 National

1st	Tony Donoughue	Sprint Deavin/Parilla
2nd	Louis Di Resta	Sprint/BTR DAP
3rd	Jim Forsyth	Zip/Boyce PCR
4th	Andy Buchan	DAP/DAP XZ
5th	Joe McKeand	Le Spectre/Rutherford Arrow
6th	Duncan White	Wright/Rutherford Arrow

100 Junior National

1st	Jonny MacDonald	Bobkart/Kwik Parilla
2nd	Ian McLeish	Zip 983/Boyce PCR
3rd	Duncan Charnell	Wright/Arrow
4th	Roderick Brown	DAP/BTR DAP

Boyndie

SEPTEMBER 1983

The week following the "Scottish" saw a drop in entries at Boyndie with many drivers having a "weekend off". The Junior Britain, 125 National and 100 International were well supported however.

100 Junior Britain

Alan Innes won the first two heats from Stewart Massie and Ian Innes. Massie won the 3rd heat with Alan Innes 2nd. Well in contention over the heats were Graham Garden, Ian Innes and David Scott. It was Alan Innes who took the lead off pole position from Massie, Ian Innes, David Scott, Garden and Stewart. Innes kept Massie behind until lap 5 when they dived into the hairpin neck and neck, Massie held on and emerged in the lead as they raced for the left hander. Massie held the lead to the finish with Alan Innes 2nd, Ian Innes 3rd then Scott and Garden who had had a really close race with 4th and 5th.

125 National

The heats produced 3 different winners, Bernie Shepphard, Ian Pratt and Sandy Taylor. Peter Gray, Frank Allan and John Thomson finished in 3rds and 4ths. John Cadiz and Steve Manett had finishes in the first 5 over the heats.

In the final Shepphard and Pratt led the 125's round on their rolling lap. The flag dropped and it was Gray who flew into the lead with Allan, Taylor, Shepphard, Pratt and Manett following. The first 5 were nose to tail, Taylor moved to 2nd on lap 3 tucking in behind Gray. A lap on and Gray shut the door on Taylor as he tried the outside going round the hairpin. The next lap, hairpin again and Taylor sneaked through the inside of Gray to take the lead. Allan kept Shepphard behind him and foiled several attempts by Shepphard to take him on the straight. Shepphard at the same time had Pratt snapping at his heels and in turn kept him behind in 5th. These positions were held over the remaining laps to the finish.

100 Junior National

Scottish Champion Jonny MacDonald took a clean sweep of the heats, with Grant McLean 2nd each time. Darren Parks had a 3rd in heat 3.

MacDonald streaked off in the lead and left the rest of the field 1/2 a lap behind as he cruised home to the chequered flag. Grant McLean came in 2nd.

100 National

Andrew Graham was the man to beat as he notched up 3 wins over the heats. Jim Baillie put up the closest challenge as he finished with 2 x 2nds and a 4th. Pete Adams finished 2nd in heats. Alastair

Rothe put in a good performance with a 3rd and 4th. Robert Main, Billy Mitchell and David Eason also finished in the first four during the heats. As in the heats, the final saw Graham in an early lead, with Baillie 2nd, these two pulled away from the rest of the field as the laps rolled on. Rothe lay 3rd and Adams in 4th was being hassled by Main in 5th. Main's persistence paid off a few laps later as he took Adams at the hairpin and set after Rothe. By lap 12 Baillie had moved right up on Graham and Main had taken Rothe for 3rd. In the closing stages back markers came between Graham and Baillie and Graham took the chequered flag. Main was catching up in 3rd and Adams finished 4th after Rothe retired.

250 International

Due to lack of numbers this class was combined with the 210's. Bevan Fraser won the 3 heats and the final.

210 National

Sandy Pratt sustained a successful season in this class with 2 wins and a 2nd. Brian Swinkie denied him 1st place in heat 1. Peter White and Doug Taylor completed 1st 4 places over the heats.

Pratt took the lead from Swankie and the gap widened as the race progressed. These 2 finished 1st and 2nd respectively well ahead of the remaining 210's.

J. Taylor

100 Junior Britain

1st	Stewart Massie	Zip M W H'ld
2nd	Alan Innes	Zip R'fd Arrow
3rd	Ian Innes	Zip R'fd Arrow
4th	David Scott	Jeta Arrow

125 National

1st	Sandy Taylor	Zip SRS Rotax
2nd	Peter Gray	Zip SRS Rotax
3rd	Frank Allan	Zip Rotax
4th	Bernie Shepphard	Zip SRS Rotax
5th	Ian Pratt	Sprint SM Rotax

100 Junior National

1st	Johnny MacDonald	Bobkart Kwik Parilla
2nd	Darren Parks	Kestrel R'fd Arrow

100 National

1st	Andrew Graham	Birel R'fd Arrow
2nd	Jim Baillie	Premier Parilla
3rd	Robert Main	Zip TR PCR
4th	Pete Adams	TKM TKM

210 National

1st	Sandy Pratt	SM Spring PH Upton
2nd	Brian Swankie	Barlotti Villiers

250 International

1st	Bevan Fraser	Zip RKR Yamaha
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REMINDER

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CLUB SCENE

from Mick with Finnie ahead of Smith and Knight.

100 Britain

Two 2nd places and a win gave Steve Sheldon pole with Mike Adams making up a unexpected front row. Usual front row man, Andrew Wilson won both the heats he finished to take grid 3 and he was joined on the second row by John Raper.

Wilson quickly set his seal on the final as he completed the opening lap in the lead position followed by Sheldon, Raper and Adams. As Wilson pulled away Sheldon looked set in 2nd until he retired as the race entered the last third distance. This left Raper in 2nd with Adams next and as Wilson strolled through the final laps this was the position at the flag.

100 National

Three heats, three different winners shows how open yet closely matched this class is. Mick Mayers added two 2nd places to his win to claim another pole position. Heat 3 winner, Bob Kett did just enough points wise to take the other front grid while row 2 was filled by Miles Townshend and Pat Reynolds who in turn had Derek Calver and Mike Helm breathing down their necks. Back on the 4th row sat the third heat winner, Gordon Chenery who had Ray Ledworth for company, while next came Dick Grantham, Simon Overett, Mick Snowling, Steve Papworth, Shaun Reid and Graham Rowe with the rest thinking of the daunting task in front of them.

Mayers and Kett confirmed their grid positions as they led Townshend, Reynolds, Helm, Calver, Chenery, Ledworth and Grantham. This was the order until lap 5 when Kett had the misfortune to seize which promoted Townshend and Reynolds to lead the chase on Mayers while a little further back Calver and Chenery were involved with a bumper to bumper scrap with Helm. Two laps later Calver passed Helm with Chenery following him through while at the front Mayers still held the advantage over Townshend and Reynolds. Ledworth passed Helm on lap 7 and a lap later Helm went out which promoted Overett, Gant and Gomeche. Meanwhile, Calver and Chenery were having a tremendous scrap for 4th with Chenery hardly ever more than six inches from Calvers bumper as he searched for gaps which Calver wasn't too keen on presenting. Lap 11 and the almost inevitable happened when the two got that fraction too close and with Calver momentarily off line Chenery saw his chance and was through in a flash. This allowed Ledworth to close and Calver found himself in another battle. Reynolds spun but he quickly restarted to hold onto his 3rd place only now further behind Townshend who was a little behind Mayers. The leader reeled off the last laps comfortably to win once again this time with Townshend ahead of Reynolds, Chenery, Calver, Ledworth, Overett and Gomeche.

Junior Britain Team Race

Although the home team had their big five on display the lads, and lass of the visitors had looked sharp in the heats so it was certainly not going to be easy for the homesters.

Norfolk & Suffolk KC: Thompson, Nicholson, Caswell, Kyriakides, Webb, Baker, Cleane, Kilburn.
London KC: Wells, Hart, Duncombe, E. Newman, O. Newman, Reid, Naylor, Smith.

Race 1 was led throughout by Nicholson. Wells held 2nd until lap 4 when Thompson came through. Wells fought back to make a great race, getting by on lap 10 and holding on to take 2nd from Thompson. Webb, Hart, Duncombe, Kyriakides and Oscar Newman swapped places continuously behind the duel for 2nd before finishing in that order and with the rest finishing in the order of

Kilburn, Reid, Smith, Emily Newman and Baker the score was 93-89 in favour of the visitors.

Oscar Newman led race 2 from Kyriakides, Kilburn, Duncombe, Thompson and Hart with the rest sorting themselves out. Wells and Baker made good progress in the early laps but then Baker fell back to finish down the order. At half distance Kyriakides took over at the front ahead of Duncombe, Nicholson and Kilburn with Newman down to 6th behind team mate Wells. Nicholson passed Duncombe to produce a home 1-2 but with Wells demoting Kilburn to 5th and the LKC next with Oscar Newman, Hart and Emily Newman before Baker and Caswell completed the finishers for the home team, who could only pull back one point, giving victory to LKC by 170-167. Some great racing and our congratulations to the London team on their performance.

100 National Team Race

Norfolk & Suffolk KC: Kett, Townshend, Calver, Chenery, Reynolds, Adams, Reid, Gant, Overett, Gage, Gomeche.
London KC: Bellenot, Grantham, Mayers, Webber, Helm, Ledworth, Gannon, Stubbings, Snowling, Papworth, Rowe.

With time short this was held on a one off and what a race it was with the excitement coming at every corner. Even before the start the tension mounted as Kett and Adams were forced to pull out while the visitors lost Bellenot and Gannon.

Out on the circuit Reynolds led Rowe, Townshend, Papworth, Chenery, Snowling, Gomeche and Calver while Mayers was planted at the back after spinning at the chicane. Lap 2 and Chenery was up to 3rd as Townshend did a great job of slowing the visitors. Chenery made it 2nd a lap later as Calver came through to join the leading group and Mayers started to carve his way back up the field. Townshend moved up to 3rd on the next tour and Calver passed Snowling which left Rowe as the meat in a Norfolk & Suffolk sandwich. As Rowe tried to go one side of Townshend, Calver went the other way to slot into 3rd which became 2nd when Reynolds waved him through. Chenery then dropped back to ride shotgun while at the same time Mayers passed Townshend and they both passed Rowe. Lap 9 and Mayers was now 3rd behind Calver and Townshend and they both passed Rowe. Lap 9 and Mayers was now 3rd behind Calver and Townshend but under attack from Reynolds and Chenery. With a couple of laps to go Townshend was the new leader, Calver held 2nd and Mayers still had the Reynolds, Chenery combination to deal with. Last lap and Mayers was back to 5th and in his efforts to regain his lost position he spun once again. This left the home quartet to coast home in the order of Townshend, Calver, Reynolds and Chenery to set a base for victory ahead of Rowe, Helm, Overett, Gage, Gomeche, Mayers, Papworth and Snowling. The result shows a 113-61 win for the Norfolk & Suffolk team but the result doesn't really matter — the racing was the highlight, it was absolutely superb, causing supporters in the pits to jump about with excitement and spectators to talk about it almost non stop since. We look forward to the next one.

Junior Britain

1st & £10	Shaun Nicholson	Wright/Arrow
2nd & £6	Nicky Kyriakides	TMK/Arrow
3rd & £4	Dave Wells	Dart/Arrow
4th & £3	Nicky Hart	Dart/Arrow
5th & £2	Oscar Newman	Kestrel/Arrow
6th & £1	Graham Duncombe	Kestrel/Arrow
Nov.	Gavin Kilburn	Lancer/Arrow

Junior National

1st	Jean Pierre Bundle	Dart/TKM
2nd	Marian Rump	Mustang/FE

Nov.	Richard Waters	Mustang/FE
		TKM

210 National

1st	John Minns	Bullitt/Villiers
-----	------------	------------------

125 National

1st	Colin Croxford	Quantum/Burris
		Rotax
2nd	Reg Totman	Zip/Rotax

100 National

1st	Mick Mayers	Dart/BPH
		Arrow
2nd	Miles Townshend	Dino/TKM
3rd	Pat Reynolds	Gillard/TKM
4th	Gordon Chenery	Dart/DK TKM
5th	Derek Calver	Dart/DK TKM
6th	Ray Ledworth	Sprint/Parilla
7th	Simon Overett	Dart/TKM

100 National Novice

1st	Andrew Thrower
2nd	Michael Thrower

250 International

1st	Paul Waters	Star/Yamaha
-----	-------------	-------------

100 Britain

1st	Andrew Wilson	CORD/CORD
		Arrow
2nd	John Raper	Zip/Arrow

Eastbourne 100 International

1st	Samy Hunt	Dino/Dino
2nd	Martin Prior	Zip/Arrow
3rd	Darren Scott	Cobra/Pat Ron
		Arrow
		Derek Calver

Stranraer

SEPTEMBER 1983

The Scottish Championships were held at Stranraer in September over 2 days. Saturday's heats were run in 'monsoon' conditions and Sunday was dry and sunny but with gale force winds.

100 Junior Britain

1st	David Coulthard	Wright/Smith
		Arrow
2nd	Paul Gordon	Sprint/Rutherford
		Arrow
3rd	Allan Innes	Zip/Arrow
4th	Richard Scott	Jeta/BTR Arrow

125 National

1st	Sandy Taylor	Zip 925/SRS
		Rotax
2nd	Peter McCallum	Wright/Boyce
		Rotax
3rd	Roy McQueen	Zip/Rotax
4th	Bill Stodart	Barlotti/Rotax

250 International

1st	Paul Williamson	Zip/SRS Rotax
2nd	Rob Logan	Barlotti/FP
		Yamaha
3rd	Bevan Fraser	Zip GP/RKR
		Yamaha

Z 10 National

1st	Fraser Barber	Barlotti/SD
		Villiers
2nd	Kevan Park	Zip GP/Bett
		Villiers
3rd	Peter Baxter	Barlotti/Baxter
		Villiers
4th	Alister Mathie	Zip GP/APV
		Villiers

HINES – WORLD CHAMPION!



The trio: Bohlin, Hines and Heerey.

Sweden's Lennart Bohlin wins the race of the day, leading home Heerey and Hines after a furious nine lap clash, but Martin Hines becomes overall World Superkart Champion, an encore to a very creditable year's karting.

**Report: Ed McCormick
Pics: Rodger Calvert**

The 4.240 km Circuit Bugatti at Le Mans was the venue chosen for the final round of the CIK/Bridgestone Formula 'E' World Championship held over the weekend of 15th/16th October. Incorporated with the same meeting was a grid of 125cc CIK promoted machinery. However, the focal point of the event was the deciding race of the first ever World Superkart Series and Great Britain had high hopes that it would be one of its drivers to bring the trophy back home.

The previous two rounds at Jyllands Ringen in Denmark and Silverstone, produced two key men: Martin Hines with the Danish win giving him 15 points and Norwegian Torgjer Kleppe who collected 7 points in Denmark and finished first at Silverstone with another 15 points to bring his total to 22. But all was not just to be between those two; many other drivers stood in contention should Hines and Kleppe fail to finish: Steve Styrin on 12, Denmark's Paul Petersen also sharing 12 with Chris Lambden. A little further behind but still a danger was Dutchman Perry Grandstra and Brian Heerey, both with an equal 10 points. All the ingredients were there for a clash of the top line drivers.

AROUND AND ABOUT

So, it was a mixed bag of possibles who presented themselves at Bugatti for the final round, including the Super Swede, Lennart Bohlin who, though not in the championship running, was out to prove that

he is capable of taking a long circuit win and also, I suspect, to be a thorn in the side of those other top contenders.

Unfortunately the weekend was to be marred by a couple of incidents no one would have wished happen. Rob Kerkhoven was called home to attend his father 'Kess' who was critically ill and died tragically on Tuesday 18th October. The other was a serious car accident involving Chris and Maxine Lambden and Chris's mechanic Mark. The accident, not of their making, put all three in hospital. Though Chris and Maxine were not detained for long, at the time of writing this report, Mark is still in hospital and we all wish him a speedy recovery.

In fact these two incidents seemed to spark off a series of disasters for the top UK drivers. With so much at stake all the stops were out, tasking machinery to the limit. Brian Heerey, winner of two TV Superkart races and champion at Oulton with a fine victory, blew two gearboxes to pieces. Reg Gange, Hermetite's number two man, shot more motors than he cared to think about. Hines, determined to defeat Norwegian Kleppe, almost exhausted the resources of Zip. The camp of Bohlin and Ziemelis worked hard during the weekend to ensure that Lennart had a good motor for the final.

The parade of talent revealed that Hines was not going to have it all his own way and, that if he wanted the title, he would have to work very hard for it. Though he clocked a very fast time in Friday's practice of 1 min 38.92 secs, others were sniffing for the race honours: Brian Heerey, Sandy Dalgarno, Roger Goff very quick and consistent; Holland's Perry Grandstra, Torgjer Kleppe and Bohlin who has cleaned up the Scandinavian scene with a creditable flourish. Dutchman Wouter Stolk who revealed some of his talent at Zandvoort

proved that he too could be a serious threat.

TIMED PRACTICE

It was timed practice on Saturday that sorted out the who's who. Hines came top of the list with a 1 min 39.18 secs. Next up was Heerey's 1 min 39.33 secs, followed by Goff, Bohlin and Stolk, all with times below the 1 min 40 sec mark.

With a total of 58 competitors taking part in timed practice three groups, A, B and C emerged. Notable in each group were: A — Hines, Bohlin, Dalgarno, Lambden and Carolynn. B — Heerey, Stolk, Kleppe, Petersen, George and Butterfield. C — Goff, Gange, Styrin, Johannson and Price. The groupings were arranged in such a fashion that, at some time during Saturday, each driver would come up against another. So, the programme was arranged as follows:

Group A versus B	scheduled for 3 pm
B versus C	„ for 4 pm
A versus C	„ for 4.45 pm

Due to confusion and disorganisation among the circuit staff the actual race times above had to be amended, although it should be said that alot of the problems did not originate from Automobile Club de L'Ouest.



TIMED PRACTICE SATURDAY			
1	M. Hines	GB	1 min 39.18
2	B. Heerey	GB	1 min 39.33
3	R. Goff	GB	1 min 39.34
4	L. Bohlin	SWE	1 min 39.75
5	W. Stolk	NL	1 min 39.96
6	R. Gange	GB	1 min 40.11
7	S. Dalgarno	GB	1 min 40.87
8	T. Kleppe	NOR	1 min 40.90
9	S. Stylin	GB	1 min 41.30
10	C. Lambden	GB	1 min 41.99
11	P. Petersen	DK	1 min 42.12
12	L. Johansson	SWE	1 min 42.28
13	F. Binder	AUST	1 min 42.44
14	G. George	GB	1 min 42.46
15	R. Bushell	GB	1 min 42.52
16	C. Grant-Sale	GB	1 min 42.58
17	G. Butterfield	GB	1 min 43.05
18	D. Price	GB	1 min 43.11
19	P. Westman	SWE	1 min 43.36
20	P. O'Shea	GB	1 min 43.38

Group A Versus B

Between 3 and 3.30 pm the first of the group races took to the circuit behind the pace car and disappeared round the Dunlop curve on the rolling lap. The grid formation was a 2 staggered 2 system with Hines, Heerey, Bohlin, Stolk, Dalgarno and Kleppe sharing the front rows. Behind came Lambden, Petersen, Binder and George, with Carolyn and Giles Butterfield on the next row.

At the lights it was Heerey first away leading Hines and Bohlin up to the Dunlop bridge on the start of their five lap battle. Wouter Stolk was there as well with Kleppe as they charged down the hill into the first of the tight hairpins, La Chapelle. Even the first lap was beginning to take its toll. Brian Heerey entered the pits straight with hand in the air, his fourth gear gone and his race chances over. There was a horrible incident on the back straight, Le Chemin aux boeufs, when Frenchman Yves Savean spun and Ed Duckett smacked into him, resulting in Savean sustaining a broken arm and ankle. Lap two and it was Hines leading from a charging Stolk with Bohlin and Kleppe on his tail. Sandy Dalgarno was making good ground from Butterfield and Carolyn who was struggling with Frenchman Michel Trolle. Then Lambden was out, a broken nearside spider tossing him into the bank.

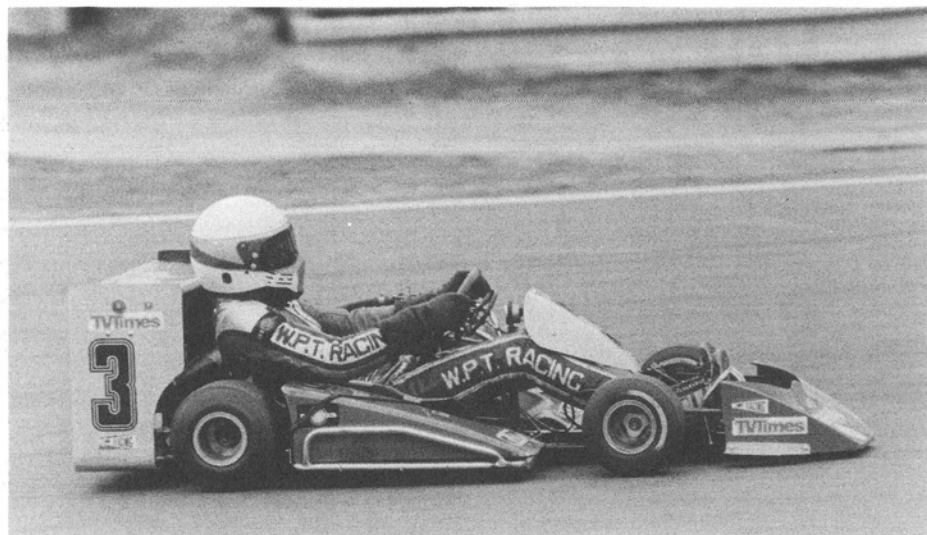
Meanwhile Stolk was putting the pressure on Hines up to the Dunlop bridge as Bohlin sat in the slipstream. The order behind was the same, except Carolyn was having problems with Trolle and Kleppe had gone missing with a broken crankshaft and pieces of piston stuffing his exhaust.

As they came round the final corner it was Bohlin who had taken the lead from Hines, leaving him to the attentions of Stolk, but Stolk wasn't quick enough and had to settle for third ahead of Dalgarno, Butterfield and Trolle who succeeded in his battle to wrest sixth spot from Carolyn.

Group B Versus C

The second heat grouping took to the circuit about 4.30 pm. Kleppe's problems meant he was forced to drop this heat, not an enviable situation because it would give him a poor grid position for the pre-final. The line up at the front showed Heerey and Goff on the first row, Stolk and Gange on the second with Lars Johansson and Steve Stylin on the third. As they came round off the rolling lap up to the lights there was another holdup which nobody ever found the reason for. The result was, as the lights changed to green, Reg's hands went in the air and the horde tore past leaving him alone on the circuit. After we'd lifted the kart over the armco it was discovered a big end had gone.

Meanwhile Roger Goff had got the advantage and led Heerey away into the distance with Stolk, Johansson and Stylin in tow. As lap two commenced Heerey had taken the lead from Goff, while Holland's Perry Grondstra came dashing from the half way grid to take up third, with Derek Price a



Brian Heerey — fate struck hard in the heats.

close fourth. Next up was Per Steffenson and Stylin. Into the third tour and it was obvious Heerey had difficulties again, he was lying well down the order and was eventually forced into retirement with more gearbox problems.

The battle now raged between Goff and Stolk and, as they came into view, Stolk succeeded, getting the advantage with the lead from Roger, closely chased by Grondstra and a hounding Johansson. Derek Price was locked in combat with Frenchman Trolle as they entered the last lap, while Glenn George, Bushell, Butterfield and Peit Hartog were all ahead of the ailing Dino of Stylin, later diagnosed as an axle shift.

At the line it was Wouter Stolk to take the flag from Goff, Grondstra, Johansson and Price. Trolle managed sixth from George, Bushell, Butterfield and Hartog. Stylin held onto eleventh spot ahead of O'Shea, Irishman Greenwood and per Steffenson. Poul Petersen dropped well back to finish eighteenth.

Group A Versus C

There was a lot of frenzied activity evident in the paddock during the intervening period before the final heat of the day. The Dino camp was busily rectifying the axle problem for Stylin while Reg sorted out another motor from the Hermetite stores and Chris Lambden had carried out the necessary repairs to ensure he too could compete. Brian Heerey, thankful he had no more races that day, was busily engaged with preparations for the morrow.

At approximately 5 pm the last of the group

meetings, groups A and C lined up at the lights; Hines and Bohlin leading the field with Goff, Gange, Dalgarno, Stylin, Lambden and Johansson all well up. Carolyn sat next to Derek Price. With the lights on green they charged off the start line, Hines and Bohlin first away while Gange and Goff tore up to the first right hander side-by-side. Grondstra was next ahead of Stylin and Price. Carolyn was a little further back fighting off Lars Johansson.

As the leaders came into view on the straight it was Bohlin again ahead of Hines but not by much, with Reg leading Goff and Grondstra up to the Dunlop curve. By lap two Swede Westman was out, the back end of his machine looking as though it had gone through a crusher. Dalgarno had charged up to slot himself into third place, pushing Gange to fourth ahead of the Stylin and Price. Roger Goff had slipped down to seventh spot and was tangling with Johansson and Carolyn, determined to hold it.

As the third tour started, Hines rolled into the pits, a primary gear had blown a hole through the crank, leaving Bohlin out on his own. Roger Goff had furiously driven up to take second spot with Hines' departure from the proceedings, only to be baulked following an incident with Grondstra on the back straight. The result took them both off. Grondstra was quickest to get back in the race and Roger, now suffering clutch problems, found himself well down the order.

With Goff out of contention Sandy Dalgarno was hot in pursuit of the fast disappearing Bohlin while Gange could feel the attentions of Grondstra close to his exhausts. Next in the order was Derek



Norway's Torgjer Kleppe second in the Championships.

Snetterton

25th SEPTEMBER 1983

With sunshine and a blue sky the scene was ideally set for a bumper meeting at Snetterton on September 25th with a round of the 'Eastbourne 100 International Premier Series' plus Junior Britain and 100 National Team Races against our good friends from the London Kart Club in addition to the normal Club, Castrol and Circuit Travel Championships, and what a feast of karting it turned out to be.

Junior Britain

A brace of wins following on an opening heat 3rd place gave Jamie Thompson pole position for what promised to be a hard fought final. Joining him on the front row was Shaun Nicholson (1st, 2nd, 3rd) while row 2 was filled by Steven Webb and Nicky Kyriakides, who had Graham Duncombe, Dean Craswell, Ian Smith and Paul Wells to look out for. Next up came Oscar Newman and Nicky Hart with row 6 occupied by Gary Naylor and Emily Newman, who, we are pleased to see back in action at the kartway.

With the starters flag raised Thompson took the lead from Nicholson as Kyriakides slotted into 3rd ahead of the nose to tail queue of Webb, Duncombe, Wells, Hart, Oscar Newman and Smith. Kilburn and Daft passed Smith on lap 4, a lap later Webb disappeared into retirement while the ding dong battle continued at the front until lap 8 when Thompson pirouetted, rejoining the race in 5th behind new leader Nicholson, Kyriakides, Duncombe and Wells. Thompson pulled back a place on the next lap but the leading trio looked out of reach. Duncombe and Thompson both spun on the

penultimate lap so at the finish it was another victory for Nicholson from Kyriakides, the promoted pair of Wells and Hart, Oscar Newman, Duncombe and Thompson.

Junior National

Jean Pierre Bundle once again showed his mastery of the kartway by winning the heats as he pleased to annex pole, while Marian Rump was equally untroubled in 2nd place on each occasion to complete the now regular front row. Robert Smith and Darren Wenn contemplated their chances from row 2 with Richard Waters, Adrian Peck and Simon Hawkes completing the line up.

Predictably Bundle and Rump ran away to command their customary 1-2 while Wenn established himself in 3rd after early pressure from Waters who was followed by Hawkes and Peck. These two swapped places on lap 2 but Hawkes moved back into 6th when Peck went out on lap 8. The remaining laps were reeled off without further incident so at the flag the order was Bundle, Rump, Wenn, Smith, Waters, Hawkes.

125 National

Colin Croxford put the trials of the last two meetings firmly behind him to take all the three heats as he pleased. A hat trick of 2nd places put Reg Totman on grid 2, with D. Ford and Jonathan Cook next ahead of the troubled duo of Roger Barrington and Darren Maryon.

Totman followed Croxford off the line while Cook edged ahead of Ford. As Croxford pulled away so attention was focussed on the Cook/Ford duel which was decided in the latter's favour on lap 5. Totman became his new target and it wasn't long before we had a scrap for 2nd. After 4 exciting laps Ford took 2nd but the tussle was by no means over as Totman fought back, regaining 2nd spot on lap

11. From there on he kept the door firmly shut on the challenger to cross the line behind Croxford who was streets ahead while Cook completed the quartet.

210/250

Rob Betts headed the 210 line up from John Minns and John Sapey from Jean Shoestring with Terry Hawkes and Paul waters contesting the 250 International matchrace.

Minns led the red plates from Sapey and Betts on lap 1 but any chance of a 1-2 went when Sapey was forced to retire on lap 2, and with no further change it was left to Minns to take victory.

Hawkes led from Waters after the latter was delayed on the start line which presented the second man a mammoth task if he was to catch the leader. Unfortunately for the leader the result was decided at mid distance when he retired leaving Waters with an untroubled run to the flag.

100 National Novice

An interesting line up of novices with a very open final in prospect. Two wins and a 3rd had given Michael Finnie pole and he was joined by the other heat winner, Andrew Thrower. Behind these came Mick Thrower and Bill Smith and Tony Knight who thus far had had a meeting he would rather forget. Still anything could happen and often does in these races.

Finnie led away from the flag closely followed by Andrew Thrower, Mick Thrower, Smith and Knight. Finnie was kept under pressure by the Throwers but was holding on bravely to his lead position as he fended off their challenges. However, on lap 6 Mick found a gap and was through and on the next tour Andrew repeated the feat. With the front three consolidating their respective positions the result was a Thrower 1-2, Andrew

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Kalendar

PERTH, AUSTRALIA 100 International Asian open Championship.

13 CHASEWATER (Pleasure Park, Brownhills, off A5)

ROWRAH (nr. Frizington, Cumbria).

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

20 BRANDS HATCH Superkart BRSCC Series, round 5. (off A2 nr. Farningham, Kent).

NUTHAMPSTEAD (1 1/2 miles east of Barkway, off B1368 Cambridge-Ware Road).

3 SISTERS (off junction 25, M6) Bolton K.C. SHENINGTON (8 miles from Banbury).

DUNSWELL (5 miles from Honiton, Devon).

27 FULBECK (8 miles from Newark). SNETTERTON (15 miles S.W. of Norwich on A11).

DECEMBER

4 KIMBOLTON (10 miles S.W. of Huntingdon). RYE HOUSE (Hoddesdon).



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Carolynn drove a fine race to take sixth.

POINTS FOR PRE-FINAL GRIDS

	0 Points
L. Bohlin	3
W. Stolk	7
S. Dalgarno	7
P. Grondstra	8
R. Goff	10
D. Price	12
L. Johansson	12
M. Trolle	14
G. Butterfield	15
G. George	16
C. Grant-Sale	18
S. Stylin	20
R. Bushell	20
P. Hartog	23
K. Binder	23
C. Eddie	25
P. Steffensen	30
P. Petersen	31
R. Rath	31
D. Ihle	33
P. Haugard	33
M. Hines	34

Price driving a fine race against the threat of Stylin and Goff who had reappeared on the scene in seventh spot. Carolynn and Lars were still fighting over eighth place.

As the penultimate lap started, Bohlin was well out on his own and, barring mechanical failures, was set to notch up his second win of the day. The struggle between Gange and Grondstra resulted in Grondstra climbing to second, leaving Gange to tangle with Dalgarno in a desperate bid for third. Price was still holding Stylin at bay with Goff close behind.

Drifting into the straight for the final time, Bohlin was well clear of the neck and neck battle between Gange and Dalgarno with Gange succeeding and claiming second. Perry Grondstra found himself fourth with Price next home ahead of Goff who had managed to beat Stylin to the line. Lars Johanssen followed with Carolynn half a karts length behind.

The day ended with some surprises from the heats. Bohlin had won two; Wouter Stolk had claimed one. Neither of the favourites, Hines or Kleppe had won anything though Hines had a good second to his credit, but the non-finish in the last heat meant that he would have a lowly grid position for the pre-final on Sunday. Reg Gange also, found himself in a similar situation, having only one finish to his credit. Of the three Hermetite members, Carolynn fared the best with excellent driving, giving her a 7th and a 9th finish in both her heats, earning her only 16 points and a pre-final position on row six of the grid. Torgjer Kleppes' two non-finishes relegated the Norwegian contender back to the twenty-third row. Wouter Stolk's performance during the day with a first and a third ensured that he would be up there in front with Lennart. Both Sandy Dalgarno and Perry Grondstra had acquitted themselves very admirably, Sandy claiming a 4th and a 3rd and Perry a 3rd and 4th. Roger Goff, whose driving ability can not be doubted was to share row three with Derek Price, while Lars Johanssen and Michel Trolle would find themselves on row four. Giles Butterfield and Glenn George would occupy row five whilst Steve Stylin was to share the next row with Carolynn. Brian Heerey's disastrous heats earned him a middling grid order on the nineteenth row and hopefully his concerted efforts at repairs and replacement would permit him to occupy such a position.

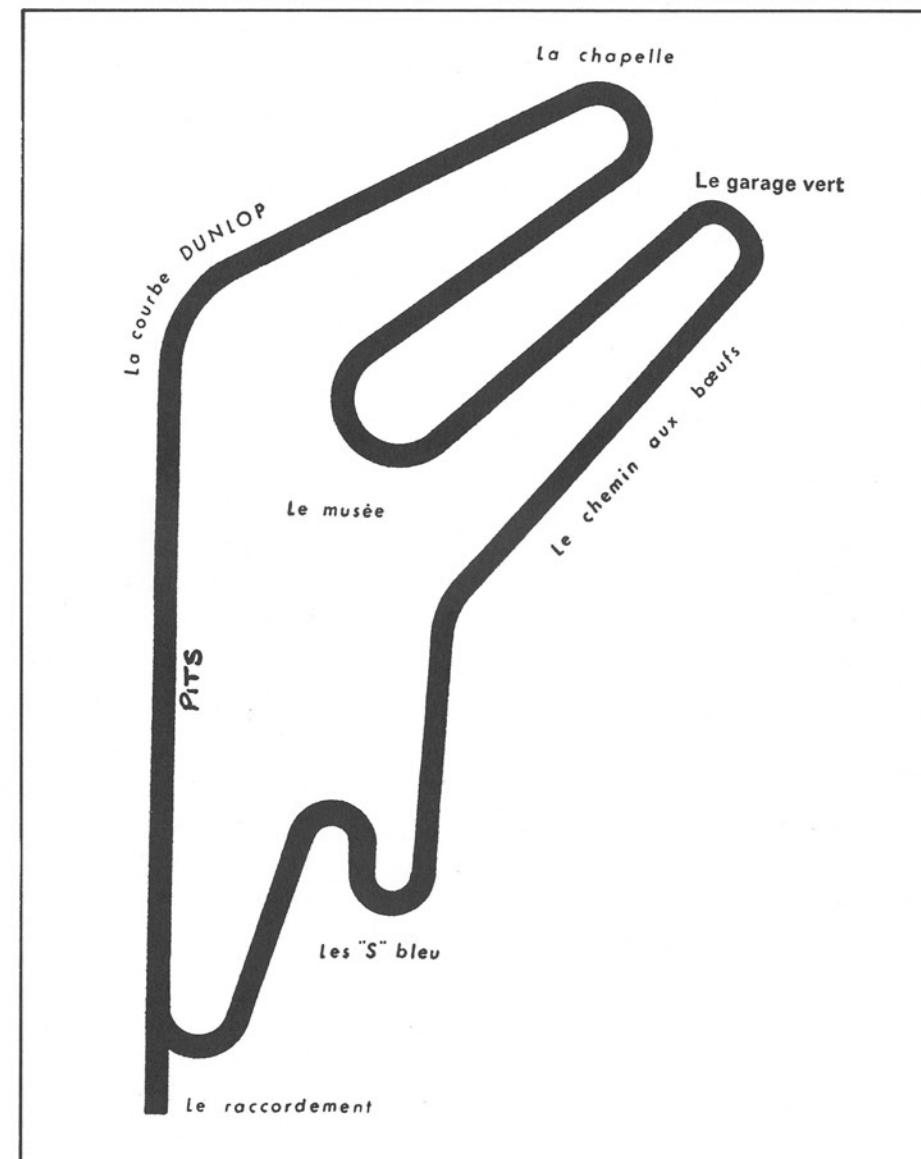
In various camps many permutations were being made as to who stood to win the championship. With Kleppe still the dominant factor, having 22 points, he only had to finish, say ninth and Martin 3rd and the title would be his. Or Martin not to finish, or finish well down the order with Torgjer likewise, Brian Heerey hung onto first or second place, he could well take the championship. The permutations, whilst by no means endless, go a long way beyond the few examples given.

PRE-FINAL

With the severe thunderstorm of Saturday over and forgotten, the Formula 'E' contenders rallied at 9 am for the first of two free practice sessions, each of approximately one hour's duration. A lot of hassle had been experienced by drivers and mechanics alike trying to gain entry to the pits lane. A ticket was given or demanded each time entry or exit was made. Thus, considerable confusion arose and some choice words in varying languages arose from time to time in the vicinity of the gates, not to men-

tion one or two slight altercations, perhaps to a degree justified in the heat of the moment though not condoned.

At 1.45 pm there was supposed to be a presentation to the public of all the Formula 'E' finalists, a presentation which never materialised owing, in part, to confusion among the officials and many delays caused by unknown reasons. It was nice to see that one or two English officials were trying their best to act as liaison between drivers and the



authorities. Notable was Ron Brassey who did so much head-scratching he must be lucky to have hair he can still call his own! Well done Ron.

Nevertheless, at around 2.30 pm the pre-finalists took to the dummy grid and rolled after the pace car. As the rolling lap ended and they approached the start, the grid took the following formation:-

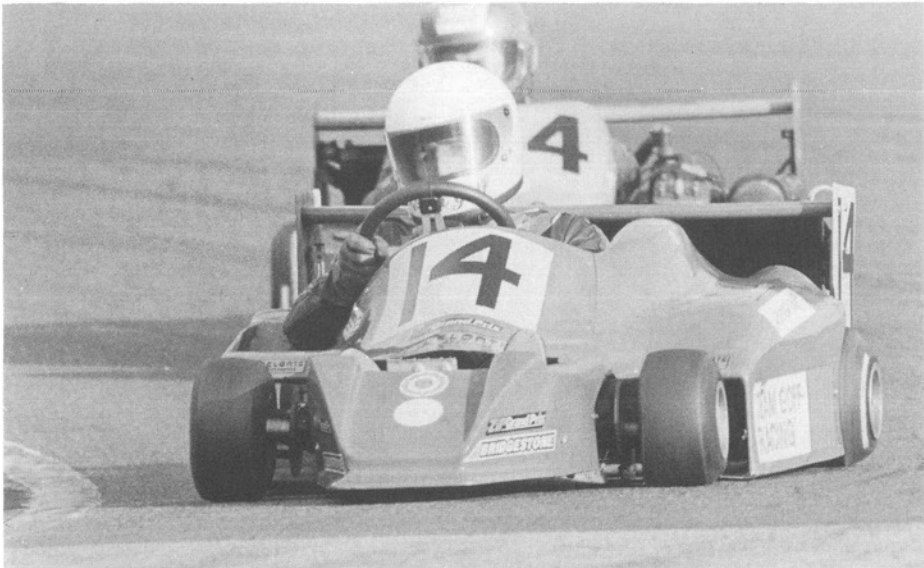
STOLK	BOHLIN
GRONDSTRA	DALGARNO
PRICE	GOFF
TROLLE	JOHANSSON
GEORGE	BUTTERFIELD
STYRIN	CAROLYNN
HARTOG	BUSHELL
EDDIE	BINDER
PETERSEN	STEFFENSEN
IHLE	RATH
HINES	HAUGARD
O'SHEA	MACWIRTER
SIEBOLD	VISONNEAU
GANGE	URHOFFER

Brian Heerey sat back on row nineteen while Kleppe rested on the twenty-third just ahead of Ed Duckett. With such men as Bohlin and Stolk at the front, Hines had his work cut out to eat his way through the pack from the eleventh row before he would make any impact. As the lights hit green they took off up the straight into the Dunlop curve with Stolk leading Goff and Hines, who got a flying start, with Grondstra close on his tail. Bohlin was suffering problems and quickly dropping down the order. As they came down the hill from the double Esses with the tight right-hander of le garage vert, Stolk was clinging onto a tenuous lead as Goff threatened but he managed to hold onto it as he pulled out a better advantage on the straight. Hines was there also, being challenged by Perry Grondstra. Hanging on grimly was Sandy Dalgarno with Carolyn hounding the life out of him. Brian Heerey appeared next pushing Poul Petersen through the corner, followed by Butterfield and Styryn making his way through the pack with Price.

Lap two and the order had changed. Roger Goff's out-braking tactics gained him the lead over Stolk. Hines was a close follower fending off Grondstra. By the third tour Goff had established quite a strong position but had neglected to account for the pressure of young Grondstra who had taken both Stolk and Hines to slot himself into second place. Meanwhile Butterfield, Gange, Kleppe and Gary Lyons had all disappeared. Next along was Sandy Dalgarno still threatened by Carolyn. By this time Brian Heerey was visibly suffering problems. Likewise Bohlin who was trailing along near the back determined to finish at all costs. Into sight on lap four and it was Grondstra leading, only just. Stolk had slip-streamed his way past Goff, leaving him to fight it out with Hines. Carolyn was there, now ahead of Petersen who had moved up in front of Dalgarno following Carolyn's successful challenge.

Goff was having the fight of his life and managed the better of Stolk and Grondstra, pushing the latter down into third place just ahead of Hines who was out after a high-placed finish. Carolyn clung to her fifth position as Dalgarno found himself coming under pressure from Johanssen, Petersen and Styryn. Brian Heerey was still there trying to fend off Price and the attentions of Paul O'Shea who had moved up well through the field.

As they entered lap six all hell broke loose among the lead four as one battled the other for supremacy. Goff hung on as long as possible but gradually his advantage was being whittled away as he had to contend with three, not one, drivers after the flag. Over the line it was Perry Grondstra ahead of Goff, Stolk and Hines. Next home was Poul Petersen, Sandy Dalgarno and Carolyn with Styryn, O'Shea and Derek price completing the top ten in what was a splendid pre-final.



Roger Goff, a constant struggle with Stolk during the final.

WORLD CHAMPIONSHIP FINAL

With the finishing positions in the pre-final dictating the grid for the main final there was an interesting prospect ahead for the spectators lining the pit wall. As the competitors sorted themselves out, it had been hoped that the gate officials might take the opportunity to do like wise. At 3.45 pm the commentator announced to the public the forthcoming event and the competitors duly presented themselves and machinery to the pit lane. Incredibly, little or no time was allowed for the complete grid to assemble before the gates were shut, closing out several drivers, such as Reg Gange and Giles Butterfield. Employing the old adage that 'the end justifies the means', needless to say our two intrepid heroes gained entry.

After the furore settled itself the dummy grid officially assembled and took the following order:-

GOFF	GRONDSTRA
HINES	STOLK
DALGARNO	PETERSEN
STYRIN	CAROLYNN
PRICE	O'SHEA
RATH	GASSIN
BLOM	BINDER
HAUGARD	KIEFER
GREENWOOD	SERVOL

POINTS FOR THE FINAL GRID

P. Grondstra	0
R. Goff	2
W. Stolk	3
M. Hines	4
P. Petersen	5
S. Dalgarno	6
C. Grant-Sale	7
S. Styryn	8
P. O'Shea	9
D. Price	10
E. Gassin	11
R. Rath	12
F. Binder	13
J. Blom	14
H. Kiefer	15
P. Haugard	16
D. Servol	17
I. Greenwood	18
J. MacWhirter	19
E. Gates	20



Father and son share the honours.



Hines — The British Champion.

front. As the starter sent them on their way Luby quickly established himself at the head of the swarm with Chris King slotting himself into second, Colin Mills in third followed by a very able Peter Tippell. By the end of the first lap, Ziemelis was storming through the field until, on the third tour, he was tucked in behind Les Cooper's fifth position.

As the field began to look more spread out because of Luby's increasingly long lead, Ziemelis looked to be no threat to the leaders but, with lap four reaching its closing stages, Ziemelis stepped up the pressure, eventually taking both Peter Tippell and Les Cooper, climbing in tight behind the GP of Colin Mills. It took him another one and a half circuit before Mills also suffered the same fate as Tippell and Cooper. Meanwhile Luby was into the Esses as second and third man, King and Ziemelis, were finishing with Gerrards. It was Chris King next to come under the hammer, though he valiantly tried to defend his position. Lap eight saw the change in the order, Ziemelis secured second spot for himself with a straight charge, then began the onerous task of hauling in Luby, an impossible task because Ziemelis was obviously suffering some problems, later diagnosed as a partial blockage of the carburettor.

Mark Allen, while this was happening, had been applying pressure to Les Cooper and succeeded, on the way into Gerrards, then set his sights on Colin Mills, but Mills retired before the assault could begin, elevating Mark to fourth spot. Behind came the battling duo of Les Cooper and Ian Beaumont

who had steadily worked his way through the field, eventually getting the better of Cooper on the final lap.

As the flag dropped Luby crossed the line a long way ahead of second man Ziemelis, Chris King and Mark Allen with Beaumont and Cooper completing the top six.

1st	Kurt Luby	Phoenix/LD Rotax
2nd	Stuart Ziemelis	Zip/SRS Rotax
3rd	Chris King	Phoenix/LD Rotax
4th	Mark Allen	Dino/KB Rotax
5th	Ian Beaumont	Lancer/SRS Rotax
6th	Les Cooper	Lancer/SRS Rotax
Fastest lap: Stuart Ziemelis — 50.73 secs (95.85 mph)		

250 INTERNATIONAL FINAL

As the last final of the day rolled round to take up the grid, a formidable array of machinery packed the front row in the hands of Kerkhoven (pole), Heerey, Hines and Price, while Reg sat a few rows further back. With Peter Carter bringing them round in a neat formation the starter prepared himself.

As the signal went up they roared off the grid with Kerkhoven quickly assuming the lead, while

Heerey, Hines and Price stormed after him. Reggie was next up with Butterfield and Carolyn clinging to his tail. That was the order as they appeared out of the Elbow with no discernible advantage between the leading trio. Well into the second lap and the leaders began to pull out a respectable gap from Price, Gange, Butterfield and Carolyn.

By lap three Hines out-manoeuvred Heerey out of Gerrards, slotting himself into second place and began the task of hauling in Kerkhoven from his short lead. But 'Kerky' is a determined man and clung tightly to his choice position, shutting the door to any overtaking antics. Heerey was still up there with Price hassling him while Carolyn was tucked in behind Reg; Butterfield was gone.

The next tour came and went with the order unchanged then, as the leaders approached the Lake Esses on lap five, Kerkhoven was noticeably slowing. Hines and Heerey dived into the lead while Kerkhoven drew into the pits with mechanical problems, dispirited, his race finished. Hines and Heerey still held a considerable gap and over third man Price, coming under attack from Gange. Sandy Dalgarno meanwhile had worked his way from the middle of the order, putting pressure on Carolyn until he slipped past to take up fifth position. Malcolm Belbin also was on the attack and by lap eight was tucked in front of Carolyn for sixth position. Roger Goff and Richard Dean were next up.

The leading position were by no means decided: Heerey was sticking to Hines like a limpet and Reg was pressuring Derek Price in a furious scrap for third, eventually achieving his aim before the last circuit commenced. Carolyn's determination to regain her lost places was rewarded by a skilful snatch over Goff and Belbin before the Elbow was reached. Heerey's last ditch effort to relieve Hines of the lead didn't come off and Hines took the flag with Brian close behind. A little further back came Price, Gange, Sandy and Carolyn. A fine race and a creditable win for Hines after a race long struggle.

1st	Martin Hines	Hermetite Zip/Zip Rotax
2nd	Brian Heerey	Zip/Rotax
3rd	Derek Price	Strates/Rotax
4th	Reg Gange	Hermetite Zip/Zip Rotax
5th	Sandy Dalgarno	RKR Zip/Rotax
6th	Carolynn Grant-Sale	Hermetite Zip/Zip Rotax
7th	Roger Goff	Zip/Goff Rotax
8th	Malcolm Belbin	Zip/CTRP Rotax
Fastest lap: Brian Heerey — 45.7 secs (106.34 mph)		
(This speed was 3 mph up on last year's Mallory visit)		

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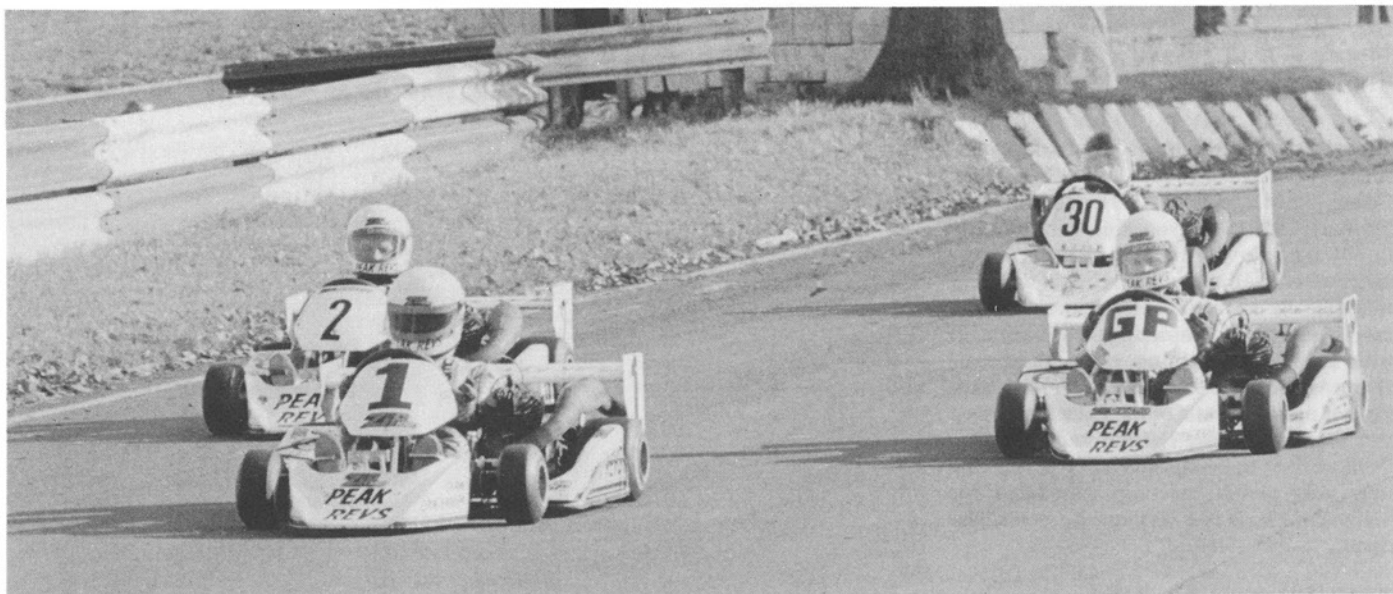
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'Peak Revs' trio: Rodgers (1), Cheetham (GP) and Barnes (2) lead John Atherton (30) on the way.

Again, in the second heat, Heerey, Hines and Price were to share the same grid, this time the third row with Giles Butterfield. From the beginning it turned out an almighty scrap between Hines, Heerey and Kerkhoven with Derek Price up there in the thick of it. After a desperate heat long battle, Kerky and Heerey pushed Hines into third. At the finish the order remained the same with the lead pair having given a display more akin to the final than a heat! The race average speed was creeping up: 102.84 mph, with the prospect of a cracking final on the cards.

210 NATIONAL FINAL

As the 210's paraded behind Tony Temple's pace car the result of the final looked to be a foregone conclusion, with Newton dominating the front of the pack. The start was the classic pattern with Doble, Newton, Bett and Gary Parker breaking away while Bill Longdon and John Burns were making inroads to keep in touch, but already, by the end of the first lap Burns was suffering problems and failed to come round again on the second trip. Bill Longdon started showing signs of hauling in Gary Parker and, as the lead clan tore round the Devil's Elbow Longdon succeeded, pushing Parker back into fifth, shortly to be come fourth as George Bett began to drop back on the Pits Straight, finally disappearing from the order.

Newton and Doble were really striding out from the rest, flying down towards the Lake Esses neck and neck, while Longdon gripped steadfastly onto third place some distance back ahead of Gary Parker. Meanwhile, next out of the Elbow came Simon Quance locked in battle with Ogden. John Waggett, who had made it a three way tussle, had gone missing. John Newton by this time had got his second breath and was pulling out a massive lead over Tim Doble, having shaken off his attentions through Gerrards, while the fight over third spot was still very much in evidence; Longdon and Parker swapping positions with each other.

The flag fell on Newton and Doble a long second. Longdon succeeding in his fight for third over Gary Parker. Ray Scott coming from a lowly order took fifth ahead of Simon Quance. That was the order at the finish until post race scrutineering where Tim Doble was found to be underweight, which elevated everyone a position.

1st	John Newton	Zip/APV
2nd	Bill Longdon	Barlotti/Longtune
3rd	Gary Parker	Aero/APV
4th	Ray Scott	Barlotti/Upton
5th	Simon Quance	Zip/Villiers

Race time: 8 min 56.5 secs (90.58 mph)

Fastest lap: John Newton — 52.4 secs (92.75 mph)

250 NATIONAL FINAL

Considering it was the last long circuit event of the year, the turnout for 250 National was relatively high, with nearly thirty karts lining the grid for the final. Good heat finishes from Derek Rodgers, Mike Doble and Alan Cheetham ensured them good places, as did the performances of Barry Tomlinson and Paul Taylor. Richard Boston's somewhat disastrous day so far put in an unenviable position further down the order. As the starter raised the flag, it was Doble to streak ahead of Rodgers and Cheetham. Round Gerrards and into the straight the order was: Doble, Rodgers, closely followed by Cheetham. Then came Tomlinson, Paul Taylor and Peter King with Richard Boston making good speed and pace. Lap two and it showed a change in leadership with Derek relieving Mike of the coveted position while the next four positions remained the same. By the end of the next tour Rodgers had established a commanding lead over the rest of the field and was streaking away into the distance. The hand of fate had struck Boston another costly blow, he was gone again, his race over.

As lap four closed Cheetham had taken over second place role ahead of Doble with Tomlinson still holding his own over Paul Taylor. Meanwhile Pete King was experiencing problems and began to fall back. Next up was the third Peak Revs man Dennis Barnes fighting to keep Tony Taylor off his back. Into lap six and Rodgers was out on his own

while Alan Cheetham still sat in second ahead of Doble. Paul Taylor had achieved a breakthrough, having got the better of Barry Tomlinson and now rested in fourth spot. A long way behind came Dennis Barnes followed by John Taylor; Tony Taylor had disappeared.

On the penultimate lap Rodgers began encountering back markers but was to make short work of them and shot through the closing stages of the last lap to take the flag to finish what has proved for him a highly successful season. Alan Cheetham was next over the line with Mike Doble, Paul Taylor, Barry Tomlinson and Dennis Barnes.

1st	Derek Rodgers	PRP Zip/PEak Revs Yamaha
2nd	Alan Cheetham	PRP Zip/Peak Revs Yamaha
3rd	Mike Doble	Zip/Yamaha
4th	Paul Taylor	Zip/Yamaha
5th	Barry Tomlinson	Zip/PRP Yamaha

Fastest lap: Derek Rodgers — 50.4 secs (96.26 mph)

125 NATIONAL FINAL

With a second place and a non-finish, Stuart Ziemelis sat near the back of the grid for the 125 National final while Kurt Luby's successes earned him pole, with companion driver Chris King nearby. Mark Allen, another strong contender, was up



Kurt Luby, into the hairpin in style.

With Bohlin, Kleppe, Gange and Heerey not with a pre-final finishing order, they found themselves taking up lowly grid positions with a lot of work to do if they were to achieve high finishes. As they rolled onto the straight and up to the starter, the grid formation was a solid pack. On the green light there was a tremendous roar, the whole spectacle vanishing in a blue smokey haze. Round the curve and onto the very fast downhill run to the vicious La Chapelle Hairpin, it was Hines leading the way with Bohlin and Heerey having moved smartly off the grid to work their way through the solid formation and take up positions behind Hines ready to threaten. Round the bend into the pit straight and Hines was holding his own against Bohlin and Heerey. Goff was next out with Stolk tucked up his exhaust, then Dalgarno, Petersen, Stylin, Carolynn and Price. A little gap and Grondstra appeared scrapping with Kleppe. Frenchman Trolle spun on the corner but managed to hold it and re-entered the race when the coast was clear.

Up front the battle for dominance was bitterly raging between Hines, Bohlin and Heerey with the former managing to hold them at bay and pull the full-bodied Zip ahead on the straight. Next along was Goff shutting the door on Stolk's advances

swing round the corner into the lead, leaving Hines in third spot. Flying up the straight to the Dunlop curve, Bohlin chose his line and got the better of Heerey, followed by Hines, also seizing the opportunity. Goff meanwhile sought to relieve Stolk of his fourth position, while Grondstra was there, having bettered Carolynn and Stylin. Price and Petersen were tucked in behind while Kleppe was trying his utmost to gain some sort of advantage with the full-bodied Dino.

No matter how hard he tried, Lennart couldn't establish a strong lead over his adversaries, though Hines and Heerey were probably unaware, being totally involved in their own private duel. The Blue 'S' was the most critical for Hines because he couldn't pull the full body tight enough into the corner, which allowed Heerey's more conventional outfit the chance of climbing close on the inside. The straights were where the full-bodied configuration came into its own, grabbing every aerodynamic advantage, the power of the Anderson tuned Rotax paving the way for Heerey.

Lap eight and the closing stages of the race; Stolk and Goff were still fencing for fourth spot, but Stolk was having none of it, parrying all of Goff's thrusts and totally exasperating the latter's attempts. Grondstra, Carolynn, Price, Petersen and Kleppe were still juggling the odds as they swung into the

Bleu, Hines had the advantage, but Heerey was the one who made second out of the corner to take the short straight behind Bohlin and appeared ahead of Hines out of the last bend. Bohlin dived across the line to take first, while second and third was decided before the line on that short stretch of tarmac; Heerey over Hines. Next home came Wouter Stolk, hounded all the way by Roger Goff, both men having driven a first class race. Carolynn, aching in every bone, finished a splendid sixth after a race-long duel with Steve Stylin. Perry Grondstra was next up, chased by Derek Price and Torgjer Kleppe.

The race winner was beyond dispute. Lennart Bohlin had scored a fine long circuit victory. A credit to him that it should be the final race of the world series, after such disastrous results from the previous two rounds. Martin Hines and Brian Heerey gave an admirable performance, displaying driving skills and ability of the highest order.

However, the World Superkart Champion was yet to be decided. Martin's first words to me, as he presented himself for weighing in, were: "Have I pulled it off?"

"You're both on 25 points".

Hines walked away, pensive and apprehensive. About half an hour later the result was announced. Both Hines and Kleppe dropped the same number of races, resulting in the decision being based on the



The early stages of the final, Hines (1) leads Bohlin (70) with Heerey just out of picture.

while Dalgarno and Petersen were still hard at it a short way ahead of the next battling duo of Stylin and Carolynn. Derek Price was having his own problems with Grondstra and Kleppe who was lying in twelfth spot and pressing hard for an advantage, knowing how critical a few extra places could be in his bid for the championship. With the temperature of the race hotting up, Hines was beginning to find the pressure on his tenuous lead extremely demanding. There was no let up from Bohlin and Heerey as they endeavoured to outbrake him into Bugatti's testing corners, while Goff was still fighting his own battle with Wouter Stolk. Into the pits straight it was Carolynn who next appeared, having outwitted both Petersen and Stylin, leaving the latter to the attentive clutches of Price, while Perry Grondstra sought to extricate himself from the threatening web Kleppe was beginning to weave. Hot on their heels came Frenchman Eric Gassin challenged by Jasper Blom and Britain's Robert Bushell.

As lap six began with Hines clinging precariously to his lead, Bohlin moved in for the kill but found himself thwarted by Brian Heerey's similar move. It was now down to pure driving skills and speed as the threat began in earnest. The Blue 'S' bend, was the choice of both Heerey and Bohlin as they moved out of Hines' slipstream to gain the advantage and

last lap, bouncing round the critical corner in neat formation.

All attention was focussed on the main trio. Bohlin still held a precarious lead over Hines and Heerey who were tearing at the fabrication of each other's credibility as they swapped second and third spots with amazing frequency on that last lap. The noise of the motors was carried across the circuit as they disappeared from sight, taking La Chapelle, Le Musée and Le Garage Vert bends in full battle order. Screaming down the straight into Les 'S'

RACE RESULTS			
1st	Lennart Bohlin	SW	15 Points
2nd	Brian Heerey	GB	12
3rd	Martin Hines	GB	10
4th	Wouter Stolk	NL	9
5th	Roger Goff	GB	8
6th	Carolynn Grant-Sale	GB	7
7th	Steve Stylin	GB	6
8th	Perry Grondstra	NL	5
9th	Derek Price	GB	4
10th	Torgjer Kleppe	NOR	3
11th	Poul Petersen	DK	2
12th	Eric Gassin	F	1

their race finishing order which gave Hines the title of World Champion.

Whatever the result, had it been Heerey or Stylin, it was nice to see the title of the first ever Superkart World Champion come home to Britain.

WORLD CHAMPIONSHIP POINTS

= 1st	Martin Hines	GB	25 ★
= 1st	Torgjer Kleppe	NOR	25
3rd	Brian Heerey	GB	22
4th	Steve Stylin	GB	18
5th	Perry Grandstra	NL	15
6th	Paul Petersen	DK	14
7th	Chris Lambden	GB	12
= 8th	Gils Butterfield	GB	9
= 8th	Rob Kerkhaven	GB	9
= 8th	Wouter Stolk	NL	9
= 11th	Roger Goff	GB	8
= 11th	Reg Gange	GB	8
= 11th	Carolynn Grant-Sale	GB	8
14th	Piet Hartog	NL	7

★ Decision based on race finishing positions, giving Hines the title.



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MARTIN'S MALLORY

The attractive aspect of Mallory Park was the setting for the final rounds of the Bridgestone Champion of Champions series and the Central Kart Club Championship. With an early threat of rain which, thankfully, never materialised the day continued bright and clear with a steady breeze. The circuit measures 1.35 miles in length, encompassing the Pits Straight with the long sweeping right hander of Gerrards, past the lake and down the back straight up to the twist of the Lake Esses, then into the tight Shaws Hairpin and down the Devil's Elbow to the finish. Next year there are four long circuit meetings scheduled for Mallory Park. It is a very quick, spectacular circuit.

AROUND AND ABOUT

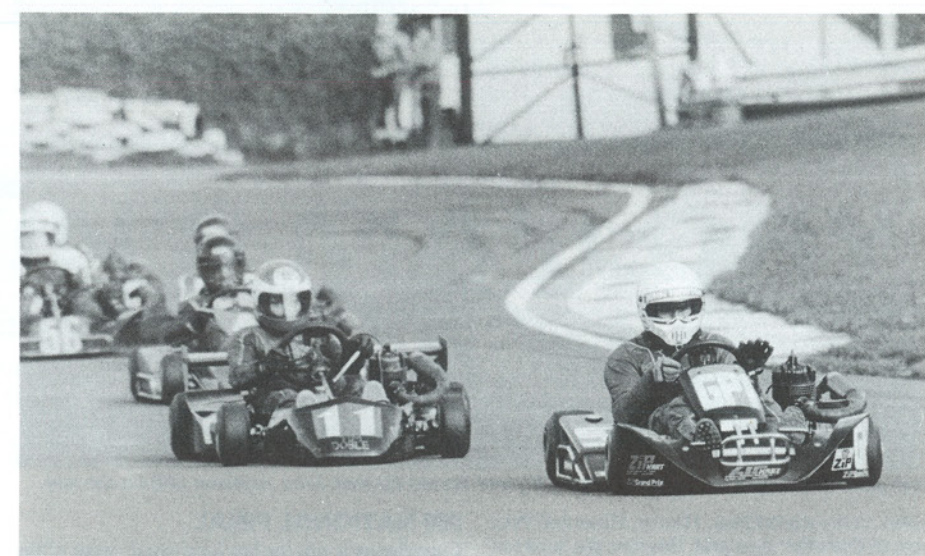
The official programme listed 135 competitors covering all classes, though with late entries the number was boosted to 150; a fine turnout for the last long circuit event of the season, promising exciting racing and good viewing for all. With the able Peter Carter in charge and a full programme of two heats to each class and four finals to work through, needless to say he ensured proceedings got under way swiftly, with practice of 10 minutes for each class commencing at 9.30 am.

In the Bridgestone Championship points league, John Newton was leading the 210 National with 33 over Tim Doble's 12 and a lot of work was needed by Tim to make an impression on such a lead. The 250 National lay in the balance though, with only one point separating leader Rodgers from team mate Alan Cheetham. In the 125's it was Kurt Luby who led the way with 18 points over Rushforth's Peter Tippell on 16. Ian Shaw was next in the order with '13 so', once more, the 125 class looked to be a fierce battleground. Martin Hines headed both Championship series with 12 points over team mate Reg Gange, while the remaining class leaders in the Central Kart Club league were John Newton (210), Barry Tomlinson (250 Nat) and Ian Shaw (125) on 21 with Luby a short way behind on 18.

Putting in a late appearance in the programme were: Peak Revs Dennis Barnes, Giles Butterfield on the CTRP outfit and Stuart Ziemelis, running No.11 after relinquishing his British Championship plate at Snetterton. Each champion was proudly displaying the coveted No.1, though John Newton with the GP to his credit as well as in somewhat of a quandary, eventually opting for a compromise: 'GP' on the front, No.1 on the back, just to throw the lap scorers.

THE HEATS

With Don Briggs snuggled in the commentary box the first heat got under way at 11.15am. It was the 210 National with John Burns planted in the middle of the front row while John Newton and John Brennan sat alongside each other on the second. Tim Doble, Simon Quance and Vincent Munday occupied grid four and Bill Longdon sat well back on number eight. As the starter ushered them away it was Newton again who quickly established himself at the front with Tim Doble steadily pulling up to second. The heat produced little or no surprises, with Newton taking the flag from Doble, Gary Parker, Wolverhampton's Tim Price, Simon Quance and John Burns. In the second outing Newton started from the rear of the grid but had worked his way through to second behind Doble by the third lap, with Bill Longdon filling the number three slot ahead of Alan Ogden. At the finish Newton took his second heat win from Tim Doble, George Bett who had made good ground to third and Alan Ogden over Bill Longdon.



First time out of the hairpin with Newton leading Doble.

Even with keen opposition from 'Kerky' and Heerey, Hines files off the edge to take the flag, grabbing the Bridgestone Champion of Champions and Central Kart Club Series. John Newton leads Bill Longdon home and waves the 210's goodbye, while Derek Rodgers doesn't have to prove anything. Kurt Luby wins by a long way over an ailing Ziemelis and companion Phoenix man Chris King.

Report: Ed McCormick
Pics: Rodger Calvert

It was nice to see the young Northern Irishman, Trevor Roberts, last seen at Silverstone in June, present to compete at the meeting, as the 250 nationals got under way, though he was starting from the back and had his work cut out to better some of our top names. Rodgers also started from a lowly position, as did Boston who lay two rows ahead. Alan Cheetham had the advantage but had to contend with Barry Tomlinson, Paul Taylor and Mike Doble. With Richard Boston seemingly plagued by continual problems and out by mid race, there was no real contention for Derek Rodgers as he stormed away with a good lead. Mike Doble proved himself an able combatant as he notched himself into second spot ahead of Tomlinson, Paul Taylor and Alan Cheetham. Fate was to strike a blow on the last lap taking Rodgers out of the running, leaving the leadership to Doble with Tomlinson, Taylor and Cheetham filling the first four places.

The second round for the 250 Nationals showed a mixed bag of troubles for many. This time however, Rodgers stayed there after Boston went out again on lap three, leaving Trevor Roberts to try to handle Rodgers, but Cheetham, starting well down, had come through to contest the second spot. He managed the better of Roberts before the latter vanished at Shaws, but Alan's position was short-lived when he went off on the next tour. At the finish it was Rodgers, Doble, Paul Taylor, Tomlinson, John Taylor, Tony Taylor and David Lloyd.

Colin Mills of GP fame turned up to grace the ranks of the 125 legion and sat on the front row, while Luby found himself on grid six. Andy Cowgill, having a day off, had Chris King driving his machine but he was well back, likewise Ian Shaw. Late entrant Ziemelis had a middling field position as the grid of fifty 125's took to the circuit.

Luby made steady inroads and soon established himself at the head, but Ziemelis also was progressing rapidly until he slotted himself into second spot ahead of Mike Ballantyne and Chris King. Mark Allen finished seventh and Colin Mills came home ninth.

In the second outing Ziemelis was flying, and was a good two hundred yards up on Luby and stretching his lead until he swung into the pits on lap five with a broken rotary valve. Luby took over the leadership finishing ahead of Chris King, Doug Hart and Mark Allen.

The grid for the first of the two International heats saw Trevor Causer, Alan Eastwood, Richard Dean and Carolynn on the front row while Goff, Kerkhoven, and Butterfield sat in the middle just ahead of Hines, Heerey, Price and Gange. Sandy Dalgarno sat on the third rank and was soon away to a good start ahead of Hines and Heerey but was to lose it to the Hermetite man by mid race. Colleague Kerkhoven lay in third and Roger Goff was promoted to fourth after Richard Dean's demise. Unfortunately the race was stopped after five laps when Mark Hey went flying off at the Lake Esses and the ambulance was called in. Thankfully, Mark escaped without injury and the race was concluded at that point with Hines taking the win from Heerey, Kerkhoven, Goff, Price and Butterfield with Carolynn taking a seventh. The race average speed for the five laps was 99.96 mph with quite a few of the top runners putting in some quick times.

Hines	103.84
Heerey	102.74
Kerkhoven	102.74
Goff	100.62
Price	101.03

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Before Le Mans various opinions were expressed at the prospect of Martin Hines becoming the first Superkart World Champion. Now that he is World Champion I haven't heard a single word of dissent. Not only did he deservedly win after a hard fought contest, he was ultra competitive at all three rounds, only matched by Lennart Bohlin in that respect. As champion he will serve the furtherance of the sport well, whereas a shy, retiring champion would have benefitted Superkarting but little, of that there is no argument. One can hope that the rewards of such an achievement will be many, both to the man himself and to the company, who have done more than any other single concern to better and promote the image to the public of modern day gearbox karting. Collectively, Zips in the twenty or so years of their existence have — though it may be hard to believe — kept the cost of karting down, well below the level in most other active nations. This has only been achieved by the long term re-investment and tooling up to semi mass produce their products. All this has been done in the face of hindrance by a small minority. They can now justifiably feel their labours have been worthwhile. I for one would like to offer my heartiest congratulations to Martin and all at Hoddesdon who played their part in this achievement.

As for the meeting itself on the Le Mans Bugatti circuit, it was clear from the beginning that the French organising club were totally unqualified to cope with a meeting of this stature, and I am not basing that judgement on a few isolated incidents. The pre race scrutineering took hours concentrating on totally irrelevant details. Practice sessions



... AND HE OWNS THE CIRCUIT!

on the Friday were exorbitantly charged for, and no predictable schedule was adhered to, the use of the starting lights did not follow the accepted practice, and the start line marshalls were initially unsure of where the actual start line should be! Mechanics and drivers who left the circuit, and came back the same day, had great difficulty gaining re-admission. The facilities for recovering broken-down karts from the circuit were pathetic. On one occasion Torgjer Kleppe was stranded after one heat on the far side of the track for in excess of 30 minutes after the race finished, leaving him little time to make good for his next heat. The armco barrier protection for karts would certainly not have been regarded as adequate in this country and, needless to say, the French officials were decidedly unpleasant and officious. The actual race programme such as it was could easily have been worked into one day's racing. And the good points? Oh yes, watching the Renault of Alain Prost (not that I have anything against him) loose the Formula One World Championship to Nelson Picquet and his Brabham BMW. Saturday



night would have been pretty unbearable had we been surrounded by 'jubilant frogs'. Some kind person was kind enough to have set up his portable black and white television in the back of his estate car, for all to watch the South African Grand Prix in the paddock, many very disconsolate Frenchmen shuffled away when Alain Prost slowed and then retired after his pit stop! And as Niki Lauda or Keke Rosberg will win next year the French have little to look forward to in this field!

The journey down through France was made fun, by travelling in the company of John Newton, who this year indelibly made his mark on the 210 class, and gave me a chance to catch up on the Villiers scene, which has been rather neglected in the column, an oversight which John reminded me

of on many occasions! For a long time now, people have said that the Villiers engine has reached the limit of its development. Talking to Newton it is quite apparent that even though the Villiers engine, for years regarded as the "backbone" of karting, still has a lot of life left in it. The speeds that are now obtained are equal to the lap times put up in the early days of the twin cylinder air cooled Yamaha's, and the reliability is still there after 25 years of development, with sufficient preventive maintenance, clutch plates, primary chain, and piston rings, together with regular replacement of the ignition side oil seal. If an engine is overstretched it won't last a couple of laps on a fast circuit, however, if expertly set up it will be reliable. The two engines John has used this year, which in 15 meetings never seriously let him down are the work of Phil Ansell of whom John Newton was full of praise. He let me have a wee look at one when we got home, and having done "my time" with Villiers many years ago, I was able to appreciate the very high standard of finish inside the 210 engine. John has now sold both his engines and chassis and intends to join the very competitive fray in 250 National, together with his near neighbour Tim Doble. After having an enjoyable outing on Alan Cheetham's kart at Cadwell, Newton has bought the engine with which Cheetham won the Silverstone GP. John's move 'up' into 250 National is not before time, as I informed him that it was positively indecent for a Villiers driver to smoke cigars, and now having seen him talking to Peter Wardle about Minilite wheels, I seriously recommend that he should be "black balled" out of 250 National as well!!

Every now and then one has the feeling that racing is getting just a little too serious and that any "camaraderie" has disappeared amongst those involved. Any such impression was rapidly dispelled following the horrific accident Chris Lambden suffered on the Saturday evening of the "french weekend" when his Transit Van was virtually cut in half by an Audi half way down the Mulsanne Straight. Mark, Chris's mechanic was worst off with a broken pelvis and a compound fracture of his left arm. Wife Maxine was shaken and bruised, Chris suffered a bump on the head and a painful back. It was a rather unpleasant and frightening end to a jolly evening. Amongst the various problems to sort out was finding someone to take all the bits home: one caravan, one kart, spare engine, compressor, generator and numerous tyres, to name but a few. To John Stevens



Lennart Bohlin — went there to win.

Wigan Kart Centre, together with Derek Price and Paul Molloy for towing the caravan over 400 miles, and Dan Lindsey (ex. Class I pilot) and now John Newton's mechanic, and John Barrant, Phil Ansell's mechanic, and also Richard Wallace who got lumbered with a load of clobber, I would like to say that you re-kindled my faith in human kindness, for helping Chris Lambden out of a nasty situation.

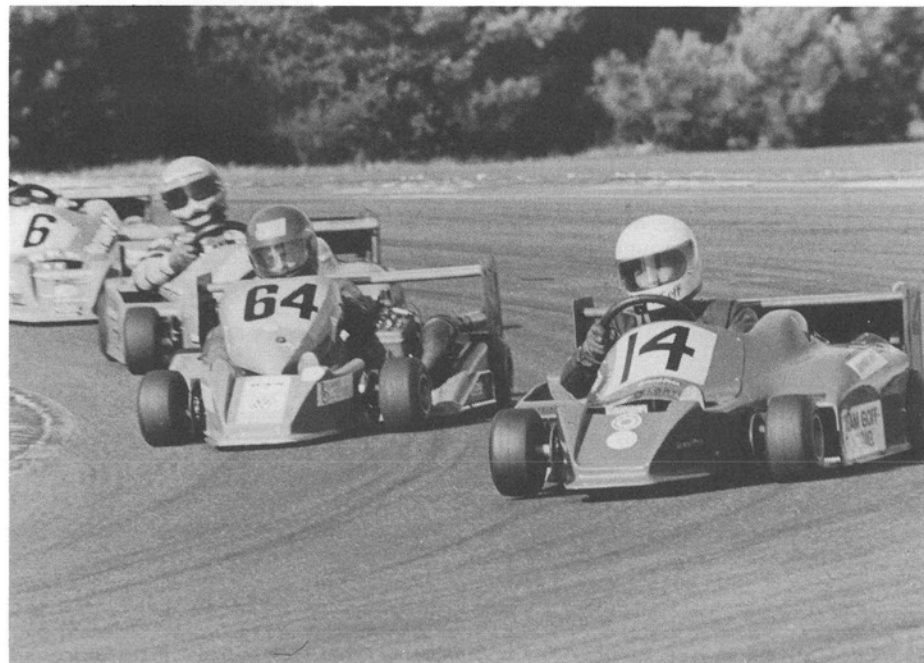
A performance worthy of mention was that of Roger Goff. His fifth place in the final was no flash in the pan performance, his practice time was good and his pre-final race very good. The stupid thing is that a driver of that calibre was not even eligible to take part in the championship races at Silverstone, illustrating just how



NOW TELL AGAIN - WHO BECAME CHAMPION, WHO CAME THIRD - NELSON PIQUET OR MARTIN HINES?

ridiculous the "seeding" qualification system is.

Anyone thinking that pushing 40 is time to hang up one's helmet should take heart from Lennart Bohlin's very positive win at Le Mans. He was 40 years old this year, and to my mind was the only other driver who would have made a worthy World Champion. In the early stages of the final, whilst Hine's early lead had been wittled away by Heerey and Bohlin, the person with whom I was watching said, "Do you think Bohlin will let Martin win?" My reply was, "Bohlin came here to



Goff, a performance worthy of mention.

win" — "anyway we are just about to see", with that Lennart took the lead on the inside and Brian Heerey shot past both of them on the outside, a sight to remember, neither Bohlin nor Heerey "let" anyone win.

Chris Merlin



Due to an extraordinary volume of race reports this month, my column has been axed to a degree. However, to everyone's disappointment I am sure I have managed to grab a few square centimeters to offer my sincere thanks to a few people. Had it not been for them I would never have become World Champion, or even British Champion. On reflection, it always seemed that when everyone else was shattered or in the bar having a well-earned drink, there would be Russell Anderson (my Team Manager and Engine man) and Steve Eaton (the ever-cheerful trucker who wields a spanner with great passion) working away until they were fit to drop, with never a word of complaint. Their unfailing support made it all possible. Thanks must also go to Gary Harrison who worked so dedicatedly for the first half of the season with me before returning home to New Zealand and indeed to Chris who took over Gary's position in the latter part of the year. Finally, if it had not been for Tina catering for our every need (well nearly), none of us could have done it. Behind every success is a good team. This year we were World and British Champions because, in my opinion, I had the best team in the World. My sincere thanks to you all.

Quite a Coincidence

Within twenty-four hours two World Champions were established with many coincidences linking them; Nelson Piquet and myself both won world titles on 3rd positions; both of us had been in excellent position to win the final event but finished 3rd. Patrese won the Formula One event, although being on the pace all year had never really won anything. As indeed Lennart won the kart event, although really not doing very much else through the season. However, that is where it all finished and I fell back to reality with a bump as I had to load the transporter. I could hardly see Nelson having to do that!

Finally I must offer my sincere condolences to Mrs Kerkhoven, Rob and his wife on the untimely death of a Kess Kerkhoven. Indeed Kess had been a friend for many years. That ever cheerful Dutchman was indeed a character of karting who, I am sure, will never be forgotten and missed deeply by us all.

Martin



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Lennart Bohlin — an unsuccessful trip.



The duelists change gear in unison.

Side by side; Johansson and Gange (20 and 10).



dispute further down the line.

By lap four Lennart was forced into retirement at the bottom of Paddock Hill with an engine sprocket adrift and trudged back to the pits, muttering incoherently in Swedish while the lead two flashed by into mid race.

Styrin seemed to be noticeably hauling in his leader until they were driving nose to tail with Hines effectively shutting the door to any overtaking tactics. Hines was holding his line perfectly and each of the duelists were changing gear in unison. Lying in third spot a little way behind was Rob Kerkhoven having got the better of Richard Dean, while Ed Duckett now sat in fifth spot. Donovan Collier found himself elevated to sixth after Bohlin's demise, ahead of Richard Arnold and the battling duo of Brian Heerey and Carolynn.

As the last lap board disappeared and the chequered flag came out ready, Hines and Styrin flashed up onto the mountain to vanish into Hairpin. Everyone was waiting. It looked as though Styrin might just pull it off. Through Barn Corner for the last time and onto the straight, it was Hines who dived across the line to win what had been a superb race. Next home was Rob Kerkhoven and Richard Dean, with Ed Duckett, Donovan Collier, Arnold, Heerey and Carolynn.

1st	Martin Hines	Hermetite Zip/ Zip Rotax
2nd	Steve Styrin	Dino/Rotax
3rd	Rob Kerkhoven	Zip/RKR Rotax
4th	Richard Dean	Zip/Rotax
5th	Ed Duckett	Dino/Rotax
6th	Donovan Collier	Zip/Rotax

THE FOREVER MAN



Hines first away at the start of the Superkart final.

Hines continues to dominate the Superkart class though the Long Circuit Championship title is in his grasp. John Newton takes a resounding win from all 210 contenders and Kurt Luby clinches the 125 National title with an unbeatable drive. 'Peak Revs' grab their second accolade of the year as Rodgers comes home to wear the 250 National laurels.

**Report: Ed McCormick
Pics: Rodger Calvert**

The final round of the RAC Long Circuit Championships was hosted by Snetterton Circuit on Saturday 17th September in conditions customary with that circuit this season: dry and bright. Incorporating Rounds 4 of the Central Kart Club Championships and the Bridgestone Champion of Champions Series, it promised to be a good day's racing. Though the official programme was somewhat depleted, showing only 90 entries with a further 25 late entrants it was not to detract from the quality of the competition.

AROUND AND ABOUT

Of all the classes, the 125 was the only one yet to decide its champion. With Stuart Ziemelis not in the points running and not competing, the dispute for the No. 1 plate lay between Boltons Kurt Luby and Salford's Ian Shaw and it looked as though the spectators were in for some interesting moments.

Derek Price was back with a 250, having arrived on the Friday for practice and put it through its paces, but basically running in and generally preparing for next season. The Stratos outfit came from Pete Haywood and no doubt he will be hoping for a successful season from Derek.

Unfortunately the meeting was marred by a couple of accidents, both involving 125 drivers and both occurring at the Easses. In the first one it was Keith Bisp to be whipped away in the ambulance with a diagnosed broken collar bone sustained during a multi-kart shunt. He later returned, his likeable old self, to be present at the trophy presentation. The second incident saw Ross Hyett cop a broken foot when a kart landed on him after a colli-

sion in front. Happily both drivers are well on the way to mending.

THE HEATS

With a total of eight, six lap heats to work through, Peter Carter was quick to get the programme under way. The first heat actually incorporated two; 250 National and 210 National because the grids for these classes were relatively small. The continuing dominant form of the Peak Revs team of Rodgers and Cheetham brought no real surprises. The result gave Rodgers a win; Cheetham second and Richard Boston third with Hoddesdon lad Barry Tomlinson, sponsored by Leaside Exhausts, claiming a very good fourth. Mike Doble, changing his 125 cloak for that of a 250, took fifth with Pete King sixth. The second 250 heat showed similar results, with Rodgers again winning handsomely while Boston managed to get the better of Cheetham for second spot.

The first of the 210 heats showed an unexpected change to what had become the norm; John Newton retired on the fourth lap with mechanical problems, leaving George Bett to claim the flag, followed by Tim Doble and Simon Quance. In the second, however, Newton was back on form with everything under control; Simon Quance was next home with Tim Price in third. Doble, Bett and Woodrow retired during the heat.

Following the accident involving Keith Bisp, the 125 first heat was restarted with Luby leading the pack into Riches, holding it for one lap before colleague Andy Cowgill took over and dominated to the end. Mike Ballantyne held a good third, while the other hot contender for the championship, Ian Shaw, came home fourth. The retirements were

heavy with names such as Mark Allen and Colin Bird out after contact through Russell on lap three. The second heat, where Ross Hyett sustained the foot injury also took out Mike Ballantyne and David Baines. Luby made certain that this heat was going to be his with a fine drive all the way for first with Andy Cowgill romping home second and Ian Shaw down in sixth spot.

The Hermetite team had dominated all previous events at Snetterton this season and Saturday's meeting was no exception. Missing from the scene was the somewhat dynamic Steve Styrin. Saving his energies for the World Superkart Championships perhaps? Credit to Hines though, he was going well and out on his own and took both heats in fine style. The first, leading all the way to the finish; the second from a grid reversal sat him and Reg Gange in the middle order. Young Derek Price, with a good drive on his newly acquired Stratos, held the lead for two laps before succumbing to the pressure from Hines and later, on lap five, Rob Kerkhoven who clinched second spot with Derek third. Reg Gange drove a consistent second in the first heat but dropped back to finish sixth in the next outing. Roger Goff had an excellent drive to fourth spot in the first heat but was down on his luck the next time out. A fifth and a fourth finish gave Sandy Dalgarno a good grid slot for the final. World Cup winner Richard Dean started off well and was holding onto sixth spot after the first lap of the first heat, thereafter the fates took a hand when he came off at Russell on the penultimate lap. His second opportunity netted him a seventh place.

210 NATIONAL FINAL

With a grid of some eighteen karts competing for the final, it was inevitable that the field was going to be strung out over the length of the 1.917 mile circuit and, with the pace of GP winner John Newton, it happened sooner than later. Tim Doble, who looked to take second place comfortably, regrettably was forced into an early retirement, leaving Gary Parker and Simon Quance to battle over second place. Lap by lap Newton proved, once again, that his methodical dedication and countless hours of devotion to detail, makes him untouchable in the 210 class. He went on to win by a very wide margin, putting 19 seconds between him and second-placed man Gary Parker. Simon Quance, a



George Bett (4), Simon Quance (73) and John Burns (57) out of Coram.

stalwart runner, was third with Alan Ogden, John Burns, John Underdown and Tim Price.

1st	John Newton	Zip/APV
2nd	Gary Parker	Aero/APV
3rd	Simon Quance	Zip/Villiers
4th	Alan Ogden	Barlotti/Villiers
5th	John Burns	Zip/Burnspeed
6th	John Underdown	Zip/APV
7th	Tim Price	JHB Zip/NCT Villiers

250 NATIONAL FINAL

With Derek Rodgers assured of pole position and team mate Alan Cheetham, Richard Boston, Barry Tomlinson, Mike Doble and Peter King all up front, everything was set for a good final. As the lights changed to green, it was the man with the number 85 who got into the lead, with Cheetham and Boston in hot pursuit. Coming through Russell towards the end of the first lap it looked as though Rodgers wasn't going to have it all his own way; Boston was hard on his heels while Cheetham toured close by. As they appeared round Coram on the second tour it was the silver outfit of Boston now leading with Rodgers and Cheetham just swinging into view close behind, hell bent on breaking the Peak Revs stranglehold on the class. Mike Doble, Barry Tomlinson, John Atherton and Phil Glencross were all up there sorting out their own particular slots, as was Peter King. Meanwhile, the leading band of three were drawing away from the rest and charging down to Russell when Boston's hand went up and he pulled into the pits, sick and angry, leaving Rodgers and Cheetham to swing away into the distance. The indomitable pair pulled out such a great lead they were forgotten by the following band who had their own interests to look out for. Peter King had vanished down the order leaving Mike Doble and Barry Tomlinson to decide between them who was going to reign in third place, while Atherton and Glencross were battling out further along the line.

The flag graced Derek Rodgers, adding the long circuit accolade to the already very impressive team performance this year. With John Newton's move into 250 National next year from Villiers, it will be interesting to see how fortunes develop in that sphere.

1st	Derek Rodgers
2nd	Alan Cheetham
3rd	Mike Doble
4th	Barry Tomlinson
5th	John Atherton
6th	Phil Glencross
Race time: 12 min 32.0 secs (91.77 mph)	
Fastest lap: Derek Rodgers — 1 min 13.5 secs (93.89 mph)	

125 NATIONAL FINAL

All eyes were on the 125 brigade because this was the only Long Circuit Championship yet to be decided. On performance alone Luby was the odds on favourite with team mate Andy Cowgill sharing the honours up front. Such was the closeness of the points position that Ian Shaw also sat up there hopeful. Stuart Ziemelis, markedly absent from the scene, being under the misapprehension he stood no chance of retaining the title for the third year in succession, *could* well have, were both Luby and Shaw too drop out, must have later felt sick at a missed opportunity. Mike Ballantyne, that promising young man, recently married, was up there as well, so also were Peter Tippell, Mark Allen and Les Cooper.

So began the highlight of the day. From the start it was Luby who grabbed the lead with Andy Cowgill almost abreast of him while Shaw lay close behind. Peter Tippell clung on in fourth spot as they completed one lap. Already Luby and Cowgill were beginning to pull out a considerable lead and Shaw was struggling to keep up. Mike Ballantyne headed the next group, taking Peter Trippell on the second tour and looking destined to finish a good fourth, but fate dealt a blow on lap four as Ballantyne retired with a puncture, elevating Tippell again to fourth spot. Lap five and Luby with Cowgill were motoring into the distance while Shaw was noticeably closing a little. The misfortunes of Karting, Cowgill overdid it and spun off, taking Shaw and Tippell up those two valuable notches. Meanwhile

Mark Allen was coming under severe pressure from Les Cooper, Glazebrooke and Keith Woods, forcing him back to sixth slot, *protem*. Allen was back up to fifth by lap seven, only to be robbed of his efforts on the next circuit.

Luby up front was leaving a trail of back-markers in his wake which made life a little awkward and slowing for Ian Shaw. Peter Tippell still hung on in third position with Les Cooper and Lee Crane slotted between him and Mark Allen.

At the finish it was a jubilant Luby who took the flag and the Long Circuit Championship to go with his short circuit victory earlier in the season. A fine second for Ian Shaw who just didn't have the legs over Luby. Peter Tippell was next home with Cooper, Crane and Mark Allen completing the top six.

1st	Kurt Luby	Phoenix/LD Rotax
2nd	Ian Shaw	Zip/Rotax
3rd	Peter Tippell	Spyda/Hood Rotax
4th	Les Cooper	Lancer/Rotax
5th	Lee Crane	Cobra/Rotax
6th	Mark Allen	Dino/KB Rotax

Race time: 12 min 58.8 secs (88.61 mph)

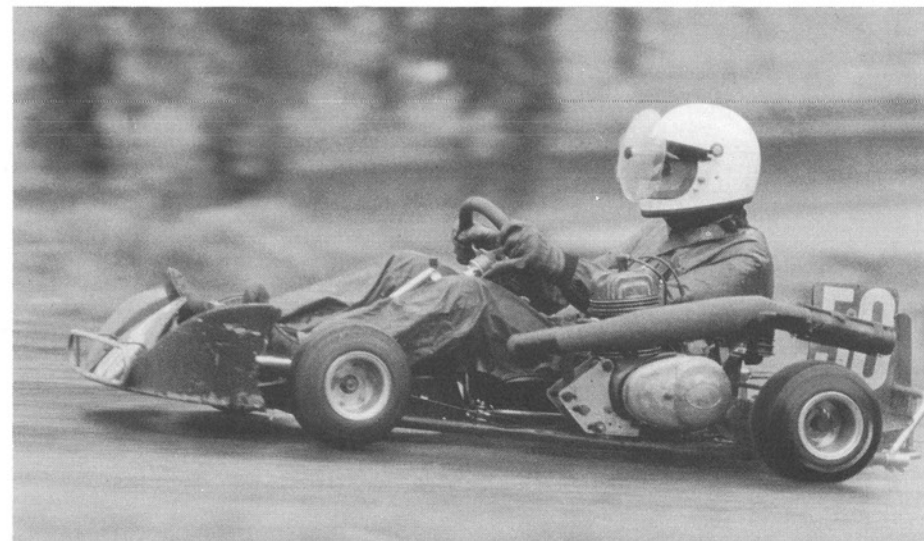
Fastest lap: Kurt Luby — 1 min 16.8 secs (89.85 mph)

250 INTERNATIONAL FINAL

Two resounding heat wins set Hines up with the choice position. Arrayed at the front was an equally creditable barrage: Kerkhoven, Price, Gange, Dalgarno, Goff and Mike Gardiner. A little further back sat Giles Butterfield with a fifth in the second heat and an excursion into the beetfield on the first, returning to the pits on a trailer with a load of crops decking the front of the machine. Could it mean a change from CTRP to CTRB? Carolyn was a little further on, near Richard Dean.

The light went green and Hines stormed away dragging Grange, Kerkhoven, Price and Goff in his wake as they vanished into Riches. Appearing round Coram from the Esses, it was still a reasonably tight-packed formation, though Hines was visibly striding out a little from Gange, while Kerkhoven and Price were being headed by Goff and Gardiner, separated from Dalgarno and Butterfield by mere yards. As the second tour approached its close, Hines had increased his lead to a sizeable gap over his Hermitite companion, leaving him to the challenge from Kerkhoven. Next up was Roger Goff, driving incredibly well from Gardiner and Belbin who were making good pace and being frantically chased by Richard Dean.

As lap three ended the second place dispute was



Bill Longdon claims a fine first.

Meanwhile Richard Boston had to fight off the attentions of a determined Chris Stoney, out to wrest second place from him, while John Newton had lost a bit of ground to Peter King. As Rodgers came round Paddock Bend, Boston seemed to be gaining a little, but it was a straight where Rodgers had more advantage, able to open up an even bigger gap.

The leaders came into view out of Mansfield; Chris Stoney had succeeded in his endeavours to get past Boston and now had second. Next up, side by side, came Newton and Peter King. Up the hill and out of sight heading for Hairpin and Barn Corner that was the order. Into the straight almost masked by spray, the chequered flag was shown to Derek Rodgers, claiming yet another victory for Peak Revs. Second was Chris Stoney, closely followed by Boston, Newton, having got the edge and Peter King. Later, after the race, John Newton apologised to Alan Cheetham for not finishing higher than fourth. As he commented: "My head kept falling off!" The extra turn of speed and the rotary visor meant the airflow was forcing his head back. On the straight he was noticeably holding his head up with one hand. However, it was still a creditable finish.

1st	Derek Rodgers	Zip/Peak Revs Yamaha
2nd	Chris Stoney	Temple Motors Zip/CSK Yamaha
3rd	Richard Boston	Dino/CSK Yamaha
4th	John Newton	Zip/Peak Revs Yamaha
5th	Peter King	Zip/Peak Revs Yamaha

The 210 Leopard changes its spots.



and up to the startline they came then, they were off in a tumultuous roar, hammering up to Coppice with Luby snatching the lead in the bright blue and white of the Air Kilroe livery. Mark Allen was well up there, so was Cowgill, Mike Doble, Shaw and Wooldridge. Further back another cluster swung up towards Charles: Barrington, Tippell, Cooke, Wilcox and Glazebrook.

Luby was literally flying, establishing a very dominant lead, leaving the rest to sort the placings out as they thought fit. Second place proved to be a race long scrap between Mark Allen and Andy Cowgill; Dino versus Phoenix. Meanwhile, Luby stormed away in a swirl of spray as the field began to spread out the length of the circuit and, by the halfway mark, he was picking off the slower back markers.

Behind, some distance, Cowgill and Allen were at it hammer and tong in their own race for second position.

As the last lap board flashed out, barring mechanical failure or over-zealous tactics, Kurt Luby was destined to take the flag. And that's exactly what he did, in fine style with the customary flourish of a fist. Next home, making up good ground was Mark Allen for a very worthy second, having succeeded in relegating Andy Cowgill to third.

1st	Kurt Luby	Phoenix/LDR Rotax
2nd	Mark Allen	Dino/KB Rotax
3rd	Andy Cowgill	Phoenix/LDR Rotax

125 NATIONAL

With a grid of nearly fifty karts this, the fastest growing class in long circuit karting, looked to prove an interesting contest. Kurt Luby, on perfect form with two heat wins to his credit, occupied the choice position, with Mark Allen's fine, third and fourth finishes earning him also a front row slot. Andy Cowgill was up there as well, along with



Mark Allen drove well to take 2nd.

Philip Margerison and Ian Shaw. Further down the order sat Team Rushforth drivers, Peter Tippell and Boyd Barrington, unfortunately not enjoying much success this season, despite Ian's relentless efforts.

As the pace car escorted them from the dummy grid and the pushers jumped clear, the rain threatened to wash everything away. Round Barn

250 INTERNATIONAL

As the thirty-odd Superkarts lined up for the last final of the day, it was apparent that the men to watch would be: Stylin, sitting on pole; Martin Hines with two good heat placings; Richard Dean; also with two good heats; Brian Heerey, Reg Gange, 'Kerky' and Sandy Dalgarno. Lennart Bohlin, with a second and a non-finish, sat back towards the middle and would have his work cut out to make a definite impression on the leading order. Carolyn was also lying in the mid grid order, along with Brian Reader and Ed Duckett. Silkolene sponsored Tim Parrott was having somewhat of a disastrous weekend which started at Donington on the Saturday. Tim's outfit was suffering a serious misfire that the team were unable to diagnose, so he found himself positioned near the back, hoping for a finish at least. Also in that area was the ex-Nigel Smith, rear-engined Project Mark 4, still in its yellow and bearing the number three of Barry Peary. Not yet fully proven, Barry has been using the last couple of outings as a test ground.

With the flag raised it was Hines and Stylin off the line together and up the straight to Coppice where Hines began to pull away. Dean, Gange, Heerey, Kerkhoven and Dalgarno were next up the hill in a torrent of spray, while Lennart Bohlin was struggling to get the better of Ed Duckett. By the end of the first tour Martin had established a good lead over second man, Steve Stylin. Rob Kerkhoven was fending off Sandy Dalgarno and Richard Dean for third spot while Gange and Heerey were engaged in their own



Best man wins: Kurt Luby (left) and Ian Shaw (right), shake hands before the final.

MR RAIN



Dino against Zip results in a Hines victory over Stylin in the Superkarts. Luby and Rodgers prove the rain is no obstacle to the 125 or 250 Nationals, while Bill Longdon's 210 shows determination can still succeed.

Report: Ed McCormick
Pics: Rodger Calvert

Through the efforts of John Shaw, who managed to gain an international permit for the last meeting of the season, Lennart Bohlin along with colleague Lars Johansson was able to attend. There was hope for a greater continental turnout but unfortunately the Swedes were the only ones to turn up. This Cadwell meeting followed the Donington TV Times finals on the Saturday, consequently there was a lot of hasty packing and quick travelling necessary before setting up for the Autumn Championships. The full 2 1/4 mile circuit was in use and though the weather was typical of Cadwell this season, the racing promised to be interesting.

AROUND AND ABOUT

Sunday morning saw the usual frantic activity amid a steady drizzle which was to increasingly worsen as the day moved on. A walk round the pits showed that some of the 137 drivers listed in the official programme had opted out. However there were additions which helped make up the depletion, if not so much in numbers then surely by quality. Of note, Kurt Luby and Andy Cowgill turned out to boost the 125 ranks and provide the class with a little extra verve. The 250 Nationals saw Chris Stoney out with last year's No.1 plate and next down the programme, wearing No.2 GP winner John Newton. A change of class next season would appear on the cards for John. Mr Newton's excursion into the 250 National would certainly leave other 210 drivers with the opportunity of reaching the finish line

first. Notable among the names must rank: Tim Doble, ever pounding Newton's heels; Bill Longdon with a very limited season behind him, showing he hadn't lost any of his old style; Simon Quance, Vincent Munday, Gary Parker and Phil Featherstone. The Superkarts listed only 37 and some of those like, Giles Butterfield, gave Cadwell and the rain a miss.

THE HEATS

The absence of John Newton left the 210 field wide open but it soon became evident that the man to watch was Bill Longdon. He won both heats in fine style and his main contenders were: Simon Quance, Vincent Munday and Graham Sykes. Tim Doble was having mixed fortunes and didn't really feature in the heats but a driver of Tim's undoubted calibre cannot be dismissed casually and he was to acquit himself, more in keeping with his past record, later.

The hot favourite to take the 125 trophy was Kurt Luby, proving he is just as good in the wet as the dry, by taking two fine heat wins over such able contemporaries as: colleague Andy Cowgill, Mark Allen, Roy Wooldridge, Ian Shaw, Adrian Wilcox and Mike Doble.

The ever dominant Peak Revs driver Derek Rodgers was to drop one heat but win the second after a furious six lap battle with Richard Boston with John Newton and Chris Stoney romping home in third and four places.

Featuring well in the heats was Swineshead's Peter King with a fine third and fifth. Paul Sadotti claimed a fourth place in the first heat but was down to eighth in the next contest. Dennis Barnes claimed a good win in the first heat with a sixth on the next

outing. All in all it looked to be yet another Peak Revs day, unless Chris Stoney and Richard Boston could do something about it.

With the addition of a couple of foreign visitors, in the form of Bohlin and Johansson, the Superkart heats and final looked as though they might prove entertaining. And entertaining it was when Lars Johansson decided to do some grass-cutting in both heats, sweeping off at the bottom of Paddock Hill Bend, overshooting the left-hander and startling the same first-aid man on both occasions.

Steve Stylin was to dominate both heats but not without a lot of bitter opposition from the likes of Bohlin, second in the first heat but a non-finisher in the next; Hines with a fourth and a second; World Cup man Richard Dean with a third and a fifth, with Reg Gange and Brian Heerey claiming third and fourth respectively in the second heat.

210 NATIONAL

With two heat wins the Barlotti of Bill Longdon sat on pole as the weather deteriorated. Sharing the front row were Simon Quance, Vincent Munday and Graham Sykes, while Tim Doble sat quite a way back in the smallish field of twenty odd karts. As the pace car pulled up by race control the machines rolled past to the startline, then the Union Jack was raised and they were off for the ten lap final. Longdon was quickest away to establish an early lead with Quance, Sykes and Munday following closely. Meanwhile Tim Doble and Phil Featherstone were making inroads through the pack to get at the lead four.

As they climbed up past the Paddock towards Hairpin, Longdon began to stretch out a considerable lead. By the third tour Sykes and Munday had dropped back down the order, leaving Simon Quance to chase on alone after Longdon, but Tim Doble wasn't so far behind and was making good ground with Featherstone still clinging onto his tail. The weather conditions worsened, pushing the casualty rate up as several dropped by the wayside.

There was no disputing Longdon's lead; he was disappearing towards Charlie's before the scrapping duo of Quance and Doble made the straight. Into the closing minutes of the race and the winner was decided as Longdon crossed over the line to take the flag. Next home came Simon Quance with Tim Doble close on his tail with, a little further back, Phil Featherstone claimed fourth.

1st	Bill Longdon	Barlotti/ Longtune Villiers
2nd	Simon Quance	Zip GP/Villiers
3rd	Tim Doble	Zip/APV
4th	Phil Featherstone	Cobra/FPV

250 NATIONAL

As the 250 Nationals rolled out for their turn on the grid, Peak Revs prepared equipment dominated the front cluster with Chris Stoney and Richard Boston in there among them. On the green it was Rodgers, Boston, Stoney and Newton to make the break from the rest of the pack. A couple of hundred yards from the start, opposite Paddock Hill Bend, disaster struck in the form of a multi-kart pile up. Chris Penn, in No.9 was struck violently and thrown from his machine, in the process losing his helmet and in the furore was hit by a kart, sustaining, later diagnosed, a broken collar bone and broken nose. Thankfully he is now out of hospital and well on the mend. With creditable speed the red flags were out to stop the race, render first aid and clear the debris.

Restarted after the minimum possible delay, Derek Rodgers broke away in fine style to establish a fair lead with Boston on the pace behind. Chris Stoney, John Newton on Alan Cheethan's outfit and Peter King were fighting it out for third spot. John Newton quickly getting accustomed to a faster turn of speed than that of the Villiers.

As the laps rolled by, Rodgers found himself with a comfortable lead and was putting the Zip through its paces with the skill of the professional he is.

settled; Kerkhoven had taken Gange, albeit for a short duration, the next time round Reg was back in control. Price, meanwhile, was still holding the attentions of Goff at arm's length, while Sandy Dalgarno had managed to sort out Mike Gardiner. A little further and Paul O'Shea had got the better of Richard Dean, leaving that young man to the ravages of a charging Butterfield, with Belbin and Carolyn showing signs of pressing the issues.

While the lead three positions remained unchanged, the action was happening further down the field. Roger Goff had dived in to cut off Price and claim fourth while Dalgarno still held off Gardiner. Paul O'Shea had managed to slip past Butterfield and Dean, then came Malcolm Belbin still denying the attacks of Carolyn. Disaster was to strike Roger Goff just before the end of the lap; a puncture threw him at Russell and he was lucky to hold it to slew onto the grass at the beginning of the Pits straight. Then another shock; Reg Gange pulled into the pits, his race over. That left the task of trying to catch the flying Hines up to Rob Kerkhoven, but Hines was already out on his own, slipping in a quick lap to increase his lead, to totally annul any chance of assault from that quarter.



Derek Price, Stratos mounted.



The British Champions: L to Right — Derek Rodgers (250 Nat); John Newton (210 Nat); Kurt Luby (125 Nat) and Martin Hines (250 International).



Rob Kerkhoven — an excellent drive.

Lying third was Derek Price, that likeable young man who loves karting and who has had a poor season this year, from the accident at Cadwell earlier to the fold-up of his sponsorship, denying him the right to race through lack of funds. Never despondent, where there is a will there is a way. Derek is one of those drivers without whom karting could not exist; clean and dedicated.

The remaining order was unchanged: Dalgarno, Gardiner, O'Shea, Butterfield and Dean, with Carolyn still trying her utmost to better Malcolm Belbin. The last laps flicked past with the front runners still the same, but a dispute between O'Shea and Butterfield began on lap eight, the latter eventually gaining the upper hand, opening the way for Belbin and Dean to charge through on the ninth tour. Carolyn hung on behind O'Shea waiting for her opportunity.

At the flag it was Hines, 8.5 secs ahead of second man Rob Kerkhoven. Derek Price finished third with Dalgarno, Gardiner and Butterfield next up. Dean Belbin, O'Shea and Carolyn completed the top ten.

Martin Hines took another convincing victory to end a very successful long circuit season.

1st	Martin Hines	Hermetite Zip/ Zip Rotax
2nd	Rob Kerkhoven	Zip/PRK Rotax
3rd	Derek Price	Strates/Rotax
4th	Sandy Dalgarno	Zip/RKR Rotax
5th	Mike Gardiner	Zip/Rotax
6th	Giles Butterworth	Zip/CTRP Rotax

Race time: 11 min 16.8 secs (101.96 mph)

Fastest lap: Martin Hines — 1 min 06.2 mins (104.24 mph)

Of note at the presentation was Reg's daughter walking off with the Superkart No.1 plates, being heard to protest: "My daddy won these!" Then there was the return of 'Chalky' in his role of 'Chalky II', the first version having been screened earlier in the season at Brands. The script was the same, the actors unchanged and the atmosphere just as convivial. Dale Couzens, a regular 250 National campaigner will be well and truly 'hitched' by the time this is printed and Honey-mooning for three weeks in Cyprus. Dale promises photographs, but not of the kind which would relegate this magazine to the less salubrious shelves of the newsagents!

PARILLA ENGINE PARTS

TG14, SS20 and TT22	
Cylinder comp., 3-port	
SS20	£55.27
Cylinder comp., TT22	£77.13
Iron liner, 3-port SS20	£23.59
Iron liner, TT22	£32.17
Head	£29.94
Piston, 3-port SS20	£8.00
Piston, TT22	£7.00
Ring set, Super	£6.00
Gudgeon pin, lightened	£2.47
Exhaust bend	£6.60
Vevey end pipe	£4.95
Crankcase (set), SS20	£59.89
Crankcase (set), TT22	£69.87
Crankcase (set), TT23	£79.86
Valve cover, Tillotson	£12.65
Valve cover, Tillotson, TT23	£12.65
Crank comp., SS20	£68.97
Crank comp., TT23, TT22	£72.60
Crank stuffers	£1.65
Crank pin	£2.75
Big end cage & rollers	
(Super)	£4.12
Big end washer, TT22	55p
Connecting rod	£20.00
Small end spacers	65p
Small end shims	27p
Crank shim	27p
Valve locator	£4.40
Locator circlip	22p
Rotary valve	£4.00
Rotary valve TT23	£4.18

PARILLA SPAREPARTS

GENUINE IAME	
10 tooth sprocket	£4.50
Crankpin	£2.50
Con. rod (std.)	£25.00
Con. rod (selected)	£30.00
Con. rod assy. (Super Hi Fi)	£60.00
Gasket sets (factory)	£1.50
Head	£30.00
Crankcase (Pair)	£73.00
Crankshaft assy. (with selected rod)	£81.50
Rotary valve cover	£12.00
Big end shims (each)	£1.75
Liner, TT	£35.00
Rotary valve, 27	£5.00
Piston, TT	£7.00
Rings, Super (IAME)	£6.00

KOMET ENGINE PARTS

K77, K88TT and K78TT	
Iron liner (3-port)	£23.60
Iron liner K80	£32.17
Iron liner TT	£30.85
Cylinder comp., (3-port)	£49.00
Cylinder comp., TT	£70.78
Cylinder comp., K80	£77.13
Cylinder head, K88, K88TT, K78TT	£29.94
Piston, bare, K77, K88	£6.00
Piston, bare, TT	£7.00
Double ring set, Super	£6.00
Gudgeon pin (lightened)	£2.75
Crankcase comp., K88	£59.89
Crankcase comp., K88TT, K78TT	£69.87
Crankcase set comp., K80	£79.86
Valve cover, Tillotson sloping	£12.65
Oil seal	55p
Crank with rod assy.	£63.50
Crank comp., K88TT	£68.95
Crank comp., K80	£72.60
Half crank (mag. slide) K88	£21.12
Half crank (mag. slide) K80	£23.59
Crank big end pin	£2.50
Connecting rod (bare), std.	£22.00
Big end cage & rollers (Super)	£4.12
Rotary valve locator	£4.95
Rotary valve	£4.23
Exhaust bend	£6.60

TKM ENGINE SPARE PARTS

Cylinder comp.	£56.25
Iron liner	£32.00
Head	£27.50
Piston, complete	£10.00
Piston, bare	£6.80
Ring set (Super)	£4.50
Gudgeon pin (lightened)	£1.50
Cylinder stud	£1.25
Head nut (brass)	50p
Exhaust stud	35p
Exhaust bend	£7.06
Exhaust flex	£2.25
Silencer	£9.50
Crankcase complete	£47.25
Oil seal (ROLF high RPM)	55p
Valve cover (sloping)	£9.50
Crank complete	£65.60
Crank pin	£2.75
Cage & rollers (steel/silver plated)	£3.75
Connecting rod, bare	£19.00
Big end spacer washer	60p
Small end rollers, 2mm x 13.8mm	90p
Small end washer (aluminium)	65p
Small end washer (steel) 1mm thick	20p
Crankcase main bearing shims	24p

Valve locator	£4.50
Valve locator circlip	20p
Crank nylon stuffers	£1.20
Aluminium stuffers	P.O.A.
Copper rivets	30p

IGNITIONS

Motoplat, Class I comp. with coil	£20.00
Motoplat coil	£10.50
Dial gauge	£7.00
Extension	£1.50

ARROW ENGINES/SPARES

Mounting plate finger guard & Allen screws	£15.75
Cylinder head	£28.25
Cylinder barrel to head 'O' ring	£1.00
Exhaust pipe	£7.35
Cylinder barrel	£29.90
Cylinder liner, TT	£29.45
Cylinder liner, 3-port	£28.50
Chain guard	£6.45
10T sprocket, fine pitch	£5.95
11T sprocket, fine pitch	£5.95
12T sprocket, fine pitch	£5.95
9T sprocket, std. pitch	£5.95
Output shaft oil seal	50p
Rotary valve cover	£12.00
Oil seal 25357	60p
Hub r/v drive hub	£4.25
'O' ring crank valve hub	40p
Crankshaft nut	65p
Crankcase L.H.	£30.00
Crankcase R.H.	£30.00
Crankcase oil seal	60p
Big end roller bearing	£3.75
Cylinder head nut	50p
Piston assy. all sizes incl. piston rings, gudgeon pin and circlips	£10.00
S/E Thrust washer	75p
Crankpin	£3.50
Connecting rod	£19.50
Crank assy. incl. rod	£66.00
Crank half R.H.	£30.00
Crank half L.H.	£30.00
Engine mount clamps	£2.75
Rotary valve, tuned, 45-72°	£5.70
Rotary valve, 45-65°	£5.00

ALUMINIUM COMPONENTS

Front wheel boss 15mm, 17mm	£4.50
Front wheel boss, 3/4"	£5.50
Rear hub 25mm or 1"	
die-cast	£3.50
Rear hub 30mm die-cast	£3.50
Engine mount 15" (new type)	£8.00
Engine mount, sliding	£9.00
Engine mount bottom clamps	90p
Carb. spacer	£1.50
Disc carrier, 25mm or 1"	£2.50
Disc carrier, 30mm	£2.50
Sprocket carrier, 25mm or 1" die-cast	£2.75
Sprocket carrier, 30mm	£2.75
Alum. finger guard, universal	£2.75
30mm bearing housing 1pc	£1.85
Alum. coil brackets, universal	£1.75

KART COVER AND TOOLS

Kart cover, 100cc	£9.50
Seat cover, universal	£6.50
Kart stand, unsprayed (no post)	£9.50
3mm, 4mm, 6mm, 8mm T-bar Allen key	£1.40
10mm T-bar socket	£2.75
13mm T-bar socket	£5.25
Sprocket puller	£4.75
Motoplat puller	£1.95
Motoplat holder	£1.75
Gudgeon pin extractor	£3.25

BEARINGS

6204, C3 (metal cage)	£1.50
6204, C4 (metal cage)	£3.00
6204, C4 (fibre cage)	£3.25
6204, T, B, P63 (fibre cage)	£5.75
6204, V.N.S.K.	£2.00
Super roller cage	£3.75
Ally. roller cage	£3.00
Standard track rod ends (female)	£1.95
Super track rod ends (male)	£2.50
Track rod ends (male)	£1.95
Axle bearings 30mm (Super)	£3.00

TKM PISTONS

TKM pistons, complete with circlips and rings, for all makes e.g. Parilla, TG14, SS20, TT22, Arrow, Komet, K77, K88, DAP, Manx etc.	£10.00
Please note all these pistons are genuine TKM reinforced pistons. When buying a piston always ask: Are they reinforced and have they got the new type steeling locator?	

GENERAL PRODUCTS

Castrol R chain lubricant	£2.00
Castrol EP90	70p
Castrol T.Q.F.	70p
Triflon (small)	£1.50
Triflon (large)	£4.00
Goofy Juice	£2.25
PJ chain lubricant	£2.00
DAG heat dispersant	£2.50
Shell R oil	£2.75
Girling brake fluid	80p
PH grease	60p
Castrol R 20	£2.50
Castrol R 40	£2.50
Trackside hand cleaner	70p
ILC Vari-clear demister	£2.00
Hermetite Instant Gasket	£1.75
In-line petrol fillers large or small	£1.00
Mazda tyre gauges	£11.50
Chrome exhaust ends	£4.50
NGK plug caps	75p
PVC tank tape (large)	£4.00
Steel sprocket Class IV (1" or 25mm or 30mm)	£2.75
Steering wheels	£7.50
Class IV rear sprocket carrier	£5.00
600 tubes	£4.50
450 tubes	£3.50
350 tubes	£3.00
210 Motoplats c/v coil	£37.00
Class I Motoplats with coils	£20.00

GOODYEAR TYRES

(CIK) 11-4.50x5 moulded wets	12.00
11-6.00x5 (German)	12.00
11-4.50x5 (German)	12.00
11-3.50x5 large 10A	£6.50

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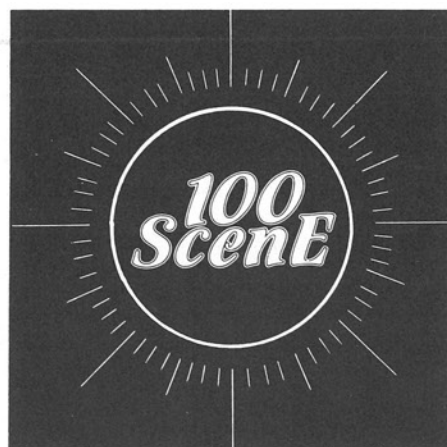
NEW ITEM!

10 tooth sprockets to fit

dent. He landed on his head and all but destroyed his helmet, thank goodness though he was only dazed and bruised. Word has it that this may have been Peter's last kart race, let's hope not as this is no way to end your racing career.

Another rumour doing the rounds is that Paul Browning may also be retiring. A quiet northerner, Paul has driven many fine races, particularly in 100 Britain, and has proved to be amongst the best in the country, a driver who will be missed if the rumour is true.

After the Wombwell meeting a presentation buffet took place, at which the organisers of the Super One series — namely Messrs Herbert, Hann, Cotterill, and Evans presented the Super Awards. There was some discussion regarding the series in 1984 and confirmation was given that it would continue, although it was hoped agreement could be reached to include the 100 National K & S series (something which all Class I karters seem in favour



of — particularly while the purse strings remain tight).

If you were present at Wombwell you will have seen the video crew who were filming the event. John Marshall (Karting Photographer and Reporter) had arranged for the filming and is hoping to make available professional copies of the meeting, for further details contact John.

Word is out regarding the Junior classes in 1984, and although still a bit sketchy it seems that the class will be open to 10 year olds, who will run with some bodywork, and fat tyres. Hopefully the class will attract more youngsters into the sport of karting — let's hope so. The Senior Britain class seems a little confused over tyres but not doubt the RAC will clarify this shortly. Junior International is to continue and could provide an excellent launching pad for our future International series (if only the 100cc class were the World's No.1).



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COMMENT

Many people, even by far the majority, of the karting world, would criticise the motives behind the major manufacturers and dealers within the karting sphere, as being totally monetary orientated, without a care for others. Firstly, it must be blatantly obvious to all but the most heavily biased that a business concern must run at a profit if it is at all to succeed. Only the misguided would consider otherwise, excepting certain charitable bodies which are not classified as part of the commercial field. Secondly and very important is the unarguable fact that all the major manufacturers involved in karting achieve a lot of good for the sport, through research and development, thorough and critical testing and promotion of the sport's activities.

Because at the outset, karting was taken for granted as nothing other than a placation for the youngsters, people were blinded to the potential it could offer. Only those with the drive and foresight; the entrepreneurs, had the ability to realise that one day karting would eventually take its place equally alongside the other recognised forms of motor sport in this or any other country. Those who would debate the motives of the top producers as being to the detriment of the lower echelon, must first look closely at the lower echelon before prescribing judgement. Those siblings appear misguided, alluding to preconceived impressions. They are the ones so easily led by others more astute. The ones who would use their jealousy, self-reluctance and lack commitment to denigrate others who have paved the way, thus reducing karting to a totalitarian level where everything is the same, never changing. The result has been a profusion of comments, mostly derogatory, of drivers, clubs and companies alike, without submission of constructive criticism aimed at improving the situation.

As one who appreciates the struggle of commerce in the still clinging world recession, the costs and sometimes the difficulty of obtaining raw materials invites retail prices to escalate, to say little of the cost of labour, the attitudes pervading can only be detrimental to the sport as a whole. The result: a level of total mediocrity, reminiscent of its infantile stage of nearly 30 years ago.

As karting has grown over the years, so has the structure governing and supporting its concepts, restricting its prices and implementing regulations to streamline its natural progression. The structure has become a complex one relying on the consensus of opinion of its members for guidance.

When a situation is reached where the whole organisation, to the outsider, seems riddled with platitudes, slandering, hatred, jealousy and deceit, it is time to stop and reconsider ideals and approaches before destruction sets in. The whole of karting must work together. There is still much to be accepted by the media before acclaim is granted, or karting will end up as a lost cause, some dusty records in a history book with yellow, tattered pages.

TOPIC

Around the pits, mainly at club events, one picks up snippets of information regarding the attitude some drivers seem to project towards the clubs of which they are members. A lot of the comments come from club officials, but in no way are they condemnations of the members; more criticisms of the assumptions some drivers tend to make as a god given right. The word 'egotistic' is defined by the Oxford Dictionary as the too frequent usage of 'I' and 'Me'; the practice of talking about oneself; self-conceit; selfishness. Taken a stage further: holding nothing more magnanimous than his or her own achievements, to the detriment of all else.

The main criticisms would imply there are drivers who don't care a fig about their clubs. They are there to race and that's the end of the story, often complaining and bickering over rules and regulations just for the sake of doing so if things don't go right.

To be a competitive driver it must be recognised that a certain degree of egotism is bound to exist, brought about by success, inherent in man's nature. However, one can't hold to the opinion that it would be just to paint everyone the same. A fair number of drivers, through achievement, give a great deal back to their respective clubs without asking anything in return except recognition for ability.

The percentage of club drivers who actually devote time when not racing to assist with organising and improving club facilities for the benefit of both themselves and spectators is not known. Perhaps that is where the problem lies. If so, then the complaints suggesting the complacent and translucent approach by drivers could well be justified. However, it does make one tend to consider whether or not this belligerence is, in part, founded on the attitude some clubs may project to their members. Perhaps food for thought.

Whatever the reasons, it would be wrong for the condition to prevail as it would only ply suffering on karting in general from the public's standpoint.

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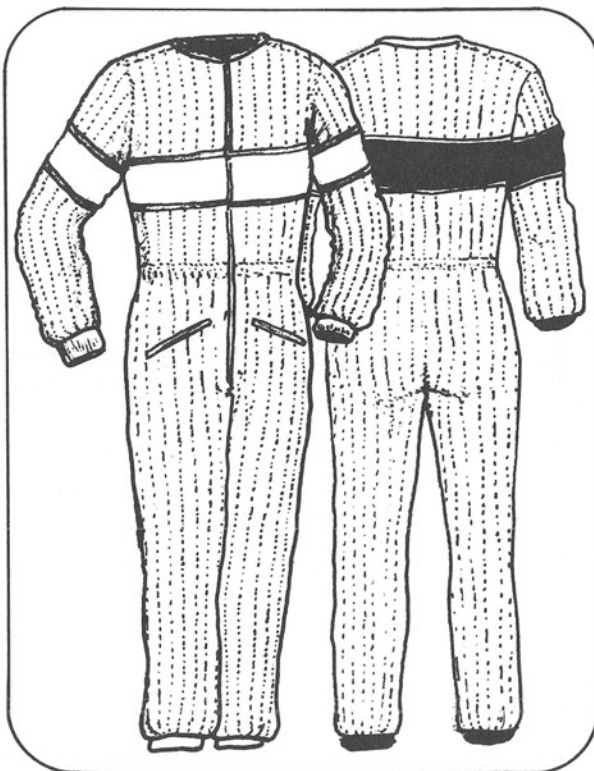
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As the season draws to a close, the two commercial series (Bridgestone K & S/Super One) have been concluded and the champions crowned. The Bridgestone K & S 100 National Championship ran its sixth and final round at Fulbeck in September, and was fortunate to have a dry day. Two entries of interest came from recently upgraded juniors, Jeremy Cotteril and Steve Brogan, who were out to show the big lads.

Unfortunately Steve was well off the pace, but Jeremy showed signs of brilliance, actually winning one heat, but unfortunately not finishing the final. The first heat of the day was full of talent and looked more like an "A" final grid. Included in the race, starting from mid grid, were championship chasers, Gary Moynihan, and Andrew Colson. Unfortunately their race and overall series honours were dashed in a first corner incident. Sensation of the heat was Nigel Edwards on his usual Zip/DAP JM equipment who absolutely flew through the field from grid 11 to end up within striking distance of leader Paul Fletcher, but was sidelined with a collapsed main bearing. Edwards also had a super race in his next heat with Gary Moynihan, who he tracked for 90% of the race and then overtook to take the flag.

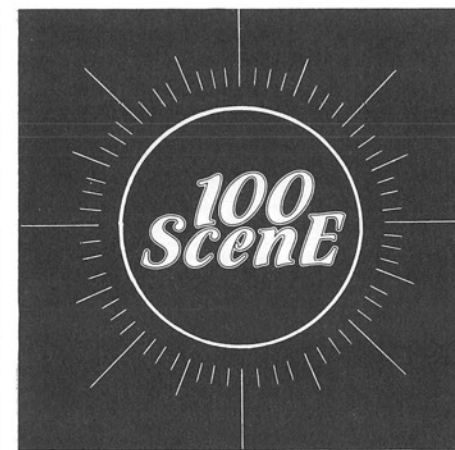
Gary Prior was having a better day, perhaps out to show he was better than his new team mate, defecting from the DAP JM camp Derek Higgins, some say lured by money!! Quite a surprising move in view of the fact that Derek had virtually clinched the title in the previous 5 rounds on DAP JM equipment.

Two drivers who had a ding dong heat were series leader Derek Higgins, and local Mark Wilson. Wilson lead for some 4 or 5 laps but was under continuous pressure from Higgins, several close shaves took place before the inevitable happened — Higgins kart wheeling off the circuit, and Wilson spinning into the dirt. Both drivers, were fortunate not to receive serious injury, although Derek did look shaken. His kart however was in a far worse state and looked beyond repair — not so, he came out for the final with it in immaculate condition!!!

From the beginning of the final Gary Moynihan looked in control and powered off into the distance to repeat his round 5 result at Kimbolton. Current British Champion — the ever cheerful — Gary Prior was making rapid progress in the final and was destined for a well deserved second on the day, and second overall in the series.

Gary Till was having better fortune and was circulating quickly enough to secure third.

Derek Higgins finished fourth followed by Peter Rochford and Andrew Colson. With GP's second, and Colson's sixth, this meant that Andrew finished third overall. A very pleasant reward for this driver who is in his first full season of 100



National, following many successes in 100 Britain. Andy Buchan had looked at one stage as if he was destined for a top three finish on the day, but with a lack of grip and a motor which was losing power he eventually slipped to 7th.

As usual a presentation ceremony was put on by the host club (Lincolnshire K.C.) which was well supported. Mr Mark Hines who promotes this ever popular series was on hand to give away the goodies. (Plus numerous sets of Bridgestone tyres from the sponsors).

So another K & S series ends with the hope that it may continue in 1984, with the support of this years sponsors — Bridgestone? The 100 National drivers are very fortunate to have someone as keen as Mr Hines and Zip Kart to support them so let's hope the entries justify the effort — roll on 84.

The final round of the other series — Super One — had its final round at Wombwell on October 8/9th and as seems the norm, the two days provided different conditions. Saturday was mainly dry, but Sunday was wet for most of the racing. This was the first meeting of the Wombwell Club in over 3 months, and they must be congratulated in the presentation of the circuit. Over 90 series entries were received, but with supporting classes and the wet weather the time table was rather cramped.

The Junior Britains provided some exciting racing during the day, although several drivers were having difficulty mastering the wet track conditions. One driver who had no such problems was David Cuff, winning the meeting in style. Tim Knight was a worthy runner up, with recently crowned British Champion Alan (Tiny) McNish in

third. Several local drivers had good races, notably Rob Wilson, Domic Connolly, and Jason Elliot all of whom finished in the top ten. Despite having a bad meeting overall series honours went to Jamie Beasley, racing under the Mistrale racing banner.

Junior International was quite a spectacle but rather lacked in numbers of entries. Peter Hunnisett and Jason Plato were the two main contenders for series honours but Irelands own, Gary Jordan proved to have the best wet weather ability and duly won the final from Jamie Cavanagh. Hunnisett got the better of the track conditions and Jason Plato had just won the overall series.

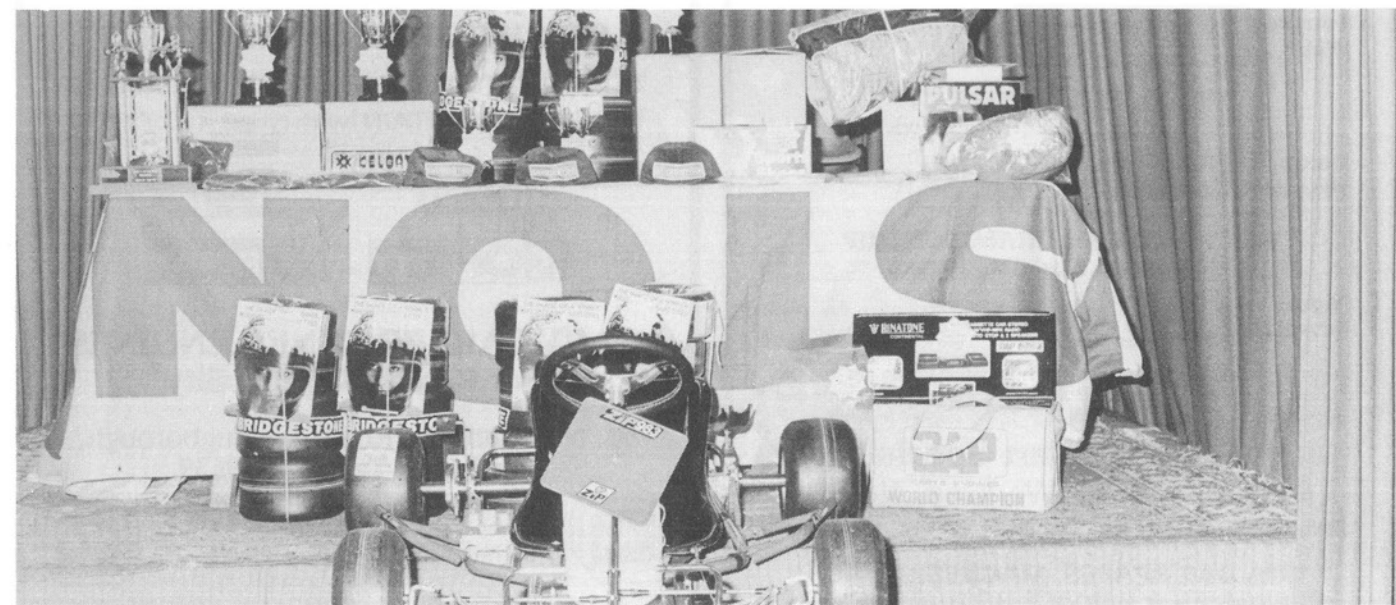
The 100 Britain class was very well supported and needed 4 heats to sort out the contenders. The dominance of Miles Hall and Mark Beddal supported by Christo Racing continued with Hall looking every bit a winner on his Zip/Arrow equipment. A lot of professional effort has gone into Miles's racing this season and the serious approach has paid dividends as he has risen head and shoulders above the rest, claiming the Super One crown.

On the day local club member and current British Champion Patrick Walsh was in his usual excellent wet weather form and managed to claim second place (behind Hall), some way in front of series regular Scott Banks in 3rd.

100 Britain stars Browning, Beddall, and Stadley all had bad days and were well out of contention on the day.

The 100 National class had all but been sewn up by Gary Moynihan, with Paul Fletcher and Derek Higgins having only a very outside chance of taking the honours. As it turned out Moynihan did everything necessary to clinch the series, but the meeting was dominated by Wombwell Club Chairman and round 7 winner Nigel Edwards. Having claimed pole position for the final, Edwards held out Moynihan for two or three laps and then pulled out a commanding lead to emphasise that he and Zip & DAP JM = winning. Derek Higgins did not show as well as normal in the heats, but performed his usual charge in the final, he eventually got upto 3rd but retired with only 2 laps to run. Ian Williams had a good day and took over where Derek dropped out, 4th was local driver Steve Sykes with Paul Fletcher 5th. Paul's points tally was enough to snatch second overall, something which gave him much pleasure (even after all these years!!).

Irish visitor Dave Allen completed the top six with promising performances from ex-Juniors Brown and Hunt. Luckiest man of the meeting was Pete Rochford who fell foul of a spinning back marker and flipped over in a very unpleasant looking inci-



The Prizes.



Gary Prior (1) and Andy Buchan struggling in the final.

Wilson and Brian Hooley had a slight confrontation taking them both out but fortunately they managed to restart and get back in the thick of things. So, the second tour began with Till hanging onto his lead while Andy Buchan was forced to surrender his second place to Ian Williams while Robert Owen looked on enviously. As the third of the twenty-five laps began, Till was noticeably pulling away from the scrapping trio of Williams, Buchan and Owen while, a little further back, Peter Rochford was shutting the door to all tactics employed by Andrew Colson. Jeremy Cottrell experienced a deviation from the regular course and took to the gravel, managing a restart. Meanwhile Neil Hann, the winner of two Kart and Superkart rounds was lying well back but making a concerted effort to climb through the pack. By lap five he had points' leader Higgins on his tail, pressing the issue. Notable was Gary Prior, tacked in behind Peter Rochford with Colson chasing the life out of him. However by lap six, Gary Moynihan was beginning to show his mettle, having taken Colson and Prior to show his usual verve to dash through in front of Rochford. Nigel Edwards was hanging on to ninth slot and looking quite formidable.

The next tour saw no change in the leadership

though, further back, Edwards was leading Sykes and threatening Colson for eighth spot. Out on his own was Gary Till, confident but still a lot of tarmac to cover. Andy Buchan now had second place, following Ian Williams' demise, while Gary Prior was chasing hard on Buchan's heels, followed by Owen, Moynihan, Rochford, Edwards, Colson and Sykes.

As the next lap started, Higgins was moving up to exert more pressure on Neil Hann until he succeeded in his endeavour. By the tenth tour Ian Williams was whistling off, not to rejoin. Jeremy Cottrell's No.3 plate was lying well down the order and Stephen Sykes found himself looking for the pits entry in rather quick fashion. By lap twelve Till was still well in a dominant mood with Andy Buchan gaining slow ground. Moynihan's tussle with Prior succeeded gaining him the advantage and third place, while Nigel Edwards continued to be battle with Peter Rochford but failed in the attempt. To gain seventh spot, Derek Higgins had taken a swipe at one of the points leaders; Colson to get the measure of him and began the steady process of hauling in the next few. Friendly Norman Box was still stuck well down.

Gary Till seemed indomitable as he streaked

away into the distance, his motor sounding and running well and far ahead of second man Buchan while Moynihan and Prior were still at it over the chasing Rochford and Nigel Edwards, now being hounded by Higgins and Colson. This lap, the thirteenth, saw the demise of Mark Wilson and Chris Callingham. On the next tour Gary Moynihan was visibly beginning to haul in leader Gary Till while Gary Prior was still holding off the ever attentive Andy Buchan. Nigel Edwards headed the next group to come swinging into pit corner; Peter Rochford with Higgins closing in fast and Andrew Colson tight up behind. Brian Hooley's hand went in the air as he coasted into the pits, the struggle over. By now only feet separated leader Till and second man Moynihan with Prior and Buchan closing. The ranks of Edwards' group was changed order as Higgins swooped in to take Peter Rochford in a classic dive while Colson waited. Neil Hann was showing signs of problems as he began to drop back.

Then Moynihan managed to pull it off, getting past Till as they came out of the distance with Gary Prior taking advantage of Till's 'down' to do likewise while Any Buchan struggled to put pressure on the once lead man. Edwards and Higgins were at it hammer and tong with Higgins weaving and twisting as Edwards successfully closed the door each time. But only for another lap though until he succumbed to the efforts of Higgins, a move which also paved the way for Peter Rochford while Andrew Colson had to content himself with eighth spot.

At the flag it was Gary Moynihan to take a very decisive win with Gary Prior in second followed by Gary Till and Higgins, but Derek Higgins was to come out the series winner after all and attend the presentation later where Mr Mark Hines of Zip Kart presented an array of fine trophies. Thanks must go to all the officials from all the venues hosting the series this year. To John Mills and the committee at Fulbeck who ensured the day went off smoothly and thanks to all you drivers who made the series possible.

1st	Derek Higgins	373 Points
2nd	Gary Prior	365
3rd	Andrew Colson	363
4th	Norman Box	351
5th	Gary Moynihan	350
6th	Neil Hann	341
7th	Gary Till	337
8th	Andy Buchan	336
9th	Steve Tillett	326
10th	Paul Fletcher	323
= 11th	George Price	314
= 11th	Peter Rochford	314



Peter Rochford (43).

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HIGGENS TAKES THE TITLE



Derek Higgins (73) with Gary Till.

With the final and deciding round in the Bridgestone/Kart and Superkart Series chosen to be held at the Lincolnshire Kart Club's Fulbeck Circuit, the competitors were blessed with weather akin to mid-summer rather than late September. As is always the case with a final round those, with no hope of improving their points score sufficiently to make any impact on the top contenders, decided to opt out. Thus the field was somewhat depleted, showing only 37 entries in the official programme, but it certainly did not detract from the performance of those running in the event.

Of note was series leader Derek Higgins out to prove he was just as good as his contemporaries; men such as Prior, Moynihan, Hann, Buchan, Lilley, Till, Edwards, Box and Colson. The first heat was interesting and surprising too in that front-liner Higgins went out at the first corner, leaving Paul Fletcher to assume the commanding role with Nigel Edwards frantically chasing him, while Stephen Sykes sought to fend off the pressure from Gary Prior. But it wasn't all to be rosy for Prior, as Neil Hann was making rapid progress, pushing Robert Owen until he snatched sixth spot. By mid race Chris Dagless was out in a shunt and later, by the three quarter way mark, Nigel Edwards and Jones retired with motor problems. Paul Fletcher was pulling out a strong lead over second man Stephen Sykes. Neil Hann meantime, achieved his aim, getting the better of Prior before the flag. Terry Lilley was well down starting from a middling grid order, likewise Andrew Colson from the back of the grid, but the opposition was too strong for him to manage any significant impression. At the flag it was Fletcher from Sykes, Hann, Prior, Peter Rochford and Steve Tillet.

The second outing for the 100 Nationals saw Ian Williams and Lew Marsden sitting on the front row, Gary Till and Chris Callingham next up with Derek Higgins getting a nose in on the third bank, while Paul Fletcher found himself at the back. As the race started Ian Williams quickly assumed the

The final and deciding round of the Bridgestone/Kart and Superkart Series, held at Fulbeck on 25th September, with a fine win by Gary Moynihan over Prior, Till and Higgins. But it was Derek Higgins who walked away with the title in this very popular series.

Report: Ed. McCormick
Pics: Rodger Calvert

lead with Marsden trailing behind into the first left-hander. Till was up there as well, putting the pressure on while Callingham and Higgins were fighting it out for fourth slot. The casualty rate began to climb with Brian Hooley suffering smashed steering and Steve Tillet found himself sidelined at the first corner. For two laps Williams held onto his lead before Gary Till relieved him of it, as Higgins began to offer a major threat. But still there was Marsden passing the stricken machines of Terry Lilley and Steve Dart, while young Jeremy Cottrell was forced to throttle by

hand after a shunt, eventually retiring exasperated before the heat reached its climax. Peter Rochford and Norman Box were both well down while, at the finish, it was Higgins bettering Gary Till, Lew Marsden and Ian Williams.

The third outing saw Gary Moynihan adopting the commanding role from Edwards and Brogan while fifth and sixth positions were occupied by Gary Prior and Neil Hann, respectively, with Andrew Colson making good headway; Higgins was at the back with his work cut out. By mid race



Moynihan (61) the race winner chased by Edwards.

the second trio out comprised of Neil Hann, Gary Prior and Andrew Colson, all with the bit between their teeth, though Neil was visibly showing signs of slowing, experiencing motor problems. Edwards was still chasing Moynihan, looking for a way past, followed by Prior, Till, Brogan and Colson. Then Prior was in trouble and began dropping down the order while Derek Higgins was beginning to work his way through the pack, though it was a bit late in the day. Then Nigel Edwards did it; taking Moynihan, relegating him to second spot in a fine race. Gary Till succeeded in holding onto third with Andrew Colson following in his exhaust fumes.

The fourth and fifth heats displayed some interesting results. In the fourth, young Cottrell took a very deserving win over Gary Moynihan following his earlier troubles, then added another to his credit in the fifth over Andy Buchan and Colson. This heat was also memorable by its clashes Higgins with Mark Wilson, leaving Higgins in the fields while Wilson managed to limp home. Clayton Hole managed to give a good display as how to climb the gravel banking the pits corner.

'B' FINAL

With no 'C' Final to grace the scene, those with poor or non-finishes found themselves lining up on the dummy grid for the 'B' Final. Names such as Brian Hooley, Steve Tillet, Steve Dart, Nick Crabtree, Steve Brogan and Tony Gibson. As the starter ushered them on their way for the first of fifteen laps, it was Hooley to lead from Tillet, Dart and Crabtree. Hooley managed to hold the lead and control the order for two laps until Tillet found the opening he sought and dived through leaving Holley to fend off the attentions of Dart and Crabtree. Next up was Gibson and Brogan while Graham Kershaw and Mark Hotham fought over seventh. Chris Dagless, with a disastrous day, crawled into the pits while Grahame Pettit and Geoff Rudd were forced to do likewise. Tillet continued to dominate the proceedings while the order for the next three places remained the same, albeit a little strung out. The next battling duo to emerge was that of Brogan and Gibson; Brogan having got the better of Gibson by the seventh tour, then there was a long gap before Mark Hotham cruised round with difficulty before opting for the sanctuary of the pits.

Meanwhile Steve Tillet had managed to establish quite a considerable lead over second man Brian Hooley and the dashing third of Dart, hounded by Crabtree. Then there was quite a lengthy gap before Brogan and Bigson came into view jockeying for fifth. Well out on his own was Kershaw.

With Steve Tillet out on his own and beyond contention the next trio had become pretty well bunched with a frantic battle ensuing between Hooley, Dart and Crabtree.

It wasn't until the closing stages of the race that any significant change was noticed in the order. Not so much up front because Steve Tillet was out on his own. More so a little further down the order, Dart and Crabtree both managed to push Brian Hooley into fourth while an over adventurous piece of driving shot Steve Brogan behind Tony Gibson when Brogan lost it at pit bend but managed to get going again before the rest of the herd appeared to give him food for thought.

At the line, it was a very decisive Steve Tillet from Steve Dart, Nick Crabtree, Brian Hooley, Graham Kershaw, Tony Gibson and Steve Brogan.

'A' FINAL

With a fine heat first and a second, Gary Till found himself up front, while Derek Higgins found himself well down the grid order. Buchan, Williams and Robert Owen were also in a dominant mood as they hit the first corner. Mark



Edwards (87), Rochford (43).



Neil Hann (18) chased by Steve Tillet (7).



Till (96) and Moynihan in the final.

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