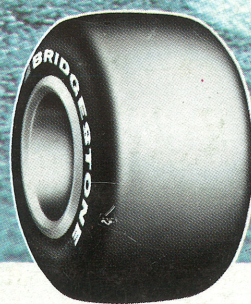
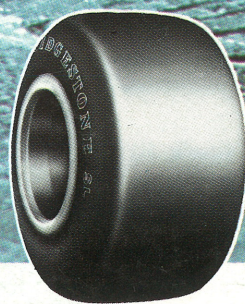


IF YOU WANT TO SEE THE CHECKERED FLAG WAVING FOR YOU RACE ON **BRIDGESTONE**

Bridgestone Tires Command the World of Racing Karts!
"Victory in racing depends on tires of quality!" is frequently declared by the world's top karters.
Bridgestone racing kart tires have proven again and again their ability to meet the strictest demands
by these champion riders of the racing kart.



DRY-1



DRY-1 SL



WET

BS **BRIDGESTONE**

KART 65p August 1980 **AND** **SUPERKART**



Full Race Coverage
• *European Team Champs* • *Yamaha's YZ 250*

Racing Accessories by **ZIP**



If you are into Kart racing you will know that you can find all your accessories, from leathers thro' to a split pin, at ZIP.

As the world's largest Kart manufacturing and distribution company we are always striving to offer the best to meet the high standard demanded in the sport to-day.

We distribute retail and trade on a world-wide basis.

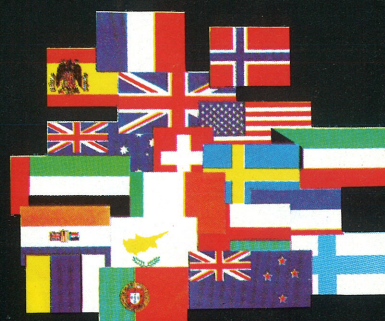


Don't forget if you are looking for the best, use only ZIP manufactured or recommended accessories.

For fullest information write now enclosing 95p.

Clothing
Helmets - Simpson /Bell etc.
Gloves
PVC Suits
Leather Suits
PVC Boots
Leather Boots
T Shirts/Sweat shirts
Anoraks/Over Jackets
Wet Suits
Paddock Equipment
Kart Trolleys
Kart Stands
Cronus Stopwatches
Kart Covers
Holdalls
Tools
T-Bar Allen Keys
T-Bar Socket Spanners
Dial Gauges
Engine Tools
Chain Splitter
Engine Spares
For 100 cc & Gear Box Classes
Pistons
Rings
Rods
Crank
Gaskets
Bearings
Motorcraft/NGK Plugs
Chassis Spares
Engine Mounts (Ali & Mag)
Sprocket Carriers (Ali & Mag)
Disc Carriers (Ali & Mag)
Wheel Hubs (Ali & Mag)
Finger Guards
Hydraulic Brake Parts
Number Plates
Seats
Steering Wheels
Rear Axles
Carburetors
Tillotson Slide Unit
Tillotson Standard
Tillotson Bored & Tuned
Lubricants
Shell Racing Oils
Castrol R
Tri-Flon
P.J.I. Chain Spray
Chains
Jwis
Regina
DID
Hermetite
Instant Gasket
Heat Dispersant Paint
Golden Hermetite
Fibre Glass
Front Fairings
Rear Wings
Side Tanks
Side Fairings
Undertrays

This selection plus a further vast range are carried in stock.



Champions throughout the world use ZIP equipment.

Designed for Champions
by Champions

ZIP
KART

Pindar Road Hoddesdon Herts

Hoddesdon 63371/68503

Telex 8176759 Tel EXP ZIP

A New Dimension in Karts

GP Karts by **ZIP**



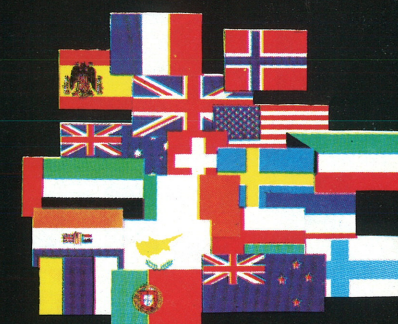
The dominance by Zip Karts in 125, 210 and 250cc racing has been established in no uncertain way over many years of competition — more major awards being taken than by any other make.

Maintaining our lead in this field we are now able to supply, in addition to the standard Shadow variants, the complete range in fully aerodynamic GP form. Ultimate performance in your chosen class is available "off the shelf".



The ZIP GP 125 — also available for the 210 and 250 National classes.

For fullest information about ZIP Superkarts write now enclosing 95p.



Champions throughout the world use ZIP equipment.

Designed for Champions
by Champions

ZIP
KART

Pindar Road Hoddesdon Herts

Hoddesdon 63371/68503

Telex 8176759 Tel EXP ZIP

AUGUST

10

CLAY PIGEON (midway Yeovil/Dorchester, on A37) RAC 100 International and Junior Championships.

23

CADWELL PARK (on A153 between Horncastle & Louth) Final round, Superkart, MW210 and Duckhams 125 Championships.

24

CHASEWATER (Pleasure Park, Brownhills, off A5)

17

TILBURY (Dunlop Road)

25

KIMBOLTON (10 miles s.w. of Huntingdon)

17

SHENINGTON (8 miles from Banbury, off A422 Banbury - Stratford Rd).

25

ELLOUGH (2 miles from Beccles, Suffolk)

14

FULBECK (8 miles from Newark)

28

3 SISTERS (nr. Wigan, off M6 at Junction 25)

31

NUTHAMPSTEAD (1¼ miles east of Barkway, off B1368 Cambridge-Ware Rd)

28

CRAIL — Traders' Sponsored meeting.

31

23 OULTON PARK (nr. Tarporley, Cheshire) Round 3, RAC Long Circuit Championships.

24

KIMBOLTON — National Permit meeting.

25

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

28

BLACKBUSHE (Airport, off A30, nr. Camberley)

31

25 ROWRAH (nr. Frizington, Cumbria) and previous day — RAC 100 National, 100 Britain Championships.

14

CHASEWATER — Tyreservices (GB) meeting.

31

SURBITON (Worcester Park)

SEPTEMBER

7

FELTON (7 miles north of Morpeth, on A1) Round 6, K & S 100 National Championship and SAM 80 Series.

14

LITTLE RISSINGTON (RAF base nr. Stow-on-the-Wold) Midland Championships.

21

TIBENHAM (2 miles from Long Stratton, south of Norwich)

28

CLAY PIGEON — S.W. Area Championships.

31

TILBURY

31

KIMBOLTON

31

WOMBWELL

Kalendar



KART AND SUPERKART

Monthly

020

contents

- 2 Just Heard**
The latest in news and gossip from around the world of karting.
- 7 4-3-2-1-**
Round 2 of the RAC Long Circuit Championships provides a clean sweep. . .
- 11 Euro-shambles**
The European Team Championship — won by Britain? Maybe not. . .
- 15 Prior Warning**
Round 4 — halfway — in both the Kart & Superkart and SAM 80 series.
- 19 30 h.p. or Bust!**
Reflections on the likely or unlikely future of 100cc kart engines.
- 21 Rain Dance**
Thruxton Superkart Race Of Champions, with a surprise ending.
- 26 At Last!**
Fifth Round of the Lockheed and R & R Championships from Felton.
- 32 The 250 YZ**
We look at the most recent addition to the 250 National engine list.
- 35 Hines Quarter**
Martin Hines speculates on likely Grand Prix successes.
- 37 The Trade Page**
Latest news and new products from within the karting trade.
- 39 Club Scene**
Recent events and news from around the club racing sphere.
- 52 Kalendar**
Where and when to see karting in the not too distant future.

NEXT MONTH:—

- THE GRAND PRIX — full colour coverage
- BRITISH 100cc CHAMPIONSHIPS — International and Junior categories

ON SALE — 4th SEPTEMBER

August is the month that sees the resolving of virtually all the major 1980 British Karting Championships. This year, with the long-circuit titles being decided over three rounds for the first time, a comparison can be drawn between this method of deciding the British Champion and the one-race system still used to proclaim the 100cc champions.

With one round still to go, the long-circuit brigade can be content that their championship leaders are going to be where they are completely on merit — the three venues ensuring no specialist local knowledge advantage or fluke result. In contrast, the 100cc Championships — all yet to be run — are already producing comments such as “well it is his local track” or “you haven’t got a show there unless you have got that type of tyre”. This latter phrase refers specifically of course to the 100 International Championship, where there is speculation that one leading contender may not even take part due to the futility of doing so without the correct compound of the particular make of tyre that seems to shine on the unique Clay Pigeon surface. . .

The undoubted success, and fairness, of the various sponsored championship series being promoted for the 100cc classes throughout the year, should be enough to suggest to the RAC that they give serious thought to adopting the three round format for their 1981 100cc Championships.

The news that the Italians are appealing against the outcome of the recent European Team Championship — on the basis that the organisers’ post-practice reduction in noise level requirements allowed one British Team member to avoid disqualification — can hardly provide any satisfaction for anybody. Certainly the drivers could not care less at this stage — the fact remaining that the English team won the day, all using standard production exhaust systems (incidentally of Italian manufacture!), and clearly with no intention of cheating noise regulations. The fact that the fate of the Championship now rests upon a discussion between administrators about fractions of a decibel is sad.

We must hope that the European and World Individual Championships do not fall victim to the trendy phobia of noise control. . .

CHRIS LAMBDEN

FRONT COVER:

After coming so close in earlier rounds, Alan Gates finally won a Lockheed series round, in the wet at Felton. This followed a good run in the “Scottish” team at the European event at Fulda. Here Gates leads a French team driver, Jorn Haase (Denmark) and Paul Jackson (“Wales”) at that event. (Photo: D. Callingham)

Published by Kart & Superkart Ltd., Pindar Road, Hoddesdon, Herts. Telephone: Hoddesdon 44201. Telex: 817675 G TEL EXP MAG Directors: MA and MW Hines

Editor: Chris Lambden Advertising: Ann Harrison

Distributed by Surridge Dawson Ltd., New Kent Road, London. Printed by Shenval Press, South Road, Temple Fields, Harlow.

Contributions, including pictures are welcome. Although every care will be taken, the magazine assumes no responsibility for safety of contributions. Opinions expressed in this magazine are not necessarily those of the Editor or staff. Copyright — Kart and Superkart Ltd. 1980

GET YOURS FIRST!

and be first with all the national and international news!

SUBSCRIBE NOW!

Subscription Rates — Effective June 1980

- ☐ United Kingdom (1st Class Post) and
 - ☐ Worldwide (Surface Post) £11.00
 - Air Mail Rates:-**
 - ☐ Europe £16.00
 - ☐ Australia, New Zealand, Japan, Philippines £21.00
 - ☐ All other non-European countries £19.00
- Please tick box required.

NAME _____

ADDRESS _____

I would like a 12 month subscription beginning with the issue. I enclose a cheque/P.O./International money order for £.

Post to: *Kart & Superkart*
Pindar Road, Hoddesdon, Herts, England

PEAK REVS

KART CENTRE

PEAK REVS 210cc

Outright win at Three Sisters meeting 29th June and finishes second at Morecambe meeting 6th July.

1980 Tuning:	STAGE 1	2	3	G.P.
100cc engines	£25.00	£50.00	£95.00	N.A.
125cc engines	£30.00	£55.00	£105.00	£150.00
210cc engines	£30.00	£50.00	£100.00	£150.00
250cc single	£30.00	£55.00	£105.00	£160.00
250cc twin	£45.00	£60.00	£115.00	£195.00

Prices quoted are for labour charges. Parts needed in rebuilding engines e.g. gaskets, worn parts etc., are at extra cost. (Prices ex. V.A.T.)

London & South Agents:
BRIDGE MOTORS (RACING DIVISION)

Either contact us direct or call TOM SWEENEY on SLOUGH 20442

OPENING HOURS:

Monday to Saturday 10.00 a.m. to 5.30 p.m.
Tuesday and Thursday Eves., 7.30 p.m. to 9.30 p.m.

OLDMOOR ROAD, off ASHTON ROAD, BREDBURY, STOCKPORT SK6 2QE. CHESHIRE.

Phone: 061 494 2447 (Note new number.)



RAC News

Hewland Rotary Valve Cover

A recent development by Hewland Engineering has been a shorter inlet rotary valve cover. As the early reduction-box is virtually out of use, the opportunity has been taken to cast a complete new, simpler, rotary valve cover – incorporating the shorter inlet length.

However, the RAC point out that this requires a re-homologation, and until such a step is taken, the new valve cover is ineligible.

With a round of the K & S and SAM series looming up as we go to press, Hewland were preparing to take supplies of the old style cover

to Clay Pigeon for customers who already have the new cover fitted. What remains unclear is whether individually shortened versions of the old cover will be considered legal or not. Opinion seems to vary on the interpretation of the appropriate regulations, so it looks as though it could be time to go “rule-book racing” again. . .

New Engine Homologated For 250 National

With immediate effect, the Hiro 250cc engine marketed by Clowes Competition Machines of Bolton, and their agents, has been homologated for the above class. One wonders whether Hewland will be fortunate enough to get homologation “with immediate effect” for their rotary valve cover. . .

Lydden 3

The third and final round of the Lydden Championships, run on Sunday 20th July, provided the first win of the year for Team Schemes’ Nigel Smith. In pouring rain, Nigel blasted off the line and took the early lead from Martin Hines. The Hermetite team leader spun while chasing, but recovered for third place, and sufficient points to clinch the three round series. Smith walked away to a convincing win, clear of Charles Atherton in second.

The 210 race provided victory for Colin Ling, promoting him to second overall in the 210 series, behind Clive Leeson.

Superkart Result:

1st	Nigel Smith	Team Schemes Zip/Burgess Yamaha
2nd	Charles Atherton	Zip GP/Burgess Yamaha
3rd	Martin Hines	Hermetite Zip/Yamaha



Nigel Smith – back on form.

Lydden Championship Overall:

1st: Martin Hines (54 pts), 2nd: Calvin Fish (45 pts), 3rd: Charles Atherton (36 pts), 4th: Peter Miles (33pts), 5th: Steve Eaton (26 pts), 6th: Peter Brown (25 pts).

210 Lydden Championship:

1st: Clive Leeson (52 pts), 2nd: Colin Ling (44 pts), 3rd: Wraith Winkworth (41 pts), 4th: Tony Cooper (31 pts), 5th: Alan Johnson (29 pts), 6th: Steve Davies (27 pts).

STOP PRESS

Junior World Championship

1st	Bernd Schneider	(Germany)
2nd	Michael Vacirca	(Netherlands)
3rd	Thomas Danielsson	(Sweden)

8th	Kevin Warner	(GB)
10th	Per Sorenson	(GB)
18th	John Herbert	(GB)
19th	Robbie Childs	(GB)
29th	Paul South	(GB)
32nd	Mark Bailey	(GB)

Dry during practice and heats, but rain pours down for the finals.

COVERAGE NEXT MONTH

European Team Championship

Italy have apparently been successful in their protest against the English Team (see Euro-shambles, P.11) and so are currently the winners! However, it is fairly certain that the matter will not stop there. . .

CLUB SCENE

continued. . .

250 National

1st	Tony Taylor	Sprint/Honda
-----	-------------	--------------

100 National C

1st	Kevin Gleadow	Dart/
2nd	Anthony Hargreaves	Cobra/K88

100 National B

1st	Terry White	Cobra/Komet
2nd	Dave Spence	Essex ART/Parilla
3rd	Mick Mayers	Zip/Parilla

Clay Pigeon

For the first time this year, the rain decided to fall on the Clay Pigeon Kartway for their 13th July meeting. It certainly was unlucky 13 for some as the drivers battled against the awful weather. But thankfully there were no major mishaps at all during the racing, thanks to the drivers for some good racing throughout the day. Once again over 100 drivers were signed on.

100 Britain

37 drivers again made this the most popular class at Clay Pigeon. With the top drivers again on display we looked for some good racing.

Heat wins went to Nigel Cleveley (2), Peter Rochford (2) and Phil Sheldrake (1) – all won by drivers using the Hewland Arrow motor. The only driver who looked like getting anywhere near them was Steve Alway (Manx). Steve had two seconds and a third place in the heats. One driver who was expected to do well was Terry Williams. (He led the SAM 80 series earlier in the season) He managed only a second and fourth, then couldn’t start his engine in the final. So he was out, leaving it to Cleveley and Rochford to have their usual dice. No doubt Williams will be hoping for better weather on July 27th when the SAM 80 series comes to Clay. He was really struggling in the terribly wet conditions. Maybe that’s why Nigel and Peter are the tops in 100 Britain. They seem to be able to turn it on in any conditions.

Peter Tibbals won the B final ahead of John Muir and Don Thacker. These three went forward to the A final.

So it was Cleveley on pole with arch rival Rochford alongside, and as they went into the first corner it was Cleveley who took it up ahead of Rochford. Behind these two came Steve Alway, Phil Sheldrake, Derek Cowee and the rest of the field. All through the race there was little to choose between the first two drivers, with Cleveley always having that little bit extra on Rochford. The fact that the leader had a clear track while poor old Peter had to contend with the spray obviously helped. Although he tried desperately to get past, it was Nigel Cleveley who crossed the line ahead of Peter Rochford. Then came Phil Sheldrake with Steve Alway 4th, Derek Cowee 5th, John Donovan 6th and a really good drive from the back giving 7th place to Andy Bundy.

100 National

Ex British Champion Neil Hann won the first two heats with Paul Wilkes 2nd and Phil Truman 3rd on both occasions. Heat 3 went to Wilkes with Hann 2nd ahead of his team mate Andrew Clarke. John Crookes who’d been one of the top drivers here this year, had disastrous results in the heats.

In the final it was Hann who led all the way from Wilkes. All through the race the leader never looked in any trouble and came home comfortably ahead of Wilkes with Andrew Clarke 3rd, John Crookes 4th, Julian Burleton 5th and Richard Marsh 6th.

Junior Britain

Another really good turnout by the Junior Britains, four heats all won by different drivers, wins going to Stephen Brogan, Jeremy Cotterill, Nick Crabtree and Mark Jennings. Jennings took pole for the final having had a second and third to go with his one win.

From the flag it was Nick Crabtree who shot into the lead from Jennings, Cotterill, Colin Duncan and a whole host of others. Cotterill got past Jennings but never looked like catching Crabtree, who was really flying in the wet conditions. Poor Mark Jennings came off at the loop while lying third, but restarted to finish well down the field. Crabtree meanwhile drove on to victory with Jeremy Cotterill coming

home second a fair way in front of Andrew Colson. Fourth went to Colin Duncan, 5th was Gary Thomas and 6th place went to Stephen Brogan. Well done lads, good to see some nice safe driving during the racing.

100 International

Six drivers entered, but only four turned out for the racing due to the terrible weather. Heat winners were Kim Blaynee (2) and Tony Ripacandida.

In the final it was Ripacandida who took the honours ahead of Blaynee and Dave Button third.

250 National and International

Again lack of entries meant that the two classes had to be run together. Three 250 Nat. and two 250 Int. made up the grid for the final, the heats having been won by Stuart Smith (2) and Alan Collard. All five managed to cross the finishing line and it was Alan Collard who took the 250 National class and Mike Coles the 250 International class.

210 National

Sixteen entered but only ten drivers turned up to race. Heat winners were Paul Reeves, Allan Miles and Bob Reeves. After one lap of the final the warning board was shown to Paul Reeves who had hit brother Bob and Brian McKay on the first half of a lap, Brian McKay spinning off while leading when Reeves hit him. Allan Miles led for a couple of laps and was then taken by Paul Reeves who went on unchallenged to win, Allan Miles second and Bob Reeves third. In fourth came Paul and Bob’s brother Bill Reeves.

So ended the day’s racing on what must have been the worst weather experienced during a meeting at Clay Pigeon for a long time. The thick fog soon enveloped the course as everyone packed up.

Finally I must say a big thank you to the St. Johns and the marshalls who stood out and got soaked all through the day. Without these people, who get on with their jobs without complaining, we’d never be able to race. Thank you.

A.J. Bryant

Results:–

100 Britain

1st	N. Cleveley	Barlotti/Arrow
2nd	P. Rochford	MM2/Arrow
3rd	P. Sheldrake	MJM/Arrow

100 National

1st	N. Hann	BM/Arrow
2nd	P. Wilkes	TKM/TKM
3rd	A. Clarke	BM/BM

Junior Britain

1st	Nick Crabtree	Lane/Arrow
2nd	Jeremy Cotterill	MM/TKM
3rd	Andrew Colson	Barlotti/Arrow

100 International

1st	T. Ripacandida	Zip/Parilla
-----	----------------	-------------

250 National

1st	A. Collard	Barlotti/Montessa
-----	------------	-------------------

250 International

1st	M. Coles	Zip/Yamaha
-----	----------	------------

210 National

1st	Paul Reeves	Blow/RR Upton
2nd	Allan Miles	Zip/9E Villiers
3rd	Bob Reeves	Zip/RR Villiers



Rapid Movements have now joined forces with Sisley Karting to assist in the running of their works team. Above (l to r): Lee Cranmer (Junior Britain), John Herbert (Junior National), Richard Weatherley (100 International) and Nick Harvey (Junior National). Missing from the group are Roger Moth (100 National) and Bill Sisley himself (100 Britain). The team will use Cobra and Kestrel chassis, with Sisley BPH Komet and Hewland engines.

SIMON WRIGHT

RACING DEVELOPMENTS



MAIN AGENTS — 100% SPARES
+ ENGINE AVAILABILITY.



ENGINES & SPARES — KARTS
+ QUALITY MAGNESIUM
PARTS.



ENGINES & SPARES.

Newly appointed Agents for



KARTS ENGINES SPARES

Also Service Parts For:—



Plus All Quality Karts & Accessories Supplied.

8A THE RAMPART, HADDENHAM,
NR. ELY, CAMBS.
TEL. ELY (0353) 740161



NEW 1980 RANGE OF ZIP TEAM CLOTHING



T SHIRTS S,M,L,XL, WHITE £2.50
SWEAT SHIRTS S,M,L,XL, MIXED COLOURS £6.00
WAISTCOAT S,M,L,XL, BLACK £8.25
JACKET S,M,L,XL, WHITE OR BLACK £16.50
HATS RED/WHITE £3.20
All prices include VAT and Postage.

ZIP KART THE WORLD'S LEADING KART
& COMPONENT MANUFACTURERS
HOURS OF BUSINESS: MON-FRI. 8 a.m.-5 p.m. SAT. 8 a.m.-3 p.m. SUNDAY CLOSED

ZIP KART, Pindar Road, Hoddesdon, Herts.
Tel: Hoddesdon 63371/68503 Telex: 817675G TEL EXP ZIP

GOFF RACING

Kart & Engine Specialist

Our superb range of karts are fully assembled with
Tyres & Tubes

100 Britain
MUSTANG GB100 with hydraulic disc brake £275
100 National
MUSTANG GT100 2 bearing 30mm axle, Goodyear tyres £350
125 - 210 - 250 National
MUSTANG N125 - V210 - N250, 2 bearing 30mm axle,
Goodyear tyres £425
250 International
MUSTANG LS250 2 bearing 30mm axle
Bridgestone tyres £450

ROGER GOFF ENGINE TUNING & REPAIR
SERVICE FOR SUCCESS

Main Agents For:

ZIP & DINO KARTS

Engines

TKM — DAP — ZIP — KOMET — PARILLA — HEWLAND
MANX — YAMAHA — HONDA — KAWASAKI — ROTAX
BULTACO

CARLISLE — BRIDGESTONE — DUNLOP — GOODYEAR
TYRES

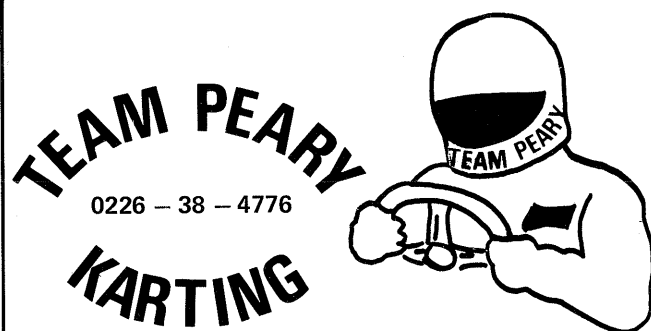
New & secondhand engines and karts available

Bardahl — Shell — Castrol — DID — Regina — Leathers + PVC
Suits — Boots — Stands — Trolleys — Helmets — Wheels

5 PEAR TREE VIEW
ELSTOW, BEDFORD.

Telephone: Bedford 66549

Anglia Agent: F. Elderfield Telephone: Norwich 55317



TEAM PEARY
KARTING
0226 — 38 — 4776

CONGRATULATIONS TO:—

SIMON TRING

on 2nd position at Felton in the Road and Racing
Championships.

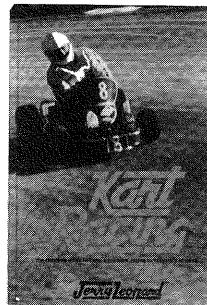
Hard luck to Sean Egan who finished 8th after
starting on grid 2 for the A Final.

BOTH DRIVING PEARY TUNED TKM'S.

Agents for the fantastic **DINO KART**
IF YOU WANT SUCCESS — BE TUNED BY THE BEST!

294 NEW ROAD, STAINCROSS,
BARNSELY,
YORKSHIRE

We have recently received a copy of a new up-to-date book on the sport. Designed primarily for an American readership, "Kart Racing" by Jerry Leonard deals in reasonable depth with the wide-ranging styles of U.S. karting, and how to get started. European readers may well find the "American way" of interest. 160 pages inside a hard cover, with plenty of photos is good value at 7.79 U.S. dollars (approx. £3.50) + one dollar postage. Copies can be obtained by sending the above monies to:— Julian Mesner Publishing, (Attn: B. Colby), Simon & Schuster Bldg, 1230 Ave. of the Americas, New York, U.S.A.



In a Word . . .

● John Pudney and Chris Merlin, regular columnists, have both been on holidays recently, and subsequently neither appear in this issue. Both will return next month, revitalised, and in the meantime an interesting new writer expounds his thoughts. . .

● Anyone interested in going to next month's World Championship at Nivelles could do well to investigate the inclusive tours being run by Trans World Conference Organisers of Oxford. The Company has prepared a brochure detailing the tours, which has been circulated to most Kart Dealers. Prices for weekend tours start at £59.00 (£49.00 for under 18's accompanied by an adult).

● Sidney Taylor has advised us of Cadwell Park dates for next year: February 22nd, April 19th, June 7th, August 2nd, and October 4th. The June and August events are on the full, 2 1/4 mile circuit, the others on the 1 1/2 mile club circuit.

● As well as entering Stuart Ziemelis in 125 Class events, Peter Haywood Ltd are now to enter the 100 National arena, with Gary Parker on TKM/TKM equipment.

European Teams

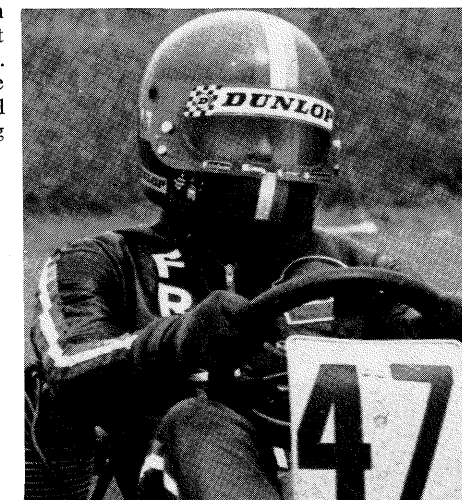
Teams have been announced for the European Individual Championships — to be held at Leidsdelsheim, Germany on August 16th/17th. As with the Team Championship, teams have been nominated for Wales and Scotland as well as England. The list — with some interesting surprises — is as follows:

England: Terry Fullerton
Martin Homewood
Paul Jackson
Alan Lane
Martin Smart

Scotland: Simon Wright
Chris Needham
John Gravett
Alan Gates
Martin Leach
(First Reserve: Tim Davey)

Wales: Richard Weatherley
Dig Hastilow
Biff Harris
Dave Evans
Simon Austin
(First Reserve: Nicola Fletcher)

However, as we go to press we hear that the Scottish and Welsh entries have been rejected, and thus the "England" team now becomes the Great Britain team, with Alan Gates and Martin Leach as reserves should any of the 5 selected drivers be unable to travel.



Paul Jackson is the new face in the British Team.

No Mickey Allen! — presumably the event clashes with his usual post British Championship holiday. . .

On recent form, Alan Gates must be considered extraordinarily unlucky not to make the team, whilst Martin Homewood would probably be the first to admit that his form this year has not yet matched that of 1979. However, hot on the heels of the team announcement comes the news that Homewood is no longer to drive the Birel/Redhill Parilla combination that he has campaigned as the last of the "privateer" style British team members. Instead, he will now join Mickey Allen in the Sprint camp — presumably, amongst other things, in search of those sticky Dunlops. . .

Paul Jackson gets his deserved chance as a result of some gritty drives through Lockheed Series fields, and a consistent finishing record.

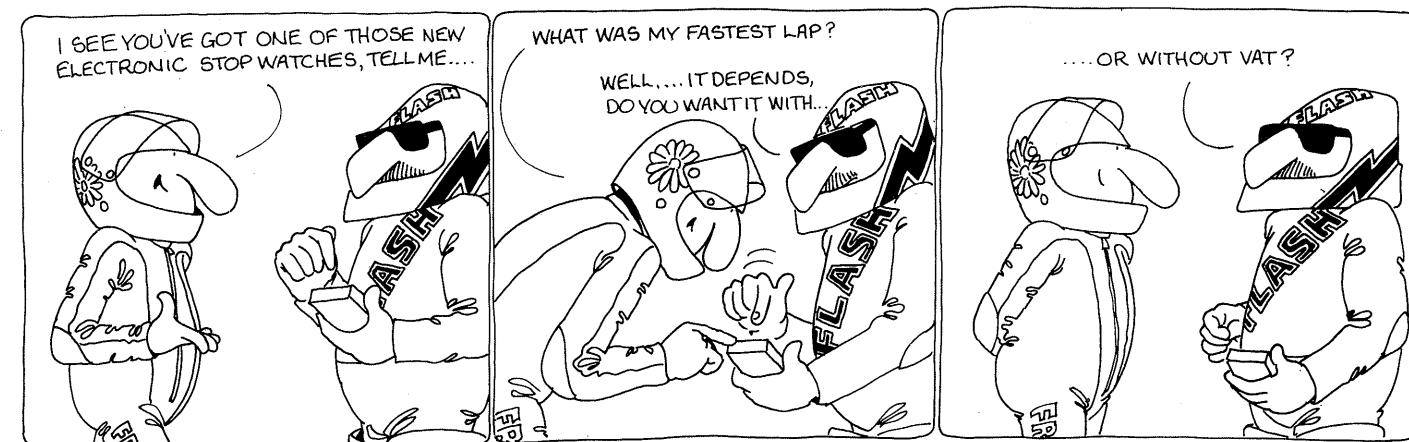
● Felton advise that due to various clashes, their August meeting has been brought forward one week to the 17th.

● After favourite Lynn Haddock went out of heat 3, the first round of the American Pro Kart Series was won by Las Vegas punter Rick Gifford, from Indiana's Mark Dismore. Gifford took home just over 4,500 dollars. . .

● Scotland's Kingdom Kart Club are running their Trader's Sponsored Meeting at Crail on August 17th. As many traders as the clubs can arrange, contribute small prizes, usually ending up with a worthwhile prize list.

BY BARRY FOLEY

FRIGGIT



BRIDGESTONE

SPECIAL OFFER

700 × 11 × 5 YAW
460 × 10 × 5 YAV **£60** PER SET OF 4.

*New YBC Compound as used to take
1st—2nd—3rd in Jesolo, 1st Global,
1st Cadwell Park.*

700 × 11 × 5 YBC
460 × 10 × 5 YBC **£74** PER SET OF 4.

SPECIAL HAND CUT WET TYRES
11 × 700 × 5 YAW, 11 × 460 × 5 YAV
UNREPEATABLE PRICE OF £65.00 PER
SET OF 4.

AVAILABLE FROM ZIPKART SOLE U.K.
DISTRIBUTORS.

ON A 24 HOUR DELIVERY SERVICE. ADD
15% VAT + £2.50 DELIVERY CHARGE TO
ABOVE PRICES.

ALSO AVAILABLE FROM ALL LEADING KART DEALER'S.
BRIDGESTONE — SIMPLY THE BEST.

ZIP KART THE WORLD'S LEADING KART
& COMPONENT MANUFACTURERS

ZIP KART, Pindar Road, Hoddesdon, Herts.
Tel: Hoddesdon 63371/68503 Telex: 817675G TEL EXP ZIP

HOURS OF BUSINESS: MON.—FRI. 8 a.m.—5 p.m. SAT. 8 a.m.—3 p.m. SUNDAY CLOSED

We Are Stuck All Over The Country!

REAL LEATHER

SELF ADHESIVE

LETTERS, NUMBERS, STARS & SHAPES
COLOURS: White, Red, and Black.

NO MESS NO GLUE
NO STITCHING

Just peel off the backing and stick them on.
Suitable for leathers, vinyl, and p.v.c.

LATEST LINE! — PVC Race Suits
Good quality. Available in all sizes and
colours.

GOOD RETAIL OUTLETS REQUIRED.

R & H LEATHERS
73—75 Cressy Court
Cressy Place
London E1

Tel: 01 790 4944 (01 554 8232 evenings)

210 BARLOTTI UPTON, 3 Airheart discs,
Motoplat, expansion chamber, Goodyears,
spares, smart appearance. Fast and reliable,
£475. Tel: Willenhall (0902) 634192.

FULL RACING KIT FOR SALE KESTREL
Cobra SS20TT, 48.2 bore, whole outfit raced
once then rebuilt. Not been touched since. This
is an immaculate National A kart. Also full set
of brand new wets on rims. Whole lot £290.
Wont split. Phone 01-650 3730.

VERY COMPETITIVE, TTD SS20, Weatherly
tuned, just rebuilt. Complete with 2 tuned
carbs, £270. Romoth MK 1 complete rolling
chassis. Suit beginner £95. Roger Moth, Brighton
696548.

IMMACULATE ZIP SHADOW 100 NATIONAL
New fully tuned Simon Wright TKM. Complete
and run in, ready to race. Bargain at £575.
Phone Work Boston 69882, Home Boston
870669.

BARLOTTI 250 SUZUKI TWIN, drum brakes.
In good working order, £280 o.n.o. Tel: Stam-
ford 51144.

MARTIN GOULD LEATHERS

Consult the experts for the finest quality
custom-made leathers. Suits approx. £385
Mr. Gould will be happy to discuss your
special requirements.

Complete After-Sales Service Included

Alterations — Repairs — Cleaning
Re-pigmenting to all makes of leathers.

Postal Service

30 Preston Street, Brighton BN1 2HP
Telephone 0273 27488

B. S. ENGINE COMPONENTS

Main Midlands Agent for

Yamaha YZ125 tuned engines and spares.

YZ125 engine overhauls — 125 kart
preparation

Stockist of: — NGK, CHAMPION, MOTIV,
KROBER REV COUNTERS

10 Harborough Road North,
Northampton NN2 8LU.

Tel: (0604) 843228 after 4 p.m.

210 NATIONAL ENGINE, ex Simon Quance,
recent rebuild, 2 spare gearboxes, head, exhaust,
Barlotti nosecone, £310. Might split, ring after
6.30 Medway (Kent) 573568. Can be viewed in
London.

FOR SALE ZIP EURO KART complete with
Manx 100 engine. Ready for racing. Excellent
condition, £250. Tel: Bristol 512001.

SPRINT RS106 1 YEAR OLD, two bearing,
ex Mickey Allen, £225. Tel: Rayleigh 774469.

ZIP '79 SE CHASSIS — Goodyears, Carlises
coded. Five races from new, £250 or with very
fast tuned K88TT. Ready to race £410. Phone
High Wycombe 711531.

BRITAIN OUTFIT COMPLETE. Goff Corniche
chassis six months old, used three times. Latest
hydraulic disc brake. DAP T70 fully Mick Worth
tuned, standard bore, Motoplat, etc. Raced
only twice. DAP T70 tuned, second bore,
complete rebuild, Motoplat, etc. and not raced
since. Plus stand and sensible spares. This is a
highly competitive and immaculate outfit
ready to race. Private sale but finance available,
£495. Tel: St. Albans 63377 (work) Bowmans-
green 25382 (home).

KART TRAILERS

Two Models to choose from:—

"The Super Club" carries your kart on top,
with expensive tools and spares locked
safely away.

or

"The Club" carries your kart in safety.
Both available in complete form or kit form.

Enquiries:—

Carswall Engineering,
New Forest Works, Town Road,
Hanley, Stoke on Trent ST1 2JZ
Tel: Graeme Wright on 0782 273458.

VERY QUICK CORNICHE/GOFF BULTACO.
Well prepared Championship winner. Side tank,
fairing, wing, German Goodyears, wets,
sprockets, spares. Ready to race, £500 o.n.o.
Tel: Silsoe (Beds) 60661.

DUE TO COMPULSORY RETIREMENT,
complete Junior Britain outfit for sale. New
Wilson Premier Kart, 2 Wilson tuned Parilla's
very fast, many trophies 1979/80 North West
Champion, M.H.K.C. Champion. Wets, AGV
helmet, leathers, boots, stand and huge quantity
of spares worth over £1,400 in total. Quick
sales, £750. Tel: Chris, Methley 425.

THE ULTIMATE KART TRAILER 12' box
trailer with tail gate. Fibre glass elevating roof
with side sheets, 6' 2" when erected 2'6" when
towing, only takes 10 min. to erect. Complete
with cooker, work bench and spare wheel. £350
o.n.o. Tel: Methley 425.

COMPLETE JUNIOR BRITAIN OUTFIT' Zip
Euro 79/80. TKM, T70, both fully tuned and
very quick. Full wet gear. Nice suit 34" chest.
Customized helmet, boots size 6. Plus small
pitch chain, sprockets, carbs., etc. Cost over
£1300, all in good order, £650. Phone 0705
817470.

FOR SALE K88TT, 50.6, rebuilt, new rod,
big end assembly, bearings etc. Complete with
Motoplat, carb, Vevey and selection of rear
sprockets, £150. Tel: 0242 67 2589 (Eve.).

CLASS 1 EQUIPMENT

BM Bluebird, as new, 1 race old. German
Goodyears (wide) all round £260 o.n.o.
Taifun Elite, very good condition, com-
pletely rebuilt £150 o.n.o.

Brand new Sirio ST51TT L.D. tuned, c/w
Motoplat etc. Offers.

Parilla SS20TT, Ferrari tuned, used 3 times
only, std. bore, just had complete overhaul,
reliable and quick £250 o.n.o.

New Carlisle Super Slicks, Continental rears,
German Goodyear rears and wide fronts,
Carlisle wets, Continental wets, all on new
BM mag. or Deavinson wheels.

Full set Carlisle wets on rims, American
Goodyear slicks on rims, Carlisle slicks on
rims. All good condition.

New and used BM mag. f./r. wheels and
spiders. New and used Deavinson f./r. wheels
and spiders.

New and used Regina special, JWIS special,
and Renold chains.

Plus kart covers, sprockets, rear discs,
carriers etc. etc.

Offers invited for the above:—

Ring: Southport (0704) 65060 for further
details.

NUTS & BOLTS

HT BOLTS—ALLEN SCREWS—NYLOC
NUTS—ROD ENDS

Rapid mail order service for your fastener
requirements. Small or large quantities.
Please send stamp only for price list and
catalogue:

Diamond Engineering Co., The Opening,
Codicote, Herts.
Tel: Stevenage (0438) 820888

DEAVINSON SPRINT K88 with Tillotson
carb, Motoplat ignition, Airheart disc. Competi-
tive 100 National kart with stand etc. Ready to
race, £230. Phone: Ingrebourne 45242 (Rom-
ford).

BLOW HUSTLER 210 VILLIERS. Good condi-
tion, spares, wets, PVC suit (M—L). Suit Novice
£385 o.n.o. Will split. Phone Kidderminster
(0562) 64041.

PROVEN WINNER 210 AKR UPTON ENGINE
for sale, as used by Chris Anderson 1979—80.
Motiv ex Blue E1 carb, special gearbox. 1st
Carnaby, 2nd Donnington, 3rd Snetterton,
plus many firsts and seconds at short circuit
meetings. +20 bore, £340 o.n.o. Posi-stop
gearbox, £30. Spare 210 AKR engine as above
with Upton exhaust, 34mm Amal carb £300
o.n.o. Std. powermax ring sets £2.50 Phone
Worksop, Notts (0909) 81864.

MERLIN EXHAUSTS

Specialised exhaust systems for all gear-
box classes. Also available from STAR
KARTS, MERLIN DEVELOPMENTS,
and LD RACING.

Trade Enquiries Welcome.

CHRIS MERLIN, MOUNTAIN ASH,
RAVENGLASS, CUMBRIA. Telephone
(06577) 244.

ZIP SHADOW/YAMAHA fairing, side tank, full
length floor tray. V.g.c. £765 Phone 0502
63601.

COMPLETE KART TRAILER WITH TOOL
box compartment. V.g.c. £95 o.n.o. Tel:
Weston-Super-Mare 33823.

DEAVINSON SPRINT, £150. Turney tuned
K88TT. Very quick. Trophy winner this year,
£180. Parilla SS20TT, recently rebuilt, £220.
New rear Zip rimmed German Goodyears, £30.
All must go due to emigrating, therefore no
reasonable offer refused. Tel: Burton-on-Trent
62875.

ZIP SHADOW/HEWLAND ARROW. Complete
with wets and spare dry tyres. This is a compe-
titive and reliable rig, only £295. Reason for
sale going 125's. Phone Maidenhead (0628)
24640.

SPORTAC

RACEWEAR

THE CHOICE OF THE CHAMPIONS

BUCKINGHAM ROAD, GILLINGHAM,
DORSET. TEL: 074-76 2568.

100 INTERNATIONAL ZIP KART/PARILLA
engine. Lots of spares, good tyres, plus new
Lane tuned Komet K77 engine, £200 the lot.
Ring Mick after 6 p.m. 0908 314568 Milton
Keynes.

INTERNATIONAL OUTFIT. Superb 1979
Sprint 106 finished in red/yellow. TT22 on 48
bore, loads of tyres, Dunlops, Bridgestones.
Many on rims. Sprockets, Bits, leathers, helmet,
all must go £400. Phone Stanford-Le-Hope
(Essex) 79575.

210 NATIONAL OUTFIT. Zip Shadow, discs,
Upton alloy four ported standard bore, Omega
piston, Motoplat, side tank, central tank, front
fairing, stand, spares. V.g.c. £369 o.n.o. Tel:
Southwell (Notts) 0636 813457 after 6 p.m.

MORE MINI-ADS

OVER THE PAGE

Mini Ads

Sell (or buy) your equipment, spares, or whatever with a Mini-Ad. All Mini-Ads must be pre-paid, and will be inserted in the first possible issue after receipt. 5p per word, 50p minimum. Send your Mini-Ad, *clearly printed or typed* to: Kart & Superkart (Mini-Ads), Pindar Road, Hoddesdon, Herts. No responsibility is taken for printer's errors.

Mini Display Ads available at £5 per column inch. Copy to same address.

RACING CLOTHIERS

Simulated leather type racing suits,
(good quality, low prices)
All to RAC spec.

MOST COLOURS AVAILABLE

Small mens — 34" to 36" chest	£22.50
Med. mens — 38" to 40" chest	£22.50
Large mens — 42" to 44" chest	£22.50
Ex. large, to measure	£24.00
Boys sizes — 32" to 34" chest	£18.00
Made to measure PVC suits	£24.00
Kart covers (box type)	£14.00

All prices plus package and postage £1.40
Cheque with order please. Enquiries s.a.e.

RACING CLOTHIERS: 9 WINCHESTER
ROAD, PADIHAM, Nr. BURNLEY, LANCs.

Tel: Padiham (0282) 74294

ROD-END BEARINGS

Rose, NMB etc.
Wide range at competitive prices. Also,
NERO

ground-effect bodywork and lay-back seats.

Tel: Blackburn (0254) 22085/58988

ENGINES FOR SALE, BULTACO MK 9
Just rebuilt, new con rod and big end fitted.
Complete with 38mm Amal, fast, reliable
motor, ready to race. Also Maico 125 just re-
built, new piston fitted, ready to race, £250
each. Jack Ayris, 3 Attwood Crescent, Wyken,
Coventry. Phone 87198.

EX JOHN BALL STAR YAMAHA complete
with rev counter, fairing, wing, side tank, wet
tyres, stand, etc., £1000. Contact Dave Brooks,
111 Stewart Street, Crewe, Cheshire. Phone
0270 661850. After 6 p.m. — 665316.

HEJIRA RACING DEV. ELECTRONIC REV. COUNTER

Now available in 0-10,000 or 4-14,000
r.p.m. scales. Works by induced current
from sensor lead wrapped around plug lead
— no connection to ignition necessary.

Please State:—
Scale required, number of sparks per rev. or
ignition make and model.

Send:—
£47-47 incl. P. & P. + VAT.

Cheque or P.O. payable to

Hejira Racing Developments,
18 Gorriks, Stony Stratford,
Milton Keynes, MK11 1HB.

Tel: (0908) 563281

or S.A.E. for spec. and order form

NEARLY NEW JUNIOR BRITAIN HEWLAND
ARROW 100cc engine/UFO chassis. 3 Novice
meetings only. Complete with wet tyres.
Genuine reason for sale. Offers around £520.
Tel: Leeds 822409 evenings/weekends.

ZIP SHADOW WITH NEW DEAVIN BRAKE.
Engine K77 with Motoplat, bored carb, spare
con rod assembly. Full set rear axle sprockets,
spare chains in good condition. Stand, trolley,
set of wets on rims and spare Goodyear slicks
on rims. Suit, helmet, boots and gloves. Very
good outfit for beginner, £400. Zip Shadow
'80 rolling chassis, one meeting, £300. Zip
Mirage, K77 with Motoplat, set of wets on rims,
£180. Kart trailer — double deck (converts to
single), £80. Contact Yvonne 01-444 9329.

WALES KARTING & MOTORCYCLE CENTRE

For all your Racing Requirements.

ZIP AERO BARLOTTI

Stockist of all — racewear & spares.

Any motor supplied or yours tuned to win.

Specialist in YAMAHA and BULTACO.

25 Pembroke Street,
Pembroke Dock,
DYFED SA72 6XH

Tel: Pembroke (06463) 3838 or 3090.

NEW 250 BULTACO ENGINE, Mark 8, GBRD
tuned, new exhaust, MKII Amal carb., plus
spare engine, £550. Phone daytime 0922 407035
evenings 0785 57342.

NEW '79 210 MUSTANG ROLLING CHASSIS
Good condition, not used, £200. Tel: Epping
74498.

ZIP SHADOW '79/KOMET K88, Mistrale
modified. Complete, fast and ready to race.
Excellent condition, one meeting since rebuild.
Finances force sale, hence £395. Tel: Almonds-
bury 614052 Bristol.

YAMAHA YZ125 & 250 ENGINE COMPONENTS

Midlands Agent for T.V.M. Yamaha tuned
engines and spares.

Engine Overhauls 125 Kart Preparation

Stockist For

NGK, CHAMPION, MOTIV and KROBER
REV COUNTERS

Contact:—

B.S. ENGINE COMPONENTS

part of

Building Structures (Nptn) Limited
10, Harborough Road North,
Northampton NN2 8LU.

Tel: (0604) 843228

*Enquiries and orders taken between
4.30 p.m. and 9.30 p.m.*

BRITAIN KESTREL/T70, with spares including
wets on rims, £250. Tel: 01-300 1885.

ZIP 125 KAWASAKI A3, complete outfit.
Rebuilt for new season. Very competitive.
Long or short circuit, complete with wets,
fairing, side tank, barrels, stand etc., £680 o.n.o.
Tel: Holbeach 22462 (day), Swineshead 533
(night).

NORFOLK KART CENTRE

NEW AND SECONDHAND KARTS
SUPPLIED

Class 1 and Class IV components at down to
earth prices.

Tyres — Inclusive of VAT

German Goodyears, RAC Coded

11 x 350 x 5, 11 x 450 x 5, 11 x 600 x 5
AG403/603 Plugs K.P. Brake Pads

Castrol and Shell Oils

We use and recommend

SIMON WRIGHT RACE PREPARED
ENGINES

Send S.A.E. for price list to:—

Chapel Cottage,
19 Hargham Road, Attleborough,
Norfolk.

or Telephone (0953) 452597

210 ZIP SHADOW, Upton motor, GBRD
exhaust, Amal carb, all to latest specification.
Helmet and leathers, £695. Tel: Quorn (Leics)
43308 after 6 p.m.

ZIP SHADOW/UPTON 210. 1978 Zip Shadow,
little used 1979, not used 1980. With side tank,
front fairing and rear wing as well as short
circuit bumpers. Reconditioned and relined disc
calipers one race ago. Peter Haywood tuned
Upton, one race since complete rebuild, (bore
on +20), including piston, big and little ends,
seals, main bearings, etc. Motoplat, Amal,
Motiv exhaust, spares etc., £495. Tel: Gt.
Yarmouth 601569 evenings/weekends.

ZIP SHADOW GT/PARILLA SS20TT, Ferrari
tuned, v.g.c., full set wets on rims, spare chains,
sprockets, tyres, stand, suit etc., £395. Can
deliver 50 miles. Tel: Gt. Yarmouth 781781
after 5 p.m.

NEW '79 210 MUSTANG ROLLING CHASSIS
Good condition, £250 o.n.o. Will sell with
engine, new ignition, TKM piston. Complete lot
£425 o.n.o. Tel: Epping 74498.

ZIP SILVERSTONE 210 ALLOY. Very fast
motor, special 1-off barrel. Tons and tons of
spares, clutches, gearboxes etc., £400 o.n.o.
Tel: 01-907 1642 (after 6 p.m.)

BLUE MAGNUM CARBURETTORS

NEW DIRECT IMPORT PRICE — £50.00
34, 36, 38, 40mm (plus carriage & VAT)
sizes

For Spares — Service — Information
Contact Bob Clowes:—

Motivation Design & Development,
Bagnall, Stoke-on-Trent ST9 9JW.

Tel: 0782 542621/503908

Want to start karting?

WHY NOT TRY OUR KART SCHOOL?

Use full race 100 cc machines.
Theoretical and practical tuition given.
Prices from £20 per day.
Courses take place at Tilbury Kartway,
Dunlop Road, Tilbury, every Saturday.

For further details send SAE or ring
Sisley Kart School, 6 Manse Parade,
London Road, Swanley, Kent.
Tel: (0322) 67121/60571
Telex: 8955203 SISLEY G

BARLOTTI, KR RACING, MAICO 125.
Chassis with discs, German Goodyears. Engine
3 meetings only from new. Complete with new
34mm Amal and Motiv exhaust. Very competi-
tive and totally reliable outfit. Also wets on
rims, trailer, stand etc. if required. May split,
retiring. Tel: Rothbury 0669 20612.

JUNIOR/SENIOR BRITAIN 1979 ZIP EURO
and TG14. Ready to race, £350. Will split.
Another TG14 also available, £350. Both
Wilson tuned and prepared. Phone Barnsley
754413.

KESTREL '78, £150. Mach 1/Parilla, £250.
Cobra '80, £225 (choice of three). Kestrel '80/
K88TT, £400. Cobra 2 bearing/SS20TT, £350.
Kestrel Britain, £150. Plus many secondhand
engines and tyres. Contact Sisley Karting Ltd.,
(0322) 67121/60571. 6 Manse Parade, London
Road, Swanley, Kent. Tx 8955203 SISLEY G

SOUTH WALES KARTPOUNTS FOR ALL
your Class 1 spares. 1980 Cobra 2 bearing
chassis, 4 meetings old, Goodyears, immacu-
late, £320. Lane chassis, K88, Deavin tuned,
quick motor. Just rebuilt, set wets on rims,
stand, many spares, good condition, £320.
Phone day Bargoed 832269 or Newtown
Llantwit 207280 anytime (Std Code 0443)

CUT PRICE RACING

SECONDHAND KARTS AND ENGINES

for sale — bought — part exchange

Various Makes — Low Prices

N.E.R.O. Tel: BLACKBURN (0254) 22085

THIRTY POUNDS OFF (Prices Shown) BM EUROPA & SHINING BIRD KART

If Purchased Before 20th August 1980 (Subject to Stock)



BM Europa karts for Junior and Senior National. Still incredible value at **£350.00**. Complete with mag. wheels and fittings. Factory assembled in Italy, less tyres.

The new 1980 BM Shining Bird for International. Complete as above, at **£450.00**.



BM K97TT Super engines for International only, complete **£375.00**. BM K96/3TT engines for International Junior and Senior National, complete ex stock at **£230.00** bare or **£285.00**.

Mistrale Modified, plus **£50.00**. Modified, part run in, tested and set-up, plus **£70.00**.



MM/2 purpose built Britain kart as used by Peter Rochford and Terry Williams. Assembled complete with hydraulic brake **£300.00**.



Hewland Arrow Britain engines, complete with tranny, carb, engine mount, finger guard and exhaust, **£217.00**.

Mistrale Modified as used by Peter Rochford and Terry Williams **£245.00**. Part run in, tested and set up **£265.00**.

100 National Hewland, as above, from, **£267.00**.

ALL PRICES PLUS VAT.

AVAILABLE FROM ANY OF THE
FOLLOWING OFFICIAL BM

AGENTS:—

SOLE UK CONCESSIONAIRE

MISTRAL RACING

41, BISHOPSTON, MONTACUTE,
SOMERSET, ENGLAND.

Tel:— 07476 2568 10 am—4pm.
or 09 3582 2423 7pm—10pm.

MARK TREDWELL KARTING

TILBURY CIRCUIT,
DUNLOP ROAD,
TILBURY, ESSEX.
TEL:— (03752) 2742

L.D. RACING

3, BOLTON ROAD,
KEARSLEY,
NR. BOLTON, LANCs.
TEL:— 0204 75267

SIMON WRIGHT RACING DEVELOPMENTS

8A THE RAMPART, HADDENHAM,
NR. ELY, CAMBS.
TEL:— ELY (0353) 740161

REDHILL RACING

UNIT 29, SOUTH MOONS
MOAT INDUSTRIAL ESTATE,
PADGETTS LANE,
REDDITCH, WORCS.
TEL:— 0527 26263

ACE KARTS

185 STATION ROAD,
KELTY, FIFE.
TEL:— (0383) 830264

MERLIN DEVELOPMENTS



'MERLIN TRACK SPARES'

*We now run a spares service for race
meetings, run by Keith Bisp previously KR
Racing, now our Bristol Branch.*

Call and see Keith at:—

Merlin Track Spares Ltd.,
24 Rodway Road,
Patchway,
Bristol.

Tel:— Chipping Sodbury (0454) 318274 day
Bristol (0272) 694496 evenings

POSTAL SERVICE A SPECIALTY
TRADE VAN AT CIRCUITS

If you live in the Midlands try
contacting our agent **PAUL
MOLLOY** on **021-747 5587**

Rotax engines in stock **£635.00** plus VAT.
Have your Rotax stripped and rebuilt and
brought up to our specifications for **£140.00**
plus any parts needed.

New engines supplied by us can have this work
done for an extra **£80.00** on top of basic price.

All spares to suit in stock.

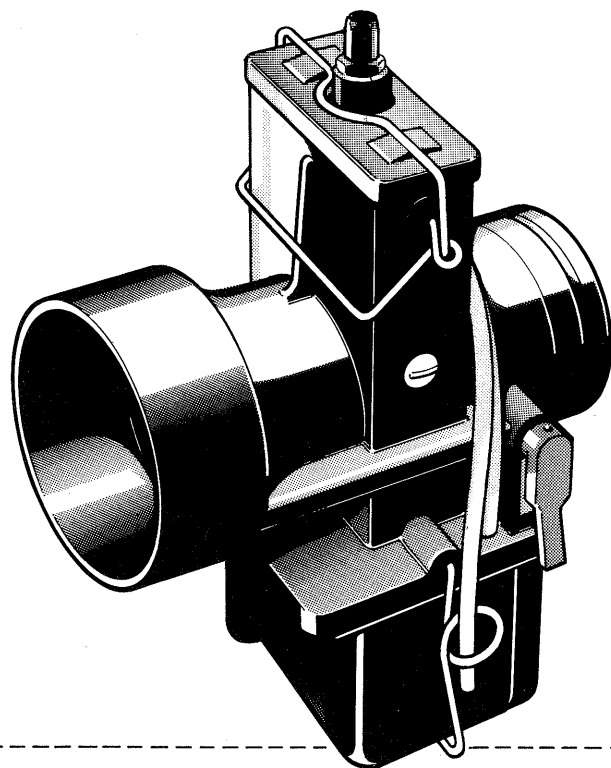
Merlin exhausts **£45.00**

All prices subject to VAT.



R/O DUKE OF NORTHUMBERLAND
Lower Square, Isleworth, Middlesex
Telephone: 01-560 0694





Magnum Carburettors. Designed for the race track, not the test track. Carburettors that can be taken apart simply and quickly for trackside repair or adjustment. Just think of the advantages of the ability to remove the inner assemblies without so much as undoing a screw or extracting a cable. All you have to do is displace the two spring bail arms and everything is accessible, including the spring-loaded needle, adjustable in position with the slide and cable. To get you out of those tight installation situations, the fuel line can be hooked up front or rear, left or right, simply by rotating the bowl and the banjo connection anywhere through 180 degrees. All material and treatments used in construction are up to the standards necessary for high performance — our two year guarantee backs up what a race-proven thoroughbred Magnum is. When it comes to performance, just ask around. There are many successful drivers using Magnum carburettors and some very competitive machinery have them to manufacturer's specification.

Find out more about Magnum, what it can do for your performance on the track and in the pits, send off the coupon below — today.

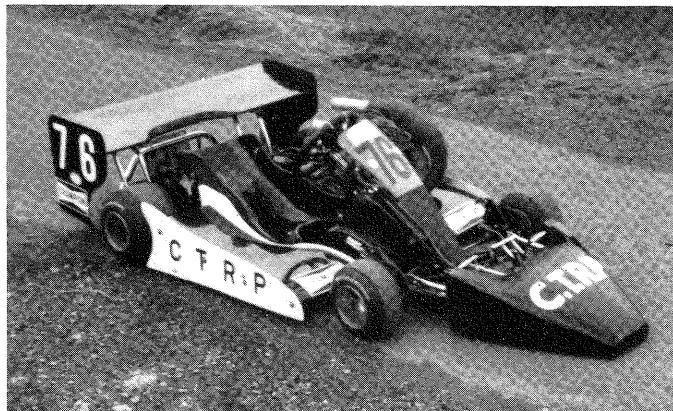
America's No. 1 MAGNUM

To: M. R. Holland (Distributors) Ltd., Unit 2, Wardentree Lane Industrial Estate, Spalding, Lincs.
Please send me details of Magnum carburettors and the name and address of nearest stockist.
Name & address
Engine make/model and carburettor size.

We are always keen to establish further trade outlets. If you would like to know more then please contact Martin Holland or Gerry Daubney on:
Spalding (0775) 4831, 66455 & 66144.

M. R. HOLLAND (DISTRIBUTORS) LIMITED,
Unit 2, Wardentree Lane Industrial Estate,
Spalding, Lincs.

DRIVERS:— CHRIS TAYLOR
OWEN JONES



C.T.R.P. KARTS

are aerodynamically designed for greater straight line speed, with less drag, combined with superb handling. Fitted with the World's finest brakes, "Brembo" calipers on 1/4" & 3/16" cast iron discs. A two bearing 30mm back axle fitted with 7 3/4" x 1/4" outboard disc. Engine is completely rubber mounted to cut down engine vibration and therefore eliminates frame fatigue.

High precision front hubs are tig welded to prevent distortion and maintain vibration free braking. Front hubs incorporate a profiled turned 7 3/4" x 3/16" cast iron discs to help stop high speed vibration. Kart comes completely assembled less engine **£850.00**

C.T.R.P. Grand Prix spec. engines. Complete **£1,100.00**

Tuned barrels and heads **£275.00**. Reconditioned TZ crankshafts **£100.00**. Amal 36mm powerjet carbs **£50.00**
30mm 2 bearing axle conversion kits. Complete **£25.00**. Bridgestone slicks, set of 4 **£60.00**. Wets **£75.00**.

TRADE ENQUIRIES WELCOME

AGENTS REQUIRED

CONTACT: CHRIS TAYLOR RACING PREPARATIONS
CHACKMORE FARM ROAD, MAIDS MORETON, BUCKINGHAM
TEL: (02802) 3920 24 HR ANSAPHONE AVAILABLE

CLUB SCENE



Junior Britain saw victory for Martin Prior. (Photo: D. Callingham)

went out on pole but from lap 2 it was Spence in the lead with Mayers 2nd. On lap 8 Terry White took 2nd, but Spence was well in the lead by this time, and was stroking home to win. Unfortunately he did not realise that Terry was gaining on him and on the last lap Terry took a surprised Dave and left him no option but 2nd place. Michael Mayers was third with Bob Newson coming through from midfield to 4th and Lance Hagan 5th.

210 National

A rather smaller entry in this class than we have been used to of late at Tilbury. Heat winners were Jim Paffett, Paul Taylor and Ron Bettis. Taylor had pole for the final, however Paffett, currently leading the 210 Club Championship, got it all together in the end to win from Bettis.

125 & 250

A mixture of 125/250 National and International here with wins throughout the day in their respective classes from Lee Morgan, Tony Taylor, Melvyn Friend and Terry Arnold. Eventual trophy winners were Friend (125 National) and Taylor (250 National).

100 National A

A very good field promised some exciting racing with many of the familiar LKC drivers putting in an appearance. Gary Prior led the first heat until two laps from home when Mark Tredwell took over leaving Gary second and Steve Tillett third. Heat 2 saw Brian Hooley lead the race from start to finish with Ashley Sparks taking 2nd place from Dave Tebbutt. Robert Smith led heat 3 until lap 6 when he disappeared to give the lead to Prior with Sparks 2nd and Tredwell taking over 3rd on the penultimate lap from Ken Minter.

Prior went out on pole position for the final and finished the day as winner. Tredwell was lying second with Sparks close behind, but Mark's engine seized on lap 6 and Sparks went through to 2nd. In third place was Till coming through from midfield, having bad luck in the heats. Holding on to 4th place was Dave Tebbutt and 5th, also coming through from way down the grid was Mark Sayer.

Results

Junior Britain

1st	Martin Prior	Kestrel/Arrow
2nd	Jamie Chitty	MTB80/TKM
3rd	Lee Cranmer	Kestrel/RM/SK Arrow

Junior National

1st	Robbie Childs	Lane/Parilla
2nd	Andrew Stapley	Cobra/Arrow

100 Nat. Novices Group 1

1st	Chas Royston	Dart/Parilla
2nd	Steven Sims	Zip/Komet
3rd	Jim Porter	DAP/DAP

100 National Novices Group 2

1st	Steve Eldron	MTN 80/MT K80
2nd	Keith Hale	Birel/K77

210 National

1st	Jim Paffett	Barlotti/Villiers
-----	-------------	-------------------

125 National

1st	Melvyn Friend	Barlotti/Aspes
-----	---------------	----------------

100 National A

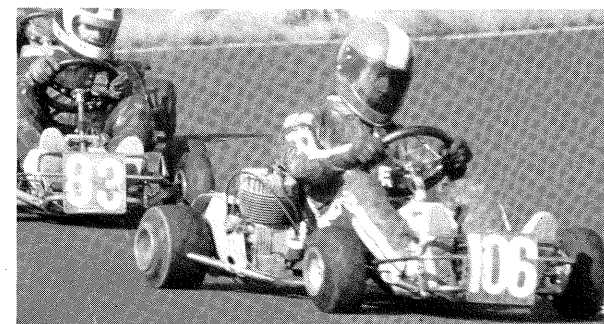
1st	Gary Prior	Dart/TKM
2nd	Ashley Sparks	Fullerton/DAP
3rd	Gary Till	Zip/TKM

DMA Racing

We are only 30 miles from most major cities in the Midlands

New and secondhand karts supplied

VILLIERS * DAP * YAMAHA * PARILLA *
BULTACO * KOMET * MANX
SPARES AND ACCESSORIES



DMA driver — Peter Christo

Our postal service is second to none

Karting requirements can be purchased from our Trade Van at most Circuits or our Showroom at:

41a Oxford Street, Church Gresley,
Burton on Trent, Staffs
Burton on Trent 214489

Showroom Hours: Monday to Friday 9.30am — 6.30pm
Saturdays 9.00am — 5.00pm

MICK WORTH RACING ENGINES

897 Uxbridge Road, Hillingdon, Middlesex, England

Tel: 01-573 1963 Cables: Dapworth.

Sole World Distributors of:-

MIRACoil-R

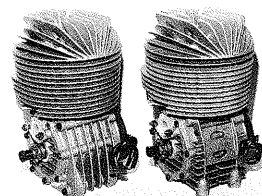
SPECIALLY FORMULATED FOR HIGH SPEED 2 STROKE ENGINES REC. RETAIL PRICE £2.95 PER LITRE.

DAP

MOTORS for all CLASSES, BRITAIN, NATIONAL & INTERNATIONAL.

T70
With Carb, Motoplat & Exhaust for Britain Classes, but readily uprated should you change class.

T70TT
Available ex-stock, fitted with factory TT liners (eligible for National & International).



DAP T72 & T70
T72 & T74
International Class only,
all ex-stock for immediate delivery.

All the best Class 1 karts & motors supplied. Tuning to the highest International and British Class standards, as chosen by many top drivers in both Europe and the U.K. Precision boring, honing, crank-splitting, machining, and magnaflux crack-testing service. We usually have a selection of secondhand motors and will buy good motors for cash, part exchange welcome. Time and advice gladly given if you are about to start karting, or need help choosing new equipment.

STOCKS NOW HELD OF THE HEWLAND ARROW BRITAIN MOTORS & ALL SPARES.

BRITISH CHAMPIONS

Tuning of Hewland motors, as used by Steve Bierrum, and other top 100 Britain Drivers

Main Agents & Distributors in the South for the *superb range of* **World Championship DAP Motors**



Dave Buttigieg led an overwhelming Hermetite Zip team swamp of the Superkart race.

Molloy Again — Just . . .

For once it looked as though defending Champion Paul Molloy wasn't going to have it all his own way, for in the heats Roy Patterson took a win and a dead-heat with Paul and looked to have the legs to stay in front if he could get there. Brian Hill, Ian Shaw, and Tim Parrott were all going extremely well and in all the heats the first six were through within seconds of each other.

As they powered away from the start of the ten lap final, it was Hill who took the early lead from Patterson, Mike Henry, Molloy, Parrott and Shaw, these six pulling away from the rest of the field quite rapidly. Brian seemed to be quite safely in front, but behind him it was all action as Molloy took both Henry and Patterson to move into second place by lap 3. Molloy and Hill began to draw out a small gap from the other four, with the former slowly gaining on the leader — a yard at a time. As they came up to the line to start lap 6 he was climbing up Brian's orifice (exhaust pipe to you), finally managing to get round the outside to take the lead as they rounded the big right-hander.

Behind them, the four placemen were constantly swapping and changing as they tried to gain an advantage — Ian Shaw was up to 4th behind Patterson, with Tim Parrott and Mike Henry on his heels. Henry was slowly dropping back, while Nick Carter was slowly gaining on the group and by the end of lap 8 he was up to 6th. He continued to reel in the others, passing both Parrott (lap 9) and Shaw (lap 10).

Out of the last corner, and Gordon Douglas (51) prepares to pounce and take the 210 final from Phil Ansell (2).

4-3-2-1!

Hermetite Zip team take the first four places at the second round of the RAC Championships. Buttigieg superb again, to lead Fish, Elmore, and Hines, who demotes Stylin on the last straight. Class wins to Molloy (125), Douglas (210) and Allen (250 Nat).
Report and photos: Dave Smith.

Carnaby's slightly bumpy, flat circuit saw some of the best racing this year from all the long circuit brigade, as round 2 of the RAC Long Circuit Champs unwound. All heats and finals were closely contested, building up the excitement right through the day to culminate in a display of domination not only by Dave Buttigieg who blasted round the 1.2 ml. circuit a good 8 secs in front of Calvin Fish, but the entire Hermetite team, notching up a demoralising 1-2-3-4 result, that points ominously to a silver GP victory . . .

Before racing started I took the opportunity to ask a few drivers what they thought of the circuit — many having never been to Carnaby before — and found something of a lack of enthusiasm amongst most of the top-line names in all the classes. As a venue for a major meeting such as this, some of the comments were "Not demanding enough", "No facilities", "Bleak and desolate", and "B***** rough!" To be fair though, it did produce some great racing, the organisation was excellent, and it's a great place for photos!

Around the paddock there were a few new bits and pieces. Peter Haywood was running a new development chassis for Aero in 210 and although suffering a few mishaps such as a split fuel tank in one of the heats, found it "quite good", and managed 5th in the final. The Gartmore Team, apart from offering investment advice to the spectators, were running Carolyn Grant-Sale in their team. For this meeting, she was using a Dino/Tony Smith TD3 loaned to her by Tony as her Gartmore



WIGAN KART CENTRE

The Official North West Agents for:-

TVM **YAMAHA** and **ZIP**

YZ125F Standard £610.00 including VAT
YZ125F Tuned £650.00 including VAT

125 Zip Shadow chassis P.O.A.
250 Zip GP chassis, built P.O.A.
YAMAHA YZ250 Complete £695.00 plus VAT
Zip Shadow 125/YZ125F engine P.O.A.
YZ125F/TVM tuned engines in stock including VAT £650.00
SPRINT ROTAX complete with rear wing, very competitive, ready to race £1,000.00
250 International Barlotti, Lectron carb, very competitive £1,000.00
YZ 125F, 3 meetings old. Complete £420.00
Blow Hustler 210 Upton Villiers, excellent condition, new gearbox, ready to race £350.00

Our Stocks Include:
D.I.D., NGK, German Goodyears, Bridgestone tyres, Bell Helmets, Motiv exhausts, to name but a few. We also stock all your clothing accessories.

SPECIAL OFFER FOR THIS MONTH

Castrol R30 £1.60 per litre

Tyres bought, fitted free and wheels balanced.

MIKUNI POWERJET CARBURETTORS £49.00 + VAT

Call at:-

20A CHAPEL STREET, PEMBERTON,

WIGAN, LANCs.

or telephone:- Charles or John at (0942) 226293 (day) or after hours at

Billinge (0744) 893009

Look out for our trade van at meetings.

DALE KARTS LIMITED

Large Stocks of Racing Spares

Axles — Bearings — Oil — Helmets
Wheels — Kart Stands — Tyres
Hubs — Disc Brakes — Seats
Tanks etc. etc. etc.

We stock Barlotti & Zip spares and have a large range of Villiers engine parts.

DALE WOLF 125 and 210 — send for details and prices. Build your own racing or fun kart from DALE PLANS. Our postal service cannot be beaten.

Write or ring for details. We are just a phone call away.

021 — 706 5627

1/5 Dorothy Road, Off Wharf Road,
Tyseley, Birmingham 11.

continued . . .

Molloy was now well clear and took the flag a good 100 yards ahead of Hill. Patterson took 3rd, but poor Ian Shaw made a nonsense of it and dropped to 6th on the last corner! Nick Carter took a creditable 4th with Tim Parrott 5th.

1st	Paul Molloy	Zip/Merlin Rotax
2nd	Brian Hill	Aero/AN Rotax
3rd	Roy Patterson	Barlotti/Chat. Yamaha

Ansell Misses It

A last lap, last corner mistake cost Phil Ansell the 210 Final. After a race long duel with Gordon Douglas, Mike Gardiner and John Hughes, Phil grabbed a space instead of a gear, and that was all Douglas needed to dive through and take maximum points. Before the end of the first lap the pattern was set, with five top 210 drivers battling it out way ahead of the rest of the grid. First time round it was Gardiner, Douglas, Ansell, George Bett and John Hughes, but that was as they passed me — the way they were going at it the order would have been different every few yards! The leading bunch were pulling well away from the field and jostling one another as the next laps rolled by, but on lap 4 at the hairpin George Bett lost a vital component — power!

Ansell was now leading the foursome, but seemed unable to shake off the attentions of Douglas. Although faster down the straights, Ansell's machine wasn't as quick out of the corners, and on top of that he was finding problems with his gearbox. John Hughes suddenly shot up to third on lap 5 and slipped by to lead briefly but was down again to second on lap 7, finally finishing in 3rd place.

The last lap unfolded the drama of Phil's missing gear and so it was Gordon Douglas who took the flag, and an almost unbeatable points lead in the Championship race.

1st	Gordon Douglas	Star/PH Upton
2nd	Phil Ansell	Zip/APV
3rd	John Hughes	Dale/CTB

Irish Eyes are Smiling

The long journey from Portadown, Northern Ireland certainly proved worthwhile for Timothy Allen, who was in the right place at the right time to take full advantage of a 7th lap incident and take the 250 National final by a mile.

At last the 250 Nats. had their own heats and final, and although the entry was a little disappointing, the quality of the driving and the closeness of the racing made up for the lack of actual machinery on the circuit. The heats had seen Gary Deal and John Sellars making the running, but it was fairly obvious that it could be anyone's final. Tony Draper was unfortunate enough to be involved in a mishap at the hairpin in heat 2 which resulted in a broken collarbone — fortunately the only serious injury of the day.

Trying to keep track of the final was almost impossible as the leading group of Eddie Cortijo, Phillip Troughton, Joe McBride and Tim Allen were trading places constantly on lap 1, while John Sellars appeared on lap 2 from nowhere to grab second, taking the lead on lap 3. McBride moved into second spot on the same lap, while Troughton went straight on at the hairpin and dropped to 5th. Allen jumped to 3rd and Cortijo 4th. Mid-distance saw Sellars, Allen and Troughton within inches of each other and about 3 yards clear of Cortijo, but Joe McBride had dropped out of the running at the hairpin. Bob Phair and Mark Newby were slowly catching



the leaders and Gary Deal was pulling out all the stops in an effort to get into the race.

Lap 7, and the three leaders all tried to out-brake each other into the hairpin. Troughton locked up, touched the rear wheel of Sellars and flew over the top of him. These two ploughed through the cones, off the circuit and while Cortijo was busy avoiding the melee, the door was left wide open for Allen to nip through and take a huge lead. Phair was now third and Mark Newby fourth. Gary Deal held fifth despite a lovely spin exiting the hairpin!

The last two laps saw the pace slacken, thank goodness, as Allen was clearly too far ahead to be caught. Phair, Cortijo and Deal all moved up one as Newby went missing on lap 9. Troughton claimed fifth after a final that had everything, except enough support.

1st	Tim Allen	Barlotti/Honda
2nd	Bob Phair	Barlotti/Bultaco
3rd	Eddie Cortijo	Lynx/KTM

OVER 30 NEW & USED KARTS ALWAYS in STOCK

All types of new engines supplied or your new engine tuned
HONING * BORING * CRANKSPLITTING * ENGINE TUNING

DYNO TESTING FACILITIES

LATE NIGHT OPENING WEDNESDAY

Agents for
Sprint Karts, Sisley Karts
& Lane Karts



F.R.E.D. KART RACING SCHOOL
EXPERT TUITION

4 hour session includes lectures, demonstrations,
film and 2 x 15 lap practice periods round
F.R.E.D.'s own Kart Track

Contact Paul Jackson:-

FLETCHERS RACING ENGINE DEVELOPMENTS

Back of the Bakery
Claywheels Lane
Sheffield S6 1LY
Phone: 0742 335918

YAMAHA

SPARES

TZ-TD3-RD-DX-YZ

YZ 125F MOTORS COMPLETE WITH
CARB., IGNITION AND EXHAUST PIPE.
INCLUDING VAT £650.00

YZ 250F £695.00 plus VAT

**CHATTERTON'S
MOTORS**

166 YARBOROUGH ROAD, GRIMSBY S/HUMBERSIDE

TEL: STUART SKINNER

(Workshop) 0472 48318/9 Home 0472 883673



**1979-80
OUTRIGHT
BRITISH & GP
CHAMPIONS**

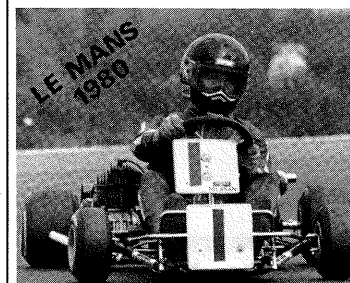
ON G.B.R.D. TUNED MOTORS
SUPERKARTS NEED A SUPER ENGINE
CALL US FOR THE BEST IN ENGINE
PREPARATION AND MODIFICATIONS
RING ROB KERKHOVEN
AT WORCESTER 29902

Quick reliable service for your G.B.R.D. engine spares.
The latest in exhaust pipes (tested and proved winners),
fuel header tanks, crank modifications etc. etc. C.O.D.
Service available. Trade enquiries welcome.

G.B.R.D. T-shirts and sweatshirts

Write:- GREEN BELT RACING DEV.,
SHERRIFF STREET,
WORCESTER.

Team Talasan Kart Racing



FIRST IN CLASS 100
INTERNATIONAL AND
SECOND OVERALL AT
THE LE MANS 500KM
ENDURANCE RACE

DRIVING A ZIP 80SE/
HEWLAND ARROW
USING AP LOCKHEED
BRAKES — ALL BRITISH
EQUIPMENT!

TEAM TALASAN ARE AGENTS FOR ALL

**ZIP KART & AP Lockheed
PRODUCTS**

Many other products supplied, new or secondhand with
the back-up of hire purchase

YOU CAN BUY THE SUPERB ZIP GRAND PRIX OR
ZIP 80SE — NOW WITH OUR FINANCE SCHEME.

PHONE IAN AT:- 01-431 2514
or MIKE COLES AT:- (0202) 294345

For any engine, chassis or tuning that you require
— ALL ON FINANCE

94C Fortune Green Road, West Hampstead,
London NW6 1SD

John Gillett Sports Cars

OFFER THE 1980 RANGE OF LYNX KARTS

LYNX G.B. '80: Inc. Lockheed hydraulic brake,
tyres and tubes £285

LYNX NAT. '80: Inc. 30mm axle, variable rear torsion
bar, less tyres £325

LYNX 001 SPORT: Featuring special frame flex adjustability at
both front and rear, with 30mm two bearing axle, less tyres £365

LYNX 001 PRO: As above with mag parts £395

LYNX S.C.: For 125, 210, or 250 National — fully compensating
dual brake system, L/R engine mounting, less tyres £435

LYNX 88 L.C.: For 250 Int; balanced chassis flex, rubber
mounted engine & fuel tank, fully compensating brake system
with adjustable bias and fail safe system, less tyres £510

All karts supplied in kit form. Tyres available at 15% discount if
supplied with a new kart.

ALEX DALGARNO (Our newly appointed Scottish Agent) wins
the 1st round of the Scottish Superkart Championships driving a
Lynx 88LC.

MAIN AGENTS FOR THE LYNX RANGE:-

ALEX DALGARNO — ABERDEEN (0224) 722354

EDDIE CORTIJO — CHELTENHAM (0242) 33769

GRANGE KARTING — BANGOR (0247) 51096

LYNX KARTS

Send now for details of our complete range.

6 STATION ROAD, COBHAM, SURREY KT11 3BN.
TEL: COBHAM (09326) 7756 Tues-Sat 9am to 6pm

Boyndie

The first leg of the team racing took place at June's meeting, and at the end of the day the Banff & Moray team took the lead with 77 points, Kingdom Club 49 points and the West of Scotland Club 44 points. The final leg takes place at Crail in October. A healthy entry of Junior Britain drivers provided some close, exciting racing. Some of them were too enthusiastic however, and it resulted in a nasty incident at the hairpin with Richard Grubb being rushed to hospital with fractures of the lower leg and forearm. He is now back home in plaster and his mum tells me he is determined to be back racing at September's meeting!! Best of luck Richard!!

Junior Britain

Craig McWilliam proved to be the man to beat as he won 2 of the heats. Stephen Mitchell won the first heat, while Jonathon McDonald, Ross McMorrine, Nigel Williamson and Brian Tewnion took seconds and thirds. McWilliam had earned pole position in the final with McDonald alongside. The track was running with water as a downfall started before the finals. As they cautiously took off from the grid the Juniors slithered and slid their way round with McWilliam in the lead, Barron 2nd, McMorrine 3rd, and Tewnion 4th. On lap 4 the leaders began to pick their way through the backmarkers. On a treacherous surface Barron came to grief as he spun round and out, trying to avoid a "sideways" back marker. McMorrine moved up to second spot but lost it as Barron came fighting back to reclaim second spot on the last lap. McDonald came in a good 4th while McWilliam held his lead from start to finish under very hazardous conditions.

Junior National

Philip Paterson, Elaine Buchan and Brian Ewing shared top places in a very competitive field. Six drivers lined up for the final. On lap 1 Buchan spun out as Paterson took the lead from Allan, Sutherland, McLean and Smith. By lap 2 Paterson's incredible driving in the wet, was pulling him away from the rest of the pack. Allan moved up to second from 3rd place man McLean, then Sutherland and Smith. On lap 4 Miss Buchan came from nowhere and took 4th and 5th place men unawares as she flew up the straight showing she's just as good on wets as she is on slicks! Two laps later and she took McLean in the same place as she moved into 3rd spot and set her sights on Allan with 2 laps to go! As Paterson took the chequered flag Buchan slipped past Allan on Caravan Corner and took a cool 2nd while Allan had to settle for 3rd and McLean 4th.

210 National

With the track still awash, a small entry of 210's lined up for the final. Kenny MacKay claimed pole after a win and 2 seconds in the heats. Alongside him were Les Campbell, Alistair Baillie and Alec Pratt. Drama struck as MacKay's kart failed to start. However, he got going in time to take his place on the grid without a warm up lap. Campbell shot off into the lead followed by Baillie, MacKay and Pratt. As Campbell began to pull out a lead, by lap 2 MacKay took Baillie and set about challenging the leader. They held these positions until lap 8 when MacKay spun in a spray of water coming out of the left hander. Baillie charged into 2nd place hotly pursued by Pratt. Campbell took the chequered flag, Baillie second, MacKay moved back up to third and Pratt 4th.

100 National

A flying Graeme Foubister took 2 wins in the heats and Andrew Graham claimed a 1st place in heat 1. Colin Robson, Pete Cartwright, Bill Smith and Colin Kennedy shared 2nd and thirds. In the full grid final, Foubister went from first position to last as he went through the bales completing lap 1. Second place man Colin Robson moved into the lead hotly pursued by Graham, Cartwright, Kennedy, Douglas and a familiar looking silver Simpson helmet with blue/white leathers in 7th place! As Robson pulled out a lead, a fierce battle followed him, with constant place changing and exits via the bales! Lap 8 saw Cartwright challenging for the lead while 3rd and 4th place men Graham and Taylor (yes folks the "250 Taylor") chased the leaders with 5th and 6th place men Ross and Douglas a constant threat behind. Foubister meanwhile was working his way through the pack and had regained 4th place as we lost desperately unlucky drivers Ross and Taylor. Robson could not shake off Cartwright but held him off long enough to take the chequered flag. A determined Foubister snatched 3rd place on the last lap with Douglas having to settle for a hard fought 4th place.

125 National

A "flying" Gavin Nicholson took a clean sweep of the heats. Paul Cook took 2 seconds and a 3rd and ex-210 driver from a couple of years back, Alan Nicol made a surprise return with a second and 2 thirds.

First off the grid in the final was Nicholson, with Nicol, Cook, Sutherland, Grant and I. Nicholson in pursuit. As Nicholson pulled out a lead, Cook was constantly challenging, and I. Nicholson had taken Grant for 4th place and applied pressure to Cook, taking him going up the straight as Cook showed signs of mechanical problems. Nicol spun out, leaving 2nd place clear for I. Nicholson. Sutherland moved into 3rd place and Nicol re-started to take 4th. That is how they finished with Gavin Nicholson taking a convincing lead from start to finish.

100 International

This class, as always, provided close competitive racing from very experienced drivers. Gordon Murray and Graeme Foubister shared top places in the heats with Alan Brown, Andrew Buchan and Tony Donoghue taking other top 4 places. Murray won pole position with Foubister alongside. Brown and Buchan sat behind these two. Murray took an immediate lead off the grid with Foubister hard on his tail. Flying up behind them came Buchan, Brown, Donoghue and Robertson. Foubister slipped past Murray as they headed up the straight and Buchan tucked in behind Murray. Buchan emerged in 2nd place as they came out of Caravan Corner and the first 3 began to pull out a slight lead from Donoghue and Brown. On lap 5 Buchan nipped Foubister at the hairpin as they slithered round in the heavy rain. Buchan held his lead to the flag hotly pursued by Foubister. Murray finished in 3rd position with Donoghue and Brown further down the field in 4th and 5th places respectively.

250 International

"New boy" ex 125 driver Gordon Petrie gave the rest of the twin drivers something to think about as he flew through the heats to take 2 wins and a 2nd. Novice driver Ian Pratt took 2 thirds and Leslie Cranston a 2nd.

A sadly depleted field for the final however, didn't provide Petrie with the challenge he'd hoped for. Gallant did give Petrie a run for his money however, as he finished in 2nd place and

Petrie took a flag to flag win.

Jenny Taylor

Results:

Junior Britain

1st	Craig McWilliam	Sprint/Max
2nd=	Jonathan McDonald	Kestrel/Ace Parilla
	Ross McMorrine	Kestrel/Ace Parilla

Junior National

1st	Elaine Buchan	Zip/Arrow
2nd	Philip Paterson	Zip/DAP
3rd	Alistair Allan	Zip/TKM

210 National

1st	Leslie Campbell	Barlotti/Villiers
2nd	Kenny MacKay	Barlotti/KJM Villiers
3rd	Alistair Baillie	Zip/Upton

100 National

1st=	Graeme Foubister	Birel/TKM
	Colin Robson	Sprint/TKM
3rd	Pete Cartwright	Zip/TKM

125 National

1st	Gavin Nicholson	Zip/TVM Yamaha
2nd	Allan Nichol	Star/Rotax
3rd	Ian Nicholson	Zip/Yamaha

100 International

1st=	Graeme Foubister	Birel/TKM
	Gordon Murray	LeSpectre/Wilson
3rd	Andrew Buchan	Zip/Arrow

250 International

1st	Gordon Petrie	Lynx/GBRD Yamaha
2nd	Roy Gallant	Zip/GBRD Yamaha

Tilbury

A very good entry and thankfully some very good weather for the meeting on 13th July at Tilbury.

Junior Britain

Lee Cranmer won the first two heats, with Garry Smith 2nd and David Germain 3rd in the first heat and Adele O'Hara and Jamie Chitty 2nd and 3rd in the second. Unfortunately in the third heat Lee had a nasty looking accident, although he was able to get going again and finish. This heat was won by Martin Prior with Kelly Rogers 2nd and Piers Hunnisett 3rd. Prior went out on pole position and led from start to finish in the final with Chitty 2nd and Lee coming through from 9th on the grid to 3rd. Rogers finished 4th.

Junior National

Current joint Club Champion Robbie Childs took first place in every heat and the final in this class with Andrew Stapley getting two 2nds and a third in the heats and a 2nd in the final. Robbie has been picked for the English Junior team at the World Junior Championships and we wish him every success.

100 National Novices Groups 1 & 2

Because of the large entry in this class it was divided into two groups with Chas. Royston dominating Group 1 with two wins and a second in the heats and a win in the final. The first heat went to one of the LKC's lady drivers, Teresa Pert. Jim Porter took two second places and Steve Sims and Andy Good each had a third in the heats. As already stated, Royston



All Zipped Up

Before racing started, Dave Buttigieg assured me that there were no team orders from Team Boss Martin — but Martin could hardly have looked for a better result if there had been, unless maybe to have crossed the line first himself! After the heats, which saw wins for Buttigieg and Fish, and three 2nds for Martin, these three shared the front row with Styryn. Rob Kerkhoven took one heat and was looking

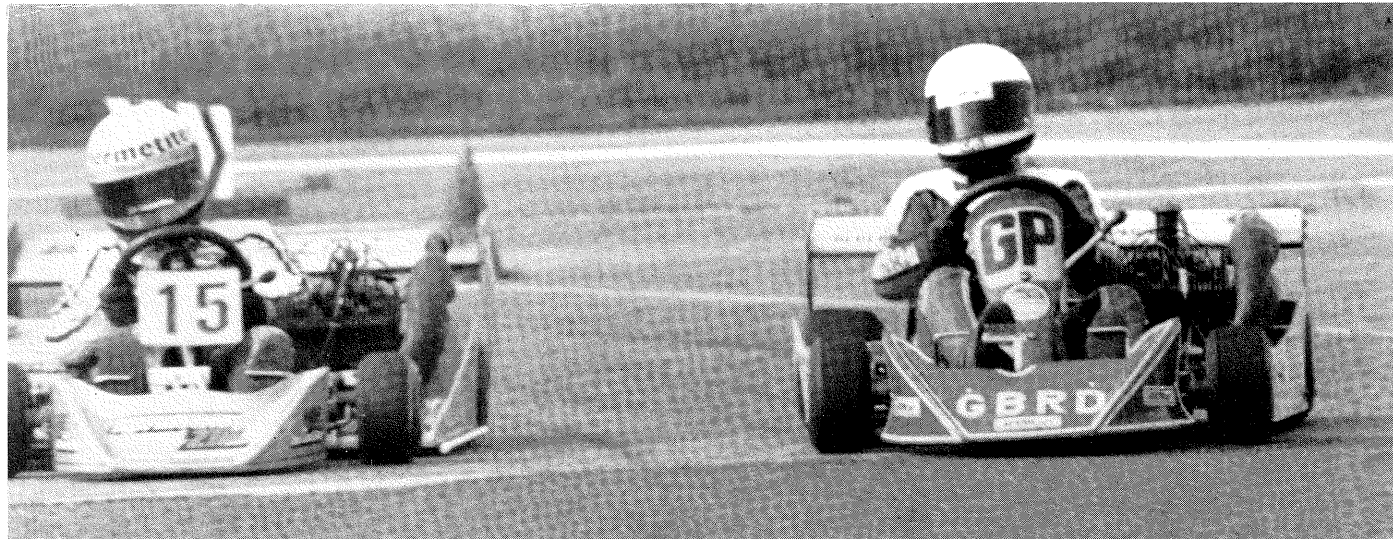
Eddie Cortijo (180) and Phillip Troughton (18) lead the early stages of an exciting 250 National race.

much quicker of late, while Laycock's Solvents' John Ball, had an oil seal blow on his No. 1 motor which then had to be replaced. The Gartmore drivers' were looking much more competitive, but James Hoy had a problem when a rear axle bearing cracked, allowing the whole axle to slide over to one side!

Luckiest man of the day was Graham (Rocket) Roscoe, who lived up to his nickname when his machine was flicked into the air in the last heat. Graham took off like a Polaris missile and disappeared into a cornfield — it took the rescue team and tracker dogs to find him! It looked really nasty, but apart from bruising and a sore neck, he was okay — although one of his mechanics running to the scene is rather lucky to be alive after racing across the circuit, without looking. It took a ragged avoidance by Hines and Fish to miss him . . .

As the 35 strong grid howled away for the final, it was Calvin Fish who got away first, but as they came towards us at the hairpin for the first time, Buttigieg was through into the lead and two or three yards clear. Behind him the order was Fish, Ball, Kerkhoven, Styryn, Paul Elmore and Will Hoy; but it was so close — three abreast through the hairpin — that at this stage you couldn't really split them. Hines had been left at the start and so began pulling

Below: John Ball three-wheeled the Laycock Aero in his efforts to stay in touch. Bottom: continuing a return to form, Paul Elmore (15) passed Steve Styryn (GP) on the first lap.



through from mid-field. Lap 2, and Butty was pulling away from the pack. Ball was up to second, ahead of Fish, Kerkhoven and Elmore, with Styryn in close attendance. Hoy was under terrific pressure from Derek Rodgers with the remainder of the pack still bunched together behind the leaders.

Buttigieg continued to draw further and further ahead as the race went on, but Ball was now encountering a problem, with a gearbox which kept jumping out of gear and was back in third place again, Fish having regained second. Styryn had jumped into fourth ahead of Elmore, but Kerkhoven was dropping back steadily with a deflating tyre, finally going out on lap 5.

As Dave and Calvin held their safe positions, the action was coming from the battle for third. Elmore was there ahead of Styryn, and Hines who had burst clear into fifth, and was closing on the defending Champion. Styryn was really piling on the pressure, and it was almost frightening to watch the efforts he was making to try and get past Elmore. But Paul hung on and thwarted Steve's every move. Ball was holding his sixth place ahead of another frantic dice, that of Will Hoy and Derek Rodgers. Derek's head was down as he tried again and again to pass Will, and on lap 8 he made it at last to go into seventh.

Out in front by almost 9 secs., Butty was in a class of his own. No mistakes, no drama, just smooth consistent, superbly stylish driving — a real pleasure to watch. And he makes it look so easy! Calvin was in a fairly safe second, Elmore was still holding Styryn, but now Hines was within yards of the pair, and Styryn knew it, as he flashed a cautionary glance back.

The final lap, and Buttigieg backed off slightly. Calvin went through to claim second, but as the Elmore, Styryn, Hines trio screamed out of the last corner, Martin pulled out from behind Steve and snatched fourth by the merest coat of paint. The commentator couldn't believe it and wouldn't confirm the positions until the judges had been consulted!

A beautiful drive by Dave Buttigieg then, and some superb excitement behind him — 250 racing at its best. Perhaps the only thing to spoil the day was the lack of any '3' finals for those who hadn't gained enough points to get onto the grid in the main final. Several drivers who had struck problems during the heats ended up with a wasted day — not a just reward at a B.L.C.C. meeting.

Superkart Result:

1st	Dave Buttigieg	Hermetite Zip/Yamaha
2nd	Calvin Fish	Hermetite Zip/Yamaha
3rd	Paul Elmore	Hermetite Zip/Yamaha
4th	Martin Hines	Hermetite Zip/Yamaha
5th	Steve Styryn	Aero/GBRD Yamaha

ESSEX KART CENTRE

Now open for all your Class 1 needs

STOCKISTS FOR THE LEADING MAKES:



WILSON LANE COBRA

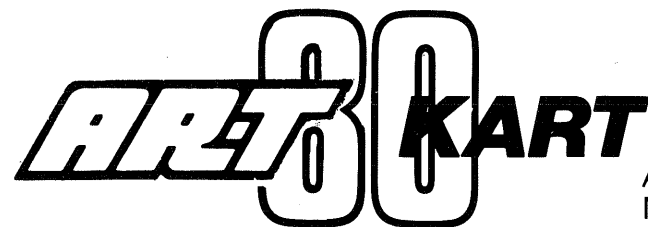


PAUL SOUTH

ESSEX WORKS DRIVER WINS R+R ROUND AT FELTON
ON THE NEW ART 80 KART
'ESSEX' TUNED ENGINES = WIN =

We specialise in a careful race preparation service, including engine tuning and rebuilding to the highest of standards. Machine shop services include Boring, Honing and Crank-splitting.

Sole UK agents for the



Adjustable £495.00
Non-adjustable £435.00

Top value: SIRIO Silver Star 104 £380 ALL MAG PARTS COMPLETE
Golden Star 106 £450 LESS TYRES

NOW IN STOCK YBC SLICKS + YAT WETS

Import and export specialists. Mail order and C.O.D.

SECOND HAND KARTS AND ENGINES AVAILABLE

**Come and see us at— 712 GREEN LANE,
DAGENHAM, ESSEX.**

or phone Richard Butler on 01-597 3208

continued . . .

a couple of laps to regain contact with the leaders then another couple and he was up in second. Ian Nicholson then moved up two to dispute it with Granville until the two of them tangled letting Davy Barron through to take second and Donnie Sutherland through to third.

250 International

Two "no results" and two wins was Sandy Dalgarno's points score for the final grid which was not good enough for pole but near enough the front for him to be leading at Bevan 2. Sandy Taylor duffed the start and eager challengers moved in for the kill before Dalgarno got away. Local lad Bevan Fraser and class new-

comer Gordon Petrie squabbled brilliantly for second place lap after lap until Taylor displaced them both. But even he could do nothing about Dalgarno as the four kart snake raced round the 900 metre long circuit recording over 80 mph on the Police radar gun two thirds way down the straight. He hung back once to take a "flyer" out of one corner but Gordon Petrie took advantage and nipped in so he could not try that again. Breathless stuff this was and when the flag fell it was Dalgarno, Taylor, Fraser and Petrie. A better race would be hard to imagine.

Dalgarno sought and wreaked vengeance for his cartoon two issues ago -- he offered me a shot in the winning 250. The damn thing was uncontrollable, and Sandy Taylor rubbed it in by lapping me in his 100 National. . .

Iain MacPherson

Drake's Gold

With a first class entry chasing £500 cash prizes and trophies, the 5,000 people who packed themselves onto Plymouth's famous and scenic Hoe had a great days sport to watch.

Westward Television had THREE cameras to film the action for screening on June 16th, while the local radio station broadcast the results throughout the afternoon. The 600 metre track was made up of 4,000 tyres, 400 straw bales, 150 cones and was surrounded by a mile of fencing and 200 yards of grand-standing! The track shape was a 'mini' Brands club circuit and proved deceptively fast with plenty of grip. Practice soon proved that there were three overtaking places, which pleased everyone!

Junior Britain

At first the Juniors were to be split between Britains and Nationals but the response by the Britain drivers was so fast and overwhelming that they alone soon over-subscribed this class, so the Nationals were out.

Lee Cranmer (Kestrel/Arrow) soon showed he was after the money by storming through the field in his very first heat. Left in his dust were the likes of Dave Pope, Steve Dart and Lewis Gee. Cranmer went on to score a 2nd, a 1st, then came out in the wet final and gave an excellent demonstration of wet weather control by always staying just out of reach of Steve Dart (Kestrel/Arrow).

Highlight of the wet final was Gee's (Barlotti/Arrow) great drive from the tail of the field into 4th spot and setting the fastest lap in the process.

100 Britain

You name 'em, they were there! Rochford, Williams, Sisley, Cleveley, Cowee, Bundy -- it was almost like a SAM 80 round!

Terry Williams (MM/Arrow) set fastest lap in each of the three dry heats and won two of them. Pete Rochford (Zip/Arrow) took a win and a second, while Nigel Cleveley (Barlotti/Arrow) was picking seconds and thirds too.

Come the final it was raining, but it was no procession as the ding-dong battle between Williams and Cleveley proved. From the flag these two dived with Rochford until the Champion threw it all away at Drakes Bottom. Williams then led until he was baulked by backmarkers when Cleveley boxed him in and shot through to lead by inches to the flag. While they were having their fun, Bill Sisley was slicing his way through the pack, setting fastest lap and netting third overall.

Highlight of this class was Sisley overtaking

Williams under the yellow flag to lead Heat 3, ignored admonishments from the C-of-C so got spun out by a hefty shove from Williams. The crowd loved it!

100 National

Niel Hann (BM/BM) and Roger Moth (Cobra/Arrow) -- that was what this class was all about. Other guys who showed well were Andrew Clark, Phil Jenkins, Pete Giddings and Roger Rowe on his interesting special. Although there was plenty of fast action in the heats -- with a different winner in all three -- it was the wet final that had the crowd on it's toes and the T.V. cameras running.

Hann made a lousy start and found himself in fifth place with arch enemy Moth up front. Gradually Hann picked off the three men between him and the leader until he was right on Moth's tail. A couple of times he drew level with his opponent but appeared to back down as they approached Pit Bend. Then on the last corner of the last lap -- in the wet don't forget -- Hann went right round the outside of Moth at Pit Bend and beat him to the line. What a bluff!

210 National

"Local man wins money", could sum up Steve Plain's (Zip/PPM) domination of this class as his three firsts, a second and four fastest laps proved. There was hard racing for second spot between Dave Jenkins, Allan Miles and Brian McKay. They raced keenly in the heats but come the wet final Jarrett had the measure of them all to come from behind to take a strong 2nd spot.

Mike Reed (Zip/TTM), who is coxswain of the Plymouth based submarine Oberon, showed a great turn of speed and even frightened Plain on two occasions. However, one time he tangled with backmarkers and lost his lead, and the other time he blew up while leading. A man to watch.

250/125 National

The Welsh must like Plymouth, as both Michael Gwilliam (Zip/Bultaco) and Anthony James (Barlotti/Bultaco) travelled all the way from there to dominate this class. Russell Maisey was the only man to score a win off them. Mark Allen showed why he is British Champion in 125 by not only scoring a 2nd and 4th overall in the heats but going on to win the wet final in fine style. He also set F.T.D. regardless of class. Chris Lord played it cool with his Zip/TVM Yamaha during the heats, then turned up the wick to take a fine 2nd spot in the final.

CLUB SCENE

Crail

Results:

Junior Britain

1st	T. Currie	Zip/DAP
2nd	J. MacDonald	Kestrel/Ace Arrow
3rd	A. Courtney	Zip/DAP

Junior National

1st	P. Fairley	Sprint/Arrow
2nd	E. Buchan	Zip/Arrow
3rd	P. Paterson	Zip/TKM

100 National

1st	P. McCallum	LeSpectre/R'Ford Arrow
2nd	J. Tickle	BM/Wilson BM
3rd	P. Selkirk	Cobra/K80 Ace

100 International

1st	G. Murray	LeSpectre/Wilson T70
2nd	A. Buchan	Zip/Arrow
3rd	A. McKenzie	Sprint/TKM

210 National

1st	A. Whitefield	Zip/JWS
2nd	G. Bett	Barlotti/Bett
3rd	W. Stoddart	Barlotti/Upton

Speed Sprint -- 6 Laps

The first six in the finals of the Senior Classes qualify for the "Speed Sprint".

100cc A. Buchan Zip/Arrow Time: 3min 21.4
210cc G. Bett Barlotti/Bett Villiers Time: 3min 30.

A. MacDonald

PLYMBITS

● Castle Windows put up the £500 prize fund, and the organisation was in the hands of Round Table 749 who are raising money for a ventilator for Plymouths Special Care Baby Unit.

● At the beginning of the meeting a Porsche 924 Turbo did five tyre smoking laps just to wet the spectators appetites. Then Junior driver Lewis Gee went out on his own to challenge the Porsches time, and lapped six seconds quicker. The crowd soon got THAT message.

● Tom O'Connor, star of "London Night Out" came up from Torbay to present the prizes on his only day off. Nice gesture.

J.A. Kitson

Results

Junior Britain

1st	L. Cranmer	Kestrel/Arrow
2nd	S. Dart	Kestrel/Arrow
3rd	M. Jennings	Zip/Arrow

100 Britain

1st	N. Cleveley	Barlotti/Arrow
2nd	T. Williams	MM2/Arrow
3rd	B. Sisley	Kestrel/Arrow

100 National

1st	N. Hann	BM/Arrow
2nd	R. Moth	Cobra/Arrow
3rd	J. Crookes	Sprint/TKM

210 National

1st	S. Plain	Zip/PPM
2nd	A. Jarrett	Star/EPM
3rd	D. Jenkins	Barlotti/K.R.

250/125 Combined

1st	M. Allan	Dale/Maico
2nd	C. Lord	Zip/Yamaha
3rd	K. Bisp	Barlotti/Maico

MARK TREDWELL KARTING LTD.

119, Masons Hill, Bromley, Kent. Tel: 01-460 0489 Telex: 896410

Open Tuesday — Saturday, 9 a.m. — 6 p.m.
Engine preparation & modification. Fast rebuild service.
ZIP, BM and now BIREL Agents.



For all your karting needs, consult the people who
know what it takes to win

Congratulations to

Dave Chitty

1st at Rye House
on Sunday 6th July
in Junior National
ON A MTN80/M.T. TUNED ENGINE

Skilled Schooling from Reigning
British Champion Mark Tredwell
Discounts offered to group schooling for
private tuition.

For His Personal Attention
Telephone Swanley 69464 Evenings

Mail Order

C.O.D. Service

As I write this I have just heard that the unhappy saga of the 1980 European Team Championships at Fulda may not be over yet. . .

The idea of a team event dates back many years and has its roots in the days when to represent your Country was the honourable and patriotic thing to do. It also used to cost a good deal less. These days I can't help feeling that the concept is outmoded. The happy spirit of friendly competition between European countries seems to have dissolved into a confrontation in which the fortunes of the drivers are considered as an unnecessary intrusion on the desire of the various administrators to win at all costs and damn 'the sport'.

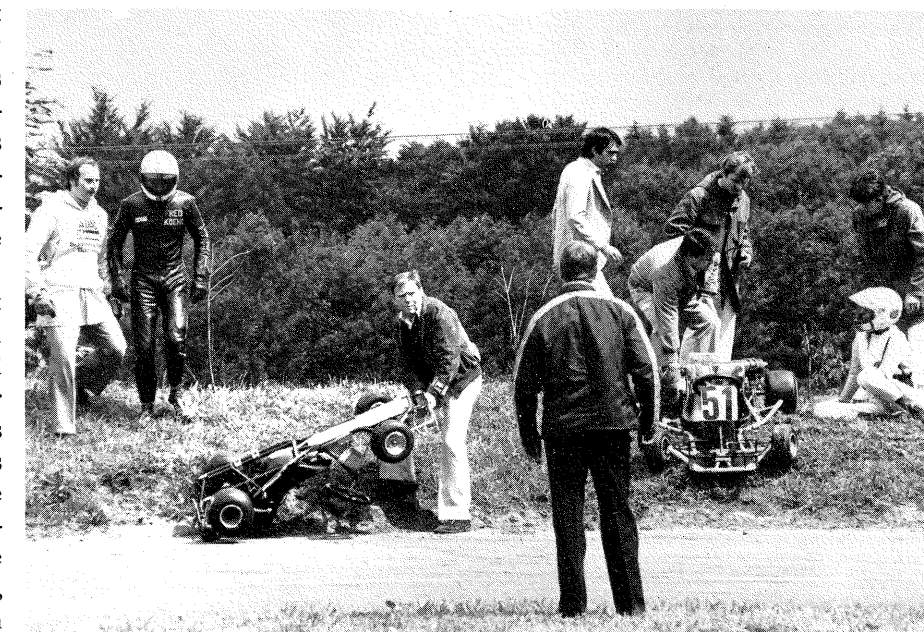
This is not to say that the spirit between the drivers is anything less than it used to be. Karting is, after all, still the only form of International motor racing left in which competition for its own sake still reigns. The administrators are making strenuous efforts to negate this without apparently any real understanding of the sport (and I refer to the International Body, not our own RAC), or indeed any desire to do more than ensure their 'freebie' trips on "Official Business" (particularly the iniquitous rip-off of chassis homologation and the farce of the current tyre rules). . .

We live in hope though, and it was with this in mind that teams from 13 countries assembled at Fulda, close to the Soviet border in West Germany.

The track, I must confess, did look good — until you tried to drive on it! What appeared to be a smooth tarmac surface then revealed itself in its true light — a bumpy, narrow, unnecessarily dangerous kart breaker. No attempt had apparently been made to rectify the launching ramp at the pits hairpin which claimed the life of Lorraine Peck a few years ago, and a fast right hander at the top of the pits featured only a grass strip with a few tyres on it to stop an errant kart going straight into the drivers coming down the main straight at maximum

Euro-Shambles...

Or: 'Fulda — not over yet?' Peter Wardle reflects on a somewhat controversial European Team Championship — a meeting that provided victory for England, *despite* the organisers . . .



speed in the opposite direction. This did indeed happen once and how they got away without serious injury amazed me. The railings in front of the cafe were only protected by a few more tyres at a point on the track where how the kart happened to be leaping about at the time governed the racing line!

However, drivers being what they are, the risks are assessed and then either accepted or not. No one abstained.

Hassle One: Right from the start it was obvious that, in spite of the proper acceptance of the entry, the Steward of the Meeting, Soche of Austria, was determined to make things as difficult as possible for the British Isles Teams. This was definitely on the principle of start-as-you-mean-to-go-on and as the meeting progressed it seemed as though the Scottish, Welsh and English teams were being singled out in a way that left a rather bitter taste.

Tight heat action involving Alan Gates (13) and Dave Evans (45) with the infamous Bertzen (51) close at hand (Photo: D. Callingham)



The Koene/Bertzen incident typified the meeting. Bertzen 'recovers' while a furious Koene paces about. (Photo: D. Callingham)

Hassle Two: The time trials produced the next problem. The noise meter itself was surrounded by three people, instead of the two maximum designated by the CIK, and was not apparently up to the stated CIK specification. In addition a blustery wind was making readings a bit erratic anyway. The time sheet, which was beautifully printed out by computer to show actual time, the noise penalty, and the total time, somehow got its wires mixed and only showed a few of the penalties, the rest being absorbed in the 'actual' time column! This would have been all right until a protest was lodged by the English Team as a result of which the Organisers reduced all the noise readings by 0.5 db. The drivers who were lucky enough to have their time penalties listed on the sheet had theirs reduced, while the others apparently stayed the same. Luckily Alan Lane was in the former category which got him back into the meeting, having recorded a staggering 94.5 db on the official test with the same equipment that had recorded well within the allowable limits during the unofficial period. . .

Hassle Three: The Heats — surely now that the actual racing was underway we could all enjoy some honest competition. Fine by the drivers, but obviously not so fine by the Organisers. After timed practice both the Scottish and Welsh teams had been reduced to three men, Simon Wright and Philip Fisher both pitting after problems, and then Simon not being allowed to do his second timed lap. As they were both in the pits in the mistaken belief that the World Championship system was in use, they were deemed to have not weighed in at the correct time and were *excluded* from the rest of the meeting!

August 1980

INSURED BY TALASAN

Please send me details of:-

(TICK BOX)

- ☐ KART INSURANCE
- ☐ HIRE PURCHASE FOR KARTS, ETC.
- ☐ MOTOR INSURANCE
- ☐ LIFE ASSURANCE
- ☐ FREE "TALASAN" STICKER
- ☐ OTHER

Name

Address

TO **TALASAN LTD**
FREEPOST
BOURNEMOUTH BH1 2TT
TELEPHONE
(LONDON OFFICE) 01-435 3835
(BOURNEMOUTH OFFICE) 0202 294345

CARDIFF KART CLUB LLANDOW CIRCUIT (NR COWBRIDGE)

"WELSH OPEN CHAMPIONSHIPS" SUNDAY 28th SEPTEMBER FIRST RACE 12MD.

ENTRY FEE

MEMBERS	NON MEMBERS
ALL CLASSES	ALL CLASSES

£6.00 £7.00

ALL RAC CLASSES ACCEPTED

Scrutineering & Practice 9am — 11.30am

ENTRIES CLOSE TUESDAY 23RD SEPTEMBER
MONEY WITH ENTRY — NOT REFUNDABLE.

CARAVAN PARKING — CANTEEN FACILITIES
— TARMAC PITS

NO LATE ENTRIES ACCEPTED.

ENTRIES TO:

MRS E MAUND, 36, FORREST ROAD,
CANTON, CARDIFF. TEL NO. 32439.

continued . . .

Then, to add insult to injury, Jackie Brown was disqualified from his first heat for allegedly overtaking under the yellow flag at the infamous hairpin. This totally ignored the real facts — the antics of the German Marshalls in dealing with a fuel spillage and a stand up fight between Fred Koene and Bertzen of Germany. Fred had seen and avoided the mess on the track only to be smashed off by Bertzen who hadn't. Fred's fist only connected lightly with Bertzen's helmet but he went down as if poleaxed, writhing about in the best traditions of Saturday afternoon wrestling and looking for sympathy. Needless to say that was Koene's last race of the day. While all this had been going on, Jackie had charged round to discover Marshalls standing in the middle of the track putting sand down on the fuel. A phenomenal avoidance ensued and it was this that prompted his exclusion. The only people he appeared to overtake were the hapless Marshalls as they leapt to safety! It was also most significant that on three consecutive laps Alan Gates was overtaken by two German drivers in the same spot. I saw it happen but not a word was said. . . .

Heat three was just about to start when it was noticed that all the Italians, and Forsman of Sweden, were using silencers that grossly protruded over the rear bumpers. Protests were subtly mentioned and it was not insignificant that both Wilson and Modena retired with exhaust problems in that race.

Hassle Four: When Jackie's disqualification finally — by chance — came to light, removing Zoserl (8) led Modena (27) and Smart (4) early in the first final as they fought for third. (Photo: D. Callingham)



RESULTS

Timed Practice

1st	Martin Smart	(England)	Zip/BM	31.63
2nd	Terry Fullerton	(England)	Fullerton/DAP	31.71
3rd	Toni Zoserl	(Austria)	Birel/Parilla	31.81
4th	Stefano Modena	(Italy)	Kali/PCR	31.83
5th	Paul Jackson	(Wales)	Lane/Parilla	31.86
6th	Mike Wilson	(Italy)	Birel/Parilla	31.98

(1st: England, 1 min. 35.76 secs, 2nd: Italy, 1 min. 36.01 secs, 3rd: Germany, 1 min. 36.94 secs.).

Overall Result (subject to appeal!)

1st England, 2nd Italy, 3rd Germany, 4th France, 5th Austria, 6th Finland, 7th Holland, 8th Denmark, 9th Sweden, 10th Switzerland, 11th Wales, 12th Scotland, 13th Norway.

the then three man Scottish Team from 4th equal overall (in spite of their lack of drivers) down to 13th and the 'C' repercharge, a protest was immediately lodged. This was heard promptly but in spite of very concise supporting evidence to Jackie's denial being presented by Alan Burgess (who had been standing right there and noting events down as they happened) the evidence of the fleeing Flag Marshalls was preferred. I must say at this point that, throughout the meeting, Alan Burgess was superb, and that without him advising correct procedure from his store of administrative knowledge things could have been much worse.

The outcome of the hearing came during the parade of drivers, so it was only afterwards

Wilson (25) and Fullerton battled out the first final. Note the large degree of negative camber on Wilson's Birel (Photo: D. Callingham)

that the Scottish Team found out. An immediate attempt was made to lodge an Appeal that could reinstate Jackie and the Team until after the meeting, but the Organisers wouldn't hear of it, blandly insisting that the first repercharge started in four minutes, were they racing?

Just before the finals another strange incident took place. The Team Captains were called together and Chief Steward Soche announced that they had just discovered that the track was only homologated for 24 starters, not the scheduled 32!

As the track was illegal anyway by 1980 standards, due to the presence of tyres as barriers, this seemed to be the icing on a soggy cake. Why doesn't someone actually organise a race by the rules? The drivers get the rule book thrown at them often enough — isn't it about time someone did the same thing to some of the administrators?

When a torrential thunderstorm washed over the track just a few minutes before the main finals were due to begin, it did seem that St. Andrew and the Welsh dragon had taken their revenge.

In the event, (almost as an incidental though) nothing should detract from the performance of Mike Wilson (who perhaps should read Article 7.1. of the Sporting Regulations of the CIK) which in the difficult conditions was simply breath-taking. England and Italy tied on points with one win and a second apiece. Due to the performance of the English Team in winning the heats they were, after a long pause to give the opportunity for protests (!), declared the winners, with Germany in third place, but as I said at the start, all is apparently not yet over.

My information so far is that a protest has been lodged by Italy. What against is a bit obscure as if, as I understand, they are trying to reinstate the sound readings and exclude Alan Lane again, this should still leave England as the winners, because the Italians noise penalties will also go up! I must confess that as the communication to Alan Lane was in German, all this is a bit vague, but in my opinion if the Italians are so desperate to get the title after all this time (I thought protests had to be in by a fixed time after a result or Steward's decision was announced) then they had better get on with it. What ever happened to Team Racing as a sport. . . ?



01-349 2671
Terry Fullerton
 23 Finchley Court
 Ballards Lane, London N.3.
 Correspondence Address
 Callers by appointment



Models for Junior National, National and International.
FROM STOCK NOW!
 Fullerton Kart £475.00
 Tuning (Any 100cc motor) £145.00

The Ibea SLIDE CARBURETTOR
 £95 plus carriage and VAT
 Sole U.K. concessionaires/distributors
S.A.E. or phone for details.

"WATERLOO"

TOP QUALITY, ALL STEEL, AMERICAN TOOL CHEST, WITH RED BAKED ENAMEL FINISH AND WITH A FREE TOTE TRAY!

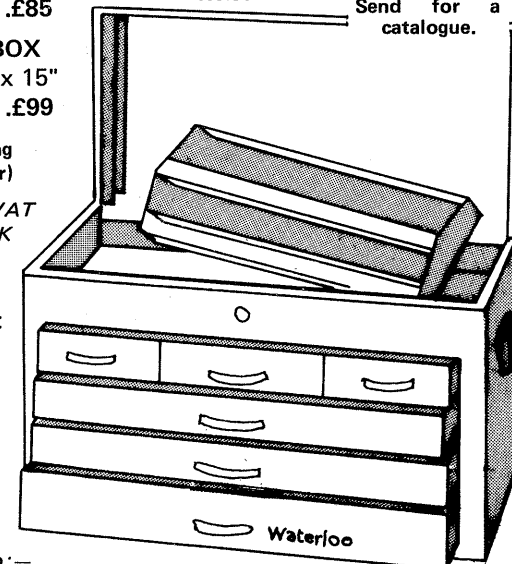
4 DRAWER BOX
 26 1/2" x 12 1/2" x 15"
 £85

6 DRAWER BOX
 26 1/2" x 12 1/2" x 15"
 £99

(Includes locking valuables drawer)

Prices include VAT and carriage (UK mainland and Isle of White)

10% Discount on orders of 5 or more!



Mail Orders to:—

P & F Ltd., 330 Carshalton Road, Carshalton, Surrey. Tel: 01-661-1660

Access, Visa, Cheque, P.O..

SISLEY

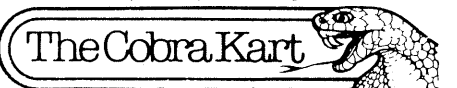
1979 BRITISH CHAMPIONS KARTING LIMITED
 EXPORT, MAIL ORDER, AND WHOLESALE SPECIALISTS.

- ★ **TRADE ENQUIRIES WELCOME**
- ★ **SCHOOLS, SCOUT GROUPS, ETC. SUPPLIED**
- ★ **SECONDHAND KARTS AND ENGINES IN STOCK**
- ★ **COD SERVICE, TRACKSIDE VAN, SECURICOR DELIVERY**



featuring the ultimate in engineering quality and handling characteristics. The 1980 model has been specifically designed to make full use of the restricted compound tyres. Available in kit form or assembled, in a range of colours.

- * Kestrel Britian '80 complete with single hydraulic brake assembled with tyres £305
- optional twin hydro brake £30 extra
- * Kestrel 125S less tyres, complete with mag. accessories £425



- a completely new kart designed with the softer breed of tyres in mind £350
- * Cobra 104 3 bearing, complete with ally accessories, less tyres £360
- * Cobra 104 2 bearing, as above but with 30mm 2 bearing axles £385
- * Cobra 106 3 bearing, International kart with mag. accessories £395
- * Cobra 106 2 bearing, as above but with 30mm 2 bearing axle

KESTRAL & COBRA KARTS ARE AVAILABLE FROM THE AREA AGENTS BELOW:

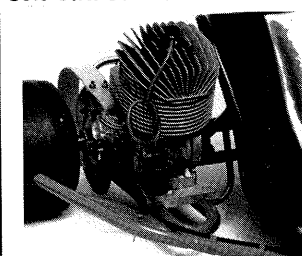
- SCOTLAND** *ACE KARTS, 185 Station Rd. Killy, Fife, Scotland. Tel. 830264
- NORTH EAST** *BIKE & KART, 2 Malvern Road, Liverpool. Tel. 051 263 8525
- ENGLAND** *LD Racing, 3 Bolton Rd. Kearsley, Lancs. Tel. 0204 752 67
- NORTH WEST** *DICKSON KARTING SUPPLIES, Hexham Road, Throckley, Newcastle. Tel. 0632 073227
- ENGLAND** *FRED, Back of Backery, Claywheels Lane, Wadley bridge, Sheffield.
- MIDLANDS** *KEITH REYNOLDS, 11 Roseberry Rd., Dosthill, Tamworth, Staffs.
- *REDHILL RACING, Unit 49, South Moors Moat Industrial Estate, Padgett Lane, Redditch, Worcs.
- LONDON** *STARTLINE MOTORS, 418-420 Katherine Road, Forest Gate, London E7. Tel: 01-552 9772
- EAST ANGLIA** *F. ELDERFIELD, 61 Ramworth Road, North Earlham Est., Norwich, Norfolk. Tel. 55317
- SOUTHERN ENGLAND** *KARTPARTS, 32 Ridge Nethermoore, Liden, Swindon, Wilts.
- SOUTH WEST ENGLAND** *RON SHONE, 13 Newbury Road, Weymouth, Dorset. Tel: Weymouth 74074/71117

- HEWLAND** As used by top 4 drivers in British Championships: Britain 100cc complete with motoplat, tiltoson, engine mount and aluminium finger guard, including exhaust. £217
- ARROW** International 100cc 3 port tt complete with motoplat, tiltoson engine mount and aluminium finger guard, including exhaust. £265
- Main Agents for SE England** International 100cc 5 port tt as above £275
- Tuning costs on Britain engine £75 on international engine £115

KOMET

K80TT NAT.

Sole U.K. Concessionaire



K80TT Standard, c/w exhaust bend, flex, sprocket, less ignition and carb £230

* K80TT Standard, c/w exhaust bend, flex, sprocket, inc Motoplat ignition and carb . £285

* K80TT, tuned by ourselves to highest specifications, c/w all accessories £365

* K80TT International Super motor for use in International only. IAME Factory tuned £450

PRICES EXCLUDE VAT & CARRIAGE

Name
 Address

Our 1980 catalogue gives a complete guide to all our services and products. (Send 60p).

OPENING HOURS 9am - 6pm MON - SAT All prices shown exclude VAT
LATE NIGHT THURSDAY TILL 8pm. POSTAGE

On orders up to £10.00 add £1.00
 On orders up to £25 add £1.25
 On orders over £50 — carriage free.

Access, American Express & Barclaycard accepted — please quote your card number by phone, or post together with your order.

6 Manse Parade, London Road, Swanley, Kent. U.K.

Phone: Swanley (0322) 67121/60571

Telex 8955203

Sisley G



CLUB SCENE

continued...

bumper having tried everything possible to get past. Heat 2 was another Hall benefit as he once again led all the way. Barrington took 2nd from A. Mountain and Hood claimed 3rd one lap later. Roger Barrington moved up to 4th only to retire leaving Gary Thexton to finish in that position. The third was a bit more difficult for Hall as he had to chase Hood for five laps before moving past into the lead. Boyd Barrington followed Hall through to finish 2nd despite the attention of Hood. Roger Barrington was a race long 4th followed at the end by B. Newton, Mountain, Dicknell and Thexton.

Peter Hall was on pole for the final with Boyd Barrington alongside, but at the drop of the flag it was Hood from the second row who got the jump to lead Hall into Pit Corner. On lap 2 the leading duo got tangled up and ground to a halt. By the time they sorted themselves the field was past and going off into the distance. After lifting his kart off Hood's, Hall retired while Hood set off on a dramatic drive back up through the field. Meanwhile, Roger Barrington had taken the lead, increasing it with every lap to the flag. Behind him though things were not so clean cut. Newton, Mountain and Thexton held 2nd, 3rd and 4th places for a long while but Boyd Barrington was pressing them hard, passing Thexton and Mountain on lap 8 before easing past Newton on lap 11 to follow Roger home to complete a Barrington 1-2. Thexton won his long battle with Mountain, then passed Newton to finish 3rd while Hood's charge netted him an excellent 4th place.

100 National
With 32 drivers it was necessary to run six heats with each driver taking part in three.

Heat 1 saw the return of Derek Calver to racing after a three week break due to a cracked ankle. The rest obviously did him no harm as he

finished 4th from grid 16. Robert Smith was the winner leading all the way from G. Percy and Lindy Cook. Heat 2 was brilliant as David Goodge battled with J. Archer for the lead until Archer went out on the last lap. The third heat was run in damp conditions with Smith, M. Saville and Curt Guy holding the first three places all the way. Gordon Chenery led heat 4 for six laps before being passed by Cook and Ian Roberts. Goodge finished 4th with Paul Melhuish 5th and Calver 6th after another drive from the back. Calver was on pole for heat 5, immediately taking the lead with Roger Goff latching onto his bumper. The crowd were then treated to a great scrap for four laps when Calver seized at the entrance to the chicane. Goff worked a few miracles avoiding the sideways kart of Calver before going on to win comfortably from Roberts, Chenery, Bob Kett and John Townsend. The final heat was won easily by Goodge ahead of Andrew Simpson, Guy and Percy.

Surprise of the 'B' Final was to find Mick Ashton and Bob Kett on the second row while Miles Townsend was way back on 7 after suffering carburettor troubles in the heats. Kett snatched the lead at the start from David Peachey, Dave Page and Ashton. On lap 2 Page passed both Peachey and Kett but Kett fought back to regain the lead on lap 6, executing a nice inside pass at the Pit Corner. Townsend was going well, passing Page on lap 17 to take 2nd. With Peachey a comfortable 4th these four qualified for the 'A' Final.

This was definitely the big one. Goodge had done just enough to claim pole with Smith sitting on 2. Guy and Percy occupied row two while Chenery was sitting menacingly on the outside of row 3. Goodge went into the lead from the start with Smith, Percy, Chenery, Saville and Goff bumper to bumper behind. Chenery spun on lap 5 and with Goff also going out this allowed Roberts to take over 3rd place. On lap 9 Goodge made a fatal mistake and spun leaving Smith in an unchallenged lead. Trevor Woodhouse and Lindy Cook were

trance to Bevan One, before she spun! Gordon took second and Niall Smith third.

100 Junior Britain

Close racing has been a feature of this class at Golspie this year, and not just follow-my-leader stuff either. Kevin Docherty held second to Craig MacWilliam for most of the final until the last two laps when Craig pulled away. Brian Ross held a steady third while Nigel Williamson had a hard job working through the field and up to fourth. That was the order at the flag but a very disappointed Craig failed to make the Mac winners circle after the weigh-in showed him underweight. Kevin Docherty took the first place trophy, Brian Ross second, Nigel Williamson third.

100 National

With 21 karts starting this was the largest grid of the meeting, and produced the largest variety of winners in the heats. Local drivers were again going well and although they are not yet challenging for the top are beginning to show that they are not far away.

Andrew Buchan quickly fought his way to the front to be pushed and harried for the rest of the final by Graeme Foubister. Colin Robson suffering from carburettor problems held fourth with Ian Mowat, Ian MacLeod and Sandy Taylor (in a break from the 250 scene) battling for midfield. The battle at the front reached a climax as the last corner loomed up and Graeme took the sling-shot out of Beach and catapulted alongside Andrew before Commem-

moving up well from midfield, going through to take 2nd and 3rd places on lap 12. Townsend and Kett were also flying up through the pack, having put the disappointments of the heats firmly behind them. On lap 16 Townsend passed Simpson to take 4th but by now it was too late to do anything about the drivers in front. At the flag it was Smith sixty yards ahead of Woodhouse who in turn led Cook, Townsend, Simpson and Kett.

With the racing complete, it was just left to Mr. Edward Russell of Mick McNeil Sports to present the trophies and cheques to the winners and also a special shield to Mr. Ken Hawes for his long service to the Club.

Derek Calver

Results

Junior National

1st	Per Sorenson	Dino/SS20
2nd	T. Wood	Cobra/T80

210 National

1st	Gerry Williams	Barlotti/Villiers
2nd	Steve Potter	Zip/Villiers

125 National

1st	Roger Barrington	Zip/Yamaha
2nd	Boyd Barrington	Zip/Yamaha
3rd	Gary Thexton	Barlotti/Yamaha

250 International

1st	Doug Hall	Aero/Smith Yamaha
-----	-----------	-------------------

100 National

1st	Robert Smith	Zip/SS20
2nd	Trevor Woodhouse	Mustang/FE TKM
3rd	Lindy Cook	Sprint/SS20

Junior Novices

1st	T. Fox	Zip/SS20
-----	--------	----------

100 National Novices

1st	P. Reynolds	Zip/Zip
-----	-------------	---------

tary for the last time. Unfortunately Golspie is no better than any other Scottish circuit with respect to the blue flag (they are lucky if they have one at the circuit) and Peter Polson who was negotiating the turn was engulfed in race leaders. Without warning, Andrew Buchan pulled through to win and while Graeme was extricating his kart from Peter's, Colin Robson went through to take second, Ian Mowat third and Ian MacLeod fourth.

210 National

Five karts came out to show that the class is still alive and a stirring final showed it was still kicking. Kenny MacKay after closing and re-taking the lead twice to Alexander Pratt, missed a gear when Pratt took him on the outside on the penultimate lap and could not recover. If Jim Lewis had not had to contend with gearbox problems he may well have done better than his fighting third.

125 National

The heats produced good racing and mixed results which made the final anyone's race. Gavin Nicholson had battled through to lead at the end of the first lap whilst behind him everyone disputed second. Davy Barron, then Ian Nicholson, then Davy again. Granville Grubb took brother Robert's new outfit out while its rightful owner continued to recover from his horrifying Morecambe shunt. He took a long time to subdue Ian Grant then took only



BALACLAVAS

LINEA SPORT FPT	FORMULA ONE
Standard £11.32	Standard or
Eye-hole £12.95	eyehole £ 9.95



GLOVES

ROAD & RACING NOMEX	
Triple layer - orange, blue or red	£29.67
Triple layer - white	£23.46
Clubman - white	£15.18
Clubman - orange or blue	£17.25

LINEA SPORT FPT	
Pin stripe - blue, white or red	£34.80

STAND 21	
Clubman Nomex	£18.37
A14 - as per suit	£40.25

SIMPSON	
Orange Nomex with white kid palms	£37.40
New long orange Nomex	£47.15
Sizes: All Gloves available in small, medium & large.	

HELMET BIBS

LINEA SPORT FPT	
Single layer - blue or grey	£22.65
Pin stripe - red, blue or white	£46.95

NOMEX	
Single layer - red, white or blue	£13.23
Double layer - red, white or blue	£18.98
Quilted - red, white, blue, orange or yellow	£21.85

HAWK NOMEX	
Double layer - red or blue	£18.40
Triple layer - red or blue	£30.75

PIT & PADDOCK

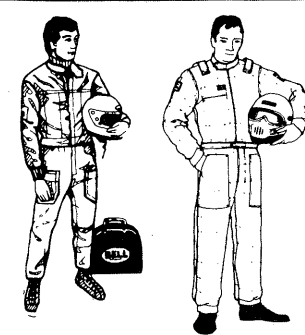
TRAILER TIE DOWN STRAPS	
TD3 - 3ft length	£ 6.34
TD6 - 6ft length	£ 6.54
TD13 - 13ft length	£ 7.56
TIMING EQUIPMENT-CRONUS	
Olympia single event	£ 29.28
3S Split Action	£ 52.97
3T Taylor Action	£ 52.97
3ST Split/Taylor Action	£ 65.50
LC 20D	£ 74.00
Carry Case for above models	£ 4.80
HEUER	
Microsplit 320 Split Action	£ 86.25
Microsplit 325 Taylor Action	£ 86.25
Microsplit 250 Split/Taylor with memory	£ 87.95
Microsplit 430 Split/Taylor Action	£112.35
Microsplit 420/430 Carry Case	£ 15.47
Microsplit 230 Split Action	£ 56.97
Microsplit 235 Taylor Action	£ 56.97
Microsplit 120 Split Action	£ 52.92
Microsplit 400 Single event	£ 52.35

MISCELLANEOUS	
Linea Sport FPT-covered Corbeau GT6 Seat	£155.25
Masta VHT Pressure Gauge	£ 15.40
Sperex TYT Exhaust Paint - white, black, grey, silver, red, yellow, blue, green, orange	£ 3.52

Tank Tape - grey, red, black, blue, white, green	£ 4.60
WD40 - 13 1/4 ozs	£ 2.88
Stainless Steel Lockwire	£ 6.50
Wire Twisting Pliers	£ 33.35
Dzus Fasteners - Screw-in	.68
D-ring	£ 1.05
Ardrox Crack Testing Kit	£ 10.35
*Pit Signalling Kit	£ 44.85
Carrier Bag for above	£ 18.40
*Via Securicor at £4 carriage.	

INTERCOM SYSTEMS	
SONIC	
2-way Racing	£ 80.56
3-way Racing	£134.85
Open or Full Face Rally	£ 69.00

COLOUR CATALOGUE	
Our own very comprehensive reference catalogue on Racewear and Pit & Paddock equipment. £1.50 carriage free.	



OVERALLS

We have a very large selection of Racing Suits for you to choose from, including triple layer quilted Nomex, Simpson three and four layer, Linea Sport FPT Pinstripe, single layer and double layer, Jaybrand 1 and 2-piece single layer and 1-piece double layer, Hawk Nomex single, double and triple layer, and Stand 21.

We also stock Linea Sport FPT and Nomex UNDERWEAR and a range of Jaybrand MECHANIC'S OVERALLS.



KARTING

SPORTAC KART LEATHERS

Red with white stripes, Blue with yellow stripes, Green with yellow stripes - small, med, med large, large, extra large. £133.60

WESTOVER DE LUXE KARTING BOOTS

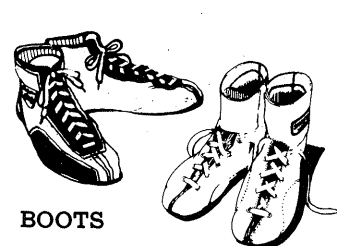
In sizes 5 to 11 in full sizes only £31.65

QUILTED JACKETS

SIMPSON	
Jacket £39.10	
Vest - sleeveless	£23.00

LINEA SPORT FPT

Jacket - white/navy or red/black £40.25



BOOTS

ADIDAS	
Blue Nomex with white stripes	£80.50

WESTOVER

Triple layer blue Nomex laminated	£46.50
Grand Prix high ankle Nomex Leather with Nomex lining	£65.00
	£41.50

SIMPSON

Blue denim-look Nomex with ankle strap - Sizes 8 to 11 1/2 in 1/2 sizes	£41.40
-------------------------------------------------------------------------	--------

LINEA SPORT

FPT Formula One (New)	£48.80
-----------------------	--------

JAYBRAND

Double layer Nomex	£29.44
--------------------	--------

OVERSHOES for all above boots

	£ 6.90
--	--------

All boots available in 1/2 sizes 5 to 11 except Simpson.

SOCKS

LINEA SPORT FPT	
Short (small, medium, large)	£6.44

NOMEX	
Long (small, medium, large)	£5.75

BAGS



BELL	
Helmet Bag (small)	£ 8.63
Pro Bag (large)	£17.25

SKOVIA

Kit Bag.	
Separate top & lower sections. Tan or burgundy	£24.15



SIMPSON	
Super Race Bag	£32.20
Helmet Bag	£24.05

VISORS AND ACCESSORIES

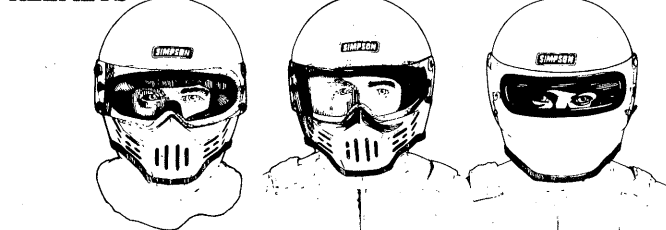
BELL	
Star I - clear, green, yellow, smoke	£ 3.45
Star II - clear, green, yellow, smoke	£ 3.45
Rip-offs - pack of five 2 1/2mm safety visor for all Star II range - clear only	£ 1.90

Over-visor for 2 1/2mm visor - brown or yellow	£12.95
Rip-offs for 2 1/2mm visor - pack of three	£ 1.15
Peaks - as shown on Magnum II	£ 1.15
Visor Stud Kits	£ 1.90
Fog Free	.75
	£ 2.30

SIMPSON	
For Model 40: Acetate	£3.20
Lexan	£7.95
For RX Range: Acetate	£3.20
Lexan	£7.95
Rip-offs - pack of five Ear Plugs in canister	£1.75
	.69

GRIFFIN	
Clubman visor - clear, brown, yellow	£ 4.20
GP visor	£12.95
Kit to convert Clubman to GP GP tinted strip - brown or yellow	£ 1.15
Anti-Mist - ICL vari-Clear, 6 ozs	£ 1.15
	£ 1.90

HELMETS



SIMPSON

RX-1. Flame retardant lining and life support manifold. Integral bib. Filtration in nose piece. White, black, silver.	£168.00
------------------------------------------------------------------------------------------------------------------------------	---------

RX-90. As RX-1 but with double layer bib and a breather valve for drag racing. White, black, silver.	£168.00
-------------------------------------------------------------------------------------------------------------	---------

Model 40. Flame retardant lining and l/s manifold. No bib. Silver only.	£ 96.00
--------------------------------------------------------------------------------	---------

Available in 1/2 sizes from 6 1/2 to 7 1/4



BELL

Star II	£ 69.95
Star II SW - as above, with small window	£ 90.00
Star II XFLS - flame retardant lining and life support manifold	£108.00

Star II XFLS SW - as above with small window	£132.00
Star II XFLS TW - as above with twin windows	£148.00
Magnum II	£ 62.95

COLOUR CATALOGUE

Our own very comprehensive reference catalogue on Racewear and Pit & Paddock equipment. £1.50 carriage free.

SUPPORTS

Simpson Harness Pad	£18.40
Simpson Neck Support	£18.40

DARTFORD KARTING

Buy with confidence. Our volume buying enables us to pass on savings direct to you.

ORDERING BY POST IS AS SIMPLE AS CALLING AT OUR SHOP AND WE TAKE PRIDE IN THE FACT THAT WE HAVEN'T MET SOME OF OUR BEST CUSTOMERS! TRADE, EXPORT AND RETAIL

All Prices include POST, PACKING & VAT Except Karts and Engines. ALL C.O.D. ORDERS OVER £20

SENT FREE

10% DISCOUNT If You Collect from the Shop Items that Include Postage

GENERAL COMPONENTS

Rotary Valve Cover Sloping	
K88 K77	£7.50
Class 1 Axle Sprocket	£3.25
Kart Boots	£10.00
Griffin Visors	£2.50
Steering Wheel, leather rim	£2.50
Main Bearings, C3	£2.25
De Luxe Kart Stand no post	£10.00
Motorcraft Plugs	65
8 tooth sprockets	£3.25
9 tooth sprockets	£3.25
10 tooth sprockets	£3.25
Tillotson Carb HL317A	£11.25
Tillotson Carb Body	£7.00
Tillotson Carb Body fully bored	£9.00
Tillotson Carb fully bored with Special Butterfly	£15.00
NOVA 5" Class 1 Fronts	£3.50
NOVA 5" Narrow Rear	£3.50
NOVA 5" Wide Rear	£3.50
Chain Splitters	£8.50
Class 1 Finger Guards, Plastic	£1.50
11.600 x 5 Tubes	£4.00
5" Front tubes	£3.00
Class 1 Engine Mounts	£8.50
Motoplates	£38.00
Japanese DID HT219 Standard Small Pitch chain	£7.00
10 Tooth Small Pitch Sprocket to suit above	£3.80
Rear Axle Sprocket to suit above	£3.25
AGV Fibreglass Crash Helmet (BS-2495-1977)	£30.09
Magnesium Engine Mount	£15.00
Magnesium Sprocket Carrier	£7.50
Magnesium Rear Hub	£7.00
Magnesium Front Hub with Bearings	£6.50
Motorcraft AG 202/403/603	65
Dial Gauge Extensions	£2.50

BEARINGS

6204, C3 (metal cage)	£2.25
6204, C4 (metal cage)	£5.00
6204, C4 (fibre cage)	£7.00
6204 T.B. P63 (fibre cage)	£7.00
6204 VNSK	£4.50
Super roller cage	£4.00
Alley roller cage	£3.00
Standard track rod ends (female)	£2.00
Super track rod ends (female)	£3.00
Track rod ends (male)	£2.00
Axle Bearings 30mm	£4.00
Axle Bearings 25mm	£3.00
Axle Bearings 15mm	£2.50
Stub axle bearings 15mm	£2.00
Small end rollers	£1.25

NEW PRODUCTS

Alloy Coil Brackets	£2.00
Regina Chain (Standard)	£6.00
TKM 210 Pistons NEW TYPE	£12.00
JWIS chain (Standard)	£5.00
Dial Gauge & Extension	£12.00
Dartford Karting T-Shirts	
All sizes	£1.50
30mm Axle Bearings and Accessories in stock NOW	
Triflon bearing & chain lubricant	£2.25
O.K.O. tyre sealant	£2.75
Renolds link extractor	£8.00
Whirly Visor	£17.50
DAP Rods	£9.00
210 Motoplates	£38.00
Internal & External Rotas Bubble Visors	£4.50
Hydraulic Brakes (Less disc)	£45.00
Dunlops 049 in stock	
New Compound Bridgestone arriving shortly	

SPROCKETS (engine)

8 tooth	£3.90
9 tooth	£3.90

SPROCKETS (small pitch engine)

10 tooth	£3.90
11 tooth	£3.90
Axle sprockets	£3.90

CHAIN LUBRICANT

E.P. 90	£1.00
Triflon (Large)	£5.00
Link Lyte	£2.50
Renold	£2.25
P.H. Grease	£1.00

30mm AXLE & ACCESSORIES

Axle Solid (30mm)	£10.00
30mm Axle drilled	£14.00
Alley sprocket carrier	£4.00
Alley rear hub	£4.00
Alley disc carrier	£4.00

KART TOOLS

9T Sprocket Puller	£6.00
CEV Puller	£2.25
Motoplat puller	£2.25
Motoplat Holder	£2.25

ENGINES

TKM FF99 TT	£195.00
Parilla SS20	£195.00
Komet (K88)	£170.00
Komet K80	£200.00
Sirio	£230.00
Motoplates for all 100cc engines	£36.00
TKM FF99 3 port complete with Motoplat carb exhaust & engine mount	£200.00
TG14	£190.00
T.K.M. 190 TT	

TYRES

Goodyear	
11-6.00 x 5 (German) RAC	£12.50
11-4.50 x 5 CODED	£11.50
11-3.50 x 5	£11.25

Goodyear (USA)

11-6.00 x 5	£8.00
11-4.50 x 5	£7.50

Carlisle

3-50.410 x 4	£8.00
11-450 x 5	£9.50
11-350 x 5	£9.30
11-600 x 5	£11.25

RAIN TYRES

CARLISLE RAIN TYRES

11-3.50 x 5 RAC	£10.50
11-4.50 x 5 CODED	£11.00
11-6.00 x 5	£12.75

GOODYEAR RAIN TYRES German

11-3.50 x 5	£13.00
11-4.50 x 5 RAC	£14.00
11-6.00 x 5 CODED	£14.50

BRIDGESTONE RAIN TYRES

Complete Set, YAV, YAW	£82.00
------------------------	--------

CRONUS STOP WATCHES

Cronus Olympian	£23.00
Cronus 3T	£42.00
Cronus 3-ST	£50.00
Cronus 4	£32.00

Vinyl Carrying Case

THIS MONTH'S SPECIAL OFFERS	£3.00
-----------------------------	-------

Trolley Wheels

Seat Covers	£2.75
Kart Covers	£8.00
Equipment Bag	£10.00
Sprocket 52/80 tooth	£6.00
Sprocket 52/80 tooth	£3.25

New combined chain & finger guard (plastic)

Motoplat Coil	£1.75
Balaclava Nylon	£1.50
Castrol R30 R40, No Post	£1.20
Nozzle Check Valve	
Tillotson	£1.50
Tubeless Valve	35
Front Ally hub with bearings	£5.25
Rear Ally hub 1" & 25mm	£4.25
Deluxe Steering Wheel	£3.50
Plastic plug Holder	30
Number Plates	30
Perforated Disc + Carrier	£11.50
Rubbers Plug Cap	70
Zip Brake Pads	£5.50
Italian Bottle Tanks	£4.00
Numbers black & white	12
New Engine Mount	
Sliding	£11.50
Motorcraft AG403/603 plugs	65
Wet weather oversuits	£13.50
Bardahl No Post	£1.50

BRIDGESTONE LATEST COMPOUNDS

460 x 5 x 10 YBC Racing slick	£20.00
700 x 5 x 11 YBC Racing slick	£20.00
360 x 5 x 10 YAT Racing wet	£22.50
460 x 5 x 10 YAV Racing wet	£16.00
600 x 5 x 11 YAT Racing wet	£22.50
700 x 5 x 11 YAW Racing wet	£18.00

PARILLA SPARES

Cylinder 3 port SS20 TG14	£59.00
Cylinder complete TT22/23	£93.00
Iron Liner 3 port, TG14, SS20	£30.80
Iron Liner TT22/23	£42.90
Cylinder Head	£36.30
Piston 3 port	£7.17
Piston TT	£7.87
Ring Set Super	£5.30
Gudgeon Pin	£1.59
Gudgeon Pin Light	£2.53
Circlip	12
Cylinder Gasket TT22/23	15
Cylinder Stud	22
Head Nut	65
Head Nut Washer	02

Exhaust Stud

Exhaust Gasket Standard	22
Exhaust Bend	15
Exhaust Flex	£6.05
Vevey Silencer	£1.98
Crankcase (set) SS20	£15.00
Crankcase (set) TT22/23	£72.60
Crankcase Gasket	£96.80
Crankcase Gasket TT22/23	15
Main Bearings	£1.50
Oil Seal	60
Valve cover Tillotson	£13.20
Valve cover gasket	15
Carb. Manifold Dellorto	
GP15L	£4.97
Carb. Gasket Dellorto	15
Carb. Manifold Tillotson	
TG14	£9.20
Carb. Gasket Tillotson	15
Allen Screws	18
Crankcase Stud	25
Stud Carb. Tillotson	20
Crankshaft complete SS20, TT22	£79.20
Crankshaft complete TT23	£85.80
Crankshaft complete GP15L	£77.00
Crankshaft Stuffers	£2.00
Crankshaft Half (Sprocket) SS20, TT22/23	£36.30
Crankshaft Half (Mag. Side) SS20 TT22/23	£36.30
Crankshaft copper rivets	61
Crankshaft Pin	£2.89
Big End Cage/Rollers (super)	£4.50
Big End Washer, all types	61
Con Rod TG14, SS20, TT22	£16.50
Con Rod, TT23, super, super	£22.00
Small End Rollers	£1.05
Small End Spacer	55
Small End Washers	24
Crankshaft Shim	30
Bearing Shim, crankshaft	30
Valve Locator, TG14, SS20, TT22	£4.40
Valve Locator, TT23	£4.40
Locator Circlip	22
Woodruff Key (Locator)	36
Rotary Valve SS20, TG14, TT22	£3.63
Rotary Valve TT23	£5.11
Woodruff Key (Mag.)	18
Crankshaft Nut	24
Woodruff Key (Sprocket)	18
Sprocket 9T	£3.85
Crankshaft Nut Sprocket	24
Crankcase Washer	02
Ignition complete, Motoplat	£38.00
Coil	£11.50

KOMET K77 & K88 SPARES

Iron Liner (3 Port)	£28.60
Iron Liner TT	£37.40
Cylinder complete (3 Port)	£59.40
Cylinder Complete TT	£86.80
Cylinder Complete K80	£93.50
Cylinder Head K88, K88TT, K78TT	£36.30
Piston Bare K77, K88	£6.75
Piston Bare TT	£6.75
Double Ring Set	£3.85
Double Ring Set Super	£5.50
Gudgeon Pin Standard	£1.60
Gudgeon Pin (Lightened)	£2.55
Piston Cir Clip	12
Gasket Cylinder Base	10
Cylinder Stud Bolt	72
Exhaust Allen Bolt	28
Gasket Exhaust	30
Head Nut 8mm Brass	20
Crankcase Complete K88	£72.60
Crankcase Complete K88TT, K78TT	£84.70
Crankcase Set Complete K80	£96.80
Valve Cover Tillotson	
Sloping	£12.10
Gasket for Valve Cover	10
Gasket Carb. Flange (Tillotson)	10
Manifold Stud 6mm	28
Main Bearings	£2.20
Oil Seal	65
Gasket Crankcase	10
Crank with Rod. Assy	£77.00
Crank Complete K88TT	£83.60
Crank Complete K80	£88.00
Long Silencer Vevey	£14.55
Small End Holder	75
Flywheel Extractor Motoplat + CEV	£3.85
Iron Liner K80	£39.00
Half Crank (Mag. Side) K88	£25.30
Half Crank (Mag. Side) K80	£28.60

Half Crank (Sprocket Side) K88

Half Crank (Sprocket Side) K80	£30.80
Crank Big End Pin	£2.55
Connecting Rod (Bare) Standard	£16.50
Set of Small End Rollers (25)	£1.25
Small End Spacer	55
Small End Washer	25
Big End Roller Cage	£2.00
Big End Cage and Rollers Super	£3.00
Rotary Valve Locator	£4.40
Rotary Valve	£5.11
Rotary Valve	£3.65
Woodruff Key (Magneto)	20
Crank Shim 0.004", 0.008" & 0.012"	31
Main Shim 0.004", 0.008" & 0.012"	31
Woodruff Key (Valve)	20
Woodruff Key (Sprocket)	20
Crank Nut (Sprocket & Mag)	25
Sprocket 9T	£4.40
Contact Points	£2.20
Condenser	£1.65
Exhaust Bend	£6.60
Exhaust Flex	£2.10

PLASTIC PRODUCTS

No. plates (all colours) 8" x 8"	30
No. plates (all colours) 8" x 10"	30
No. plates (all colours) oval	30
Air filters, Tillotson & Delorto	£1.25
Finger guards:- Komet, Parilla & TKM	£1.20
Chain guards	40
Plug holders (4 hole)	20
Plug holders (6 hole)	25
Finger chainguards	£1.75
Steering Bush (one piece)	£1.20
100 Britain Restrictor	30
100 Britain Blender	50
Seat washer	15
Floor tray washer	5
Dunlop tyres in stock — 049 and Special wets.	

T.K.M. FF99 3 Port Spares

Cylinder Complete	£56.26
Iron Liner	£31.21
Head	£29.64
Piston Complete	£11.50
Piston Bare	£6.75
Ring Set (SUPER)	£3.90
Gudgeon Pin (Lightened)	80
Cir Clip	07
All Engine Gaskets (PAPER)	07
Exhaust Gasket	15
Cylinder Stud	40
Head Nut (Brass)	18
Flat Washer 8mm	04
Exhaust Stud	27
Exhaust Bend	£6.50
Exhaust Flex	£1.60
Silencer	£14.85
Crankcase Complete	£50.82
Crankcase Dowel	25
Main Bearing (SKF)	£2.10
Main Bearing (FAG Riveted Fibre)	£8.00
Oil Seal ROLF High R.P.M.	50
Valve Cover (Sloping)	£9.07
Allan Bolt 6mm x 65mm	27
Allan Bolt 6mm x 75mm	27
Allan Bolt 6mm x 80mm	00
Carburettor Manifold Stud 6mm	27
Crankshaft Complete	£66.00
Half Crankshaft (Sprocket Side)	£24.20
Half Crankshaft (Mag. Side)	£22.00
Crank Pin	£2.31
Cage & Rollers (Steel/Silver Plated)	£3.50
Connecting Rod Bare	£13.20
Big End Spacer Washer	50
Small End Rollers 2mm x 13.8mm set	75
Small End Washer (Aluminium)	55
Small End Washer (Steel)	
1mm Thick	25
Crankcase Main Bearing Shims	27
Valve Locator	£5.00
Valve Locator Cir Clip	20
Key (Valve)	15
Rotary Valve	£2.50
Key (Sprocket)	15
Key (Magneto)	15
Crankshaft Nut	25
Sprocket	£3.90
Tillotson Carburettor (HL 317A)	£11.00
Crankshaft Nylon Stuffers	£1.10
Aluminium Stuffers	25
Copper Rivets	25
Steel Rivets	25



Mon-Sat 8.30 a.m.—6 p.m. Early closing Wed 1 p.m.
"LATE NIGHT is FRIDAY NIGHT we are open until 8 p.m."
Phone your COD orders between 7 a.m. & 6 p.m.

Hemswell

Borders Kart Club's June meeting managed to dodge the showers on a rather damp weekend, and despite a smaller entry than usual, we saw some first class racing. Before the report on the racing however, there is a lot happening at Hemswell to make meetings better for karters and spectators alike.

The Committee asked drivers for opinions and, as a result, the date of meetings will be changed, subject to the P.S.A.'s approval. From September, meetings will be held on the first Sunday.

The Competition Secretary has changed since the Blue Book was published and entries and enquiries should be sent to:— Miss T.A. Fisher, 2 Buddleia Drive, Valley Estate, Branston, Lincoln.

One of the most welcome improvements, although perhaps the least talked about, is the new improved ladies lavatories.

However, back to the racing. . .

100 Britain

The heats showed very little to choose between Ray Chatterton and Dave Smith, with Chatterton winning two and Smith winning one. From the start of the final Chatterton led Smith until

The Norfolk & Suffolk Kart Club staged the second "East Of England Championships" at Tibenham on the 29th June. With an entry of over sixty chasing more than £350 worth of trophies and prize money, racing was going to be fast and furious and that's exactly how it turned out. However, despite the speed and closeness of the racing it was always clean — a great credit to all drivers.

Racing was underway at one o'clock and with heats of 12 laps and finals of 20 laps there was a lot of racing to get through but once again our hard working officials were in top form, presenting a very slick programme. After a fortnight of heavy rain we thankfully escaped with just a couple of showers resulting in only four of the heats being run in damp conditions. The rest of the heats and finals were however, run in near perfect conditions despite the occasional threat from some very black clouds.

Junior National

Locally based Dane, Per Sorenson looked very good in practice and showed his superiority in heat one by leading all the way from Nick Palmer, T. Wood and Philip Woolley. Sorenson also held the lead in heat 2 but spun on lap 3 allowing Woolley into the lead where he stayed to the flag. Wood held 2nd for two laps only to be passed by Andrew Pogson. Meanwhile, Sorenson had restarted and set about a tremendous drive back up through the field. Into 4th on lap 5 he then chased Palmer for three laps before taking 3rd, finally claiming 2nd off Pogson two laps from the flag. Heat 3 was a copy of the first as Sorenson never put a wheel wrong to win with ease from Woolley, Pogson and Wood.

As the flag went up for the final, Sorenson shot straight into the lead, pulling away lap by lap to win by a handsome margin. Woolley held 2nd for eleven laps only to be forced to make a pit stop after his chain guard came adrift. Wood inherited 2nd, having passed Pogson on lap 7. These positions remained constant for the rest of the final and at the flag it was Sorenson from Wood, Pogson and Palmer.

CLUB SCENE

the 11th lap when Smith disappeared leaving Chatterton no real competition for the rest of the race.

100 National

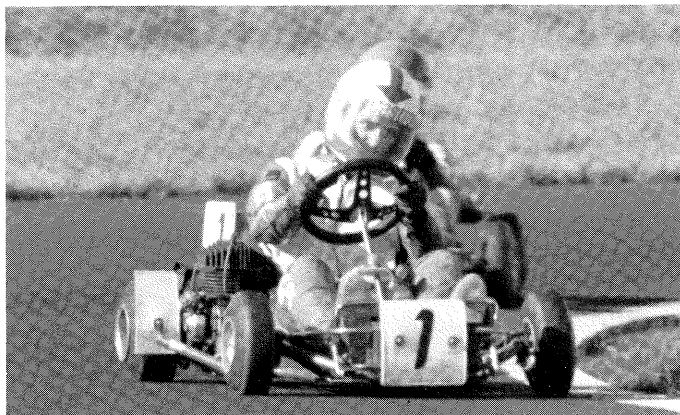
It was good to see Nigel Edwards back on the circuit after his nasty at Wombwell, and the results showed that he has fully recovered. Edwards won the first heat and the other two were won by Barry Peary. The final grid saw Peary and Edwards on the front row, with Peary gaining the advantage into the first bend. Behind the leaders, the battle for third place which had been going on all day between Thoresby and McGovern continued. Halfway through the race Thoresby packed in leaving McGovern a comfortable third place. Peary drove a faultless race and held off Edwards' challenge all the way to the flag.

125 National

After the initial sorting out of the first few laps, it was Steve Rawson, Steve Murray and Colin Kay in one, two,

CONGRATULATIONS!

TO THE FOLLOWING DRIVERS WHO HAVE WON MAJOR NATIONAL EVENTS ON
HEWLAND ENGINES



Peter Rochford — winning on Hewland

HEWLAND ENGINES ARE AVAILABLE FROM AGENTS THROUGHOUT THE COUNTRY

HEWLAND ENGINEERING LIMITED

Telephone: MAIDENHEAD 32033 Telex: 847607

BOYN VALLEY INDUSTRIAL ESTATE

BOYN VALLEY ROAD - MAIDENHEAD - BERKSHIRE - ENGLAND



NEW 1980 125 ENGINES **£635** + VAT
NOW AVAILABLE

LARGE STOCKS OF ROTAX PARTS

TRADE OR RETAIL — CASH OR C.O.D.



Andover Norton Ltd.

63 CHARLTON ROAD ANDOVER
HAMPSHIRE SP10 3JY

Telephone (0264) 51036/7

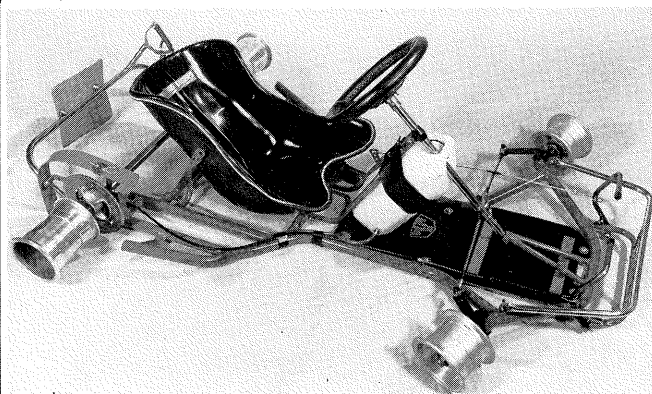
OPEN SIX DAYS A WEEK 9.15 — 5.30



RACING
ENGINES

8A STONEYFORD ROAD,
WOMBWELL, Nr. BARNSELY,
YORKSHIRE. TEL. (0226) 753135

THE WILSON PREMIER 100



THE FABULOUS PREMIER CHASSIS

- 100 Britain **£305.00**
- 100 National **£375.00**
- 100 International **£415.00**

Come and see us about WILSON PREMIER
chassis and WRE engine preparation.

KARTPARTS

CLASS ONE RACING SPECIALISTS

AGENTS FOR COBRA & KESTREL KARTS

We use & recommend **Simon Wright**
RACE PREPARED ENGINES

Repairs & Servicing Undertaken By
SIMON WRIGHT RACING DEVELOPMENTS

All your Class 1 spares in stock.
Selected karts and engines in stock.

Also secondhand equipment;

Barlotti T70, Complete Britain **£275.00**

Cobra 80 Kart **£225.00**

Telephone John Spencer on Swindon (0793) 37751 and
36501.

87 BEVERLEY, TOOTHILL, SWINDON, WILTS.



Prior (10), Sparks (123), and Hann (18) were rarely any further apart than this throughout the 20 laps. (Photo: J. Pudney)

106 of Britain's leading 100 National contenders made their way to Little Rissington RAF base, near Stow-on-the-Wold, to battle for points in the 8 round series, with a healthy 44 Senior Britain protagonists looking for SAM 80 points.

As both series reach the half-way stage, the general approach and form of the leading contenders starts to show more clearly. Some look for the limelight of an outright win, while others are content to score "percentage" points and not risk non-finishes.

A point of interest regarding the National final, was that the tremendous three-way battle for the overall win involved three drivers who were at the time fairly well down the points chart, but who, with four rounds still to go, could still get well into contention.

Rapid Sisley

Wearing for the first time the yellow colours of the newly backed Sisley/Rapid Movements team, Bill Sisley himself had a perfect day. Pole position, with a win, a second, and a fourth in the heats, followed by a runaway win, added up to probably the most convincing performance of the series so far.

Sharing the front row was regular Britain Class front runner Nigel Cleveley, with identical heat results. Behind Sisley, and putting up a very good, consistent heat performance was Steve Gill, sharing row two with Terry Williams. Adrian Mills and Mike Devine were next up with British Champion Peter Rochford surprisingly on row 4, with Paul Lake.

The distant yellow profile of pole-man Sisley made the best of the start, with Cleveley tucking in behind, ahead of Williams, Devine, Mills, Rochford, Lake and Gill, who had been somewhat bundled out of the first lap melee. The rest of the field filed by in close company, although not containing anyone likely to move forward and challenge the leading group.

As Sisley slowly but surely eased clear,

Prior Warning

Prior, Hann, and Sparks fight out a tense final at K & S round 4, but finish in that order. Christo fourth and now well in overall contention. Series leader Tredwell fifth. Sisley walks away with SAM 80 final.

beginning an error-free drive that was to see him well clear at the end of 20 long laps, Cleveley was left to fend off the attentions of a hard-pushing Terry Williams — a contest that was to last throughout. Rochford moved past Mills and gradually began to reel in fourth man Devine, in what was to be the outstanding charge of the race. Gill, meanwhile, had gathered himself together, passed Lake and shortly afterwards Mills, but was to find progress after this difficult.

Half distance, and although Devine had briefly tagged on to the Cleveley/Williams battle, he was now faced with a rear-guard defence as Rochford moved closer, sneaking by on lap 11 after a brief skirmish. Two more laps and Rochford was looking for a way past Williams. Two more and he succeeded. Another pair and he relieved Cleveley of second.

By this time, Sisley was virtually out of

Guess who ran away with the SAM 80 final? (Photo: J. Pudney)



continued . . .

sight, and with only four more tours to go, had it completely sewn up. Rochford settled for second, but Williams was still all over Cleveley, searching for the way into third – and Devine was only feet away as well!

However, some tight driving meant no further change, and the queue followed a delighted Bill Sisley home.

1st Bill Sisley Kestrel/Hewland
2nd Peter Rochford MM2/Hewland
3rd Nigel Cleveley Barloti/Hewland

Prior Returns

Gary Prior has struggled this year to achieve results with the BM/BM set up, and a job offer from Dartford Karting recently provided the opportunity for a change. Neil Hann amicably released Prior from his BM contract and so, after a couple of club meetings to settle in, Gary lined up for his first K & S round with the well-backed Dart, using TKM motive power.

The change was dramatic, and it was no surprise to see Prior on grid 2 as the main final lined up. Pole – and how ironical – went to Neil Hann! After indifferent rounds thus far, the ex-British Champion had taken the bull by the horns and put in three aggressive heats, only dropping one point on the way. Grid three went to Kiwi Ashley Sparks. Carburettor problems in his first heat had probably cost the Fullerton team driver a front row spot, although he looked capable of pushing the front row pair for pace. Outside, sat a surprise in the form of Guy Tipping. Consistent heat results had paid dividends, although the Camberley-based driver

was not expected to match the leaders for speed.

Dickson Karting's Brian Parias, Barry Peary, Gerry Cain, and Peter Christo made up the third and fourth rows, with other likely challenges to come from series leader Tredwell (row 5), Nigel Edwards (row 5 – back after missing two rounds with his broken collar bone), Steve Davis (row 8) and Paul Carr (row 9).

For Carr, this was to be the last race with TKM factory backing. The news of the split had broken a couple of weeks earlier, but at the time of the meeting, Carr had been unable to arrange another drive and was looking forward to Clay Pigeon with apprehension. (see *Just Heard*). Needless to say, Carr was keen to make a point with his last drive. . . Some interesting names were missing from the final line-up, none more so than George Price. The Northerner had badly damaged his chassis in his first heat after a hefty collision with a

THE GRID

Prior	Hann
Tipping	Sparks
Peary	Parias
Christo	Cain
Tredwell	Edwards
Lambden	Waldron
Murphy	Giddings
Davis	Cummings
Carr	Marsden
Moore	Ballantyne
Leclere	Parrington
Stephens	Williams



spinning Len Jarman – the latter's front bar and pedals being completely ripped off. Roger Moth had seized in his last heat and uncharacteristically been unable to progress from the 'C' final. Kenny Churchill was on holiday!

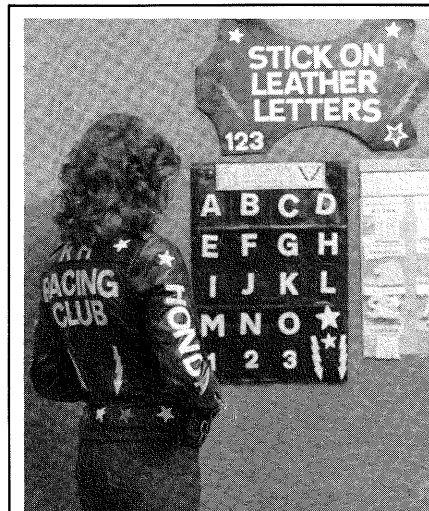
Perhaps unluckiest non-qualifier was Paul Wilkes, after a meaty charge from the 'D' final. He missed promotion from the 'B' final by one place. . .

Prior carved across to lead into the first right-hander, and as they peeled off into the infield

THE TRADE PAGE

● TVM report that they have just received the first shipment of new Yamaha YZ (G) series 125 engines.

● Following the decrease in quality of recent batches of Tillotson carburettor needle assemblies, and having suffered the associated carburettor problems, John Mills is supplying needles made of a much harder material.



R & H Leathers (London), a small company run by Harry Garcia, are offering high quality leather stick on letters, numbers and shapes – of obvious appeal to the karter who wants to dress up his leathers or vinyls. Available in red, white, and black, the letters are self adhesive – “no mess, no glue, no stitching” – and are guaranteed to stay on. Harry has some 20 years experience in the leather trade, and spent a great deal of time finding the right adhesive for the job.

R & H are currently establishing agents throughout the country for their product, and also their latest line – one piece pvc suits in all colours and sizes.

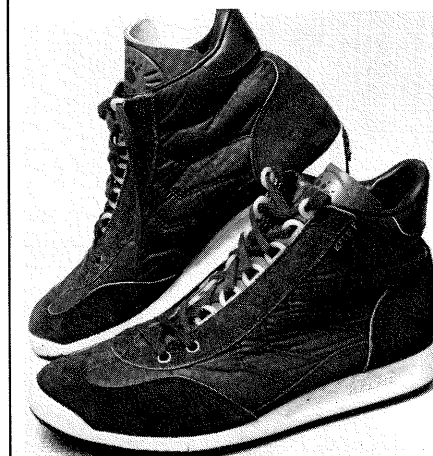


The Essex Kart Centre, in Dagenham, recently opened its doors. Stressing that they are not manufacturers, Essex intend to offer unbiased agencies for a number of makes of kart – including ART for which they are sole U.K. agent – engines, and other karting services.

● Kelgate, makers of the quality brake and disc assemblies, are also producing amazingly light, hollow 30mm axles. The specification includes spaced circlip grooves around the axle for ease of locating rear hubs and as a safety measure against movement, as well as a light-weight foam plastic filler in the interior.

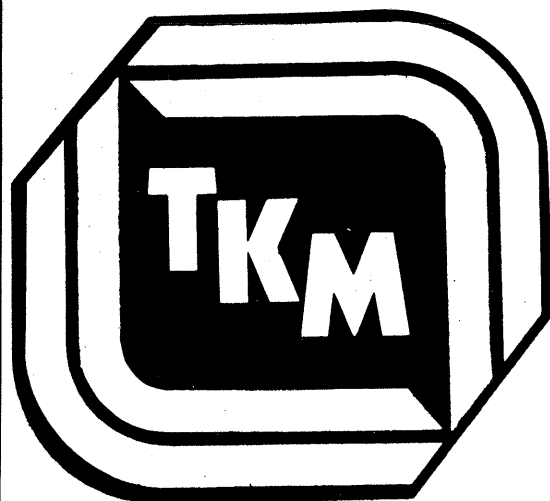
● Pallant & Foulsham of Epsom – who number several karters on their staff – offer a large range of tool boxes from hand boxes to large chests. They produce a colourful detailed brochure, which can be obtained from them (see ad. elsewhere).

● Chris Taylor Racing Preparations of Buckingham is now marketing a complete Class 1, 125, 210, and 250 conversion kit for 30mm axles. In addition, Chris is handling the Brenbo braking system, which he describes as “fabulous” and which he hopes to promote rigorously.



As usual, several new products from Sisley Karting including (above) new Spanish driving boots, retail price £13.00. Sisley also offers English-made dial gauges at £12.00, Italian carb. pressure testers at £15.00, and a Kestrel mechanical brake for Britain Classes or fun karts, at £20.00.

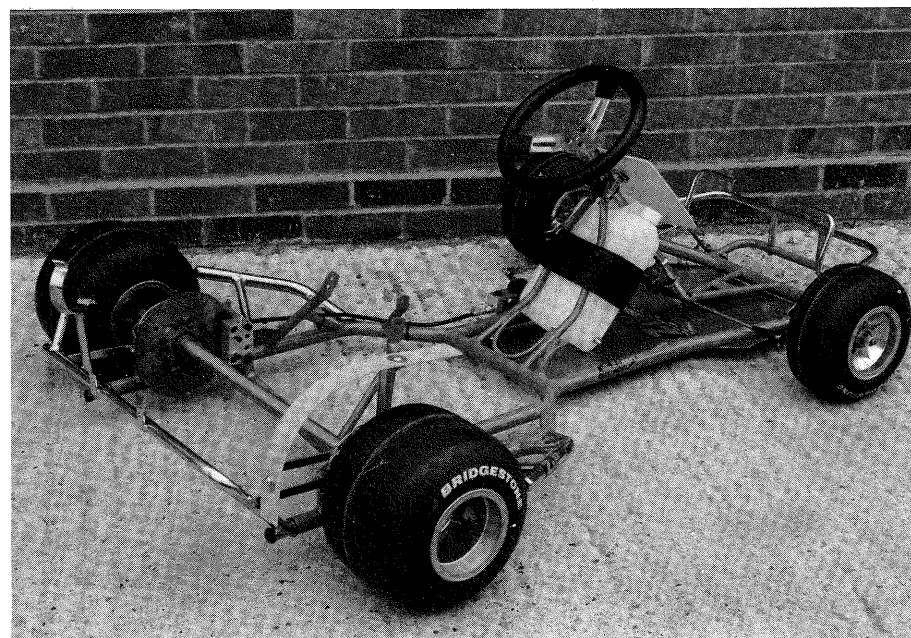
CROSSROADS RACING SERVICE CENTRE



MAIN AGENTS FOR TKM ENGINES
DYNO TESTING FACILITIES
FULL ENGINE TUNING FACILITIES
NEW AND SECONDHAND KARTS FROM STOCK
TRADE ENQUIRIES WELCOME
FULL RANGE OF ALL ENGINE SPARES

FINANCE AVAILABLE


599 TANWORTH LANE, SHIRLEY,
SOLIHULL, BIRMINGHAM. B90 4JE
TELEPHONE: EARLSWOOD 3225



Zip Kart have announced their new range of 100cc karts. Designated the Z981, the chassis is the one developed by Martin Smart and used to good effect at the Global Cup and European Team events. Changes from the previous SE range are several – notably in main chassis dimensions, specification of chassis materials, and steering geometry. Z981 variants with minor steering geometry differences will also be available for National and Britain classes.




Due to be launched at the Earls Court Motorcycle Show this month is a new Hermetite product of interest to karters. “Bike Instant Gasket” seals oil, water, anti-freeze, or transmission fluid leaks, is clear – to avoid spoiling a mechanic's good looks, and has a r.r.p. of £1.48, excluding VAT.



Redhill Racing

CLASS 1 KART RACING SPECIALISTS



ENGINE TUNING AND PREPARATION OUR SPECIALITY

DYNO TESTING FACILITIES, WHILE YOU WAIT CRANKSHAFT SPLITTING, BORING & HONING

MIDLAND AGENTS FOR BM KARTS & ENGINES

AGENTS FOR ZIP, SPRINT AND BIREL KARTS AND EQUIPMENT

COMPLETE RANGE OF SECONDHAND KARTS AND ENGINES EX STOCK

MAIL ORDER. COD SERVICE. TRADE ENQUIRIES WELCOME.

For more information please contact

MARK BARNARD
for personal service

Redhill Racing
Unit 29 South Moons Moat Industrial Estate
Padget's Lane Redditch Worcs B98 0RD England
Telephone Redditch (0527) 26263/29002
Telex: REDMAT 335693
A Subsidiary of Redhill Developments Limited

BM K96/TT ENGINES

Latest for Junior and Senior National.

Bare£230

Complete, with ignition & Carb£285

ZIP 125 GP CHASSIS

Specially designed for use with Rotax engines.....P.O.A.

FULL RANGE BM KARTS IN STOCK.

We have all your karting requirements, helmets, boots, gloves, leathers, stands, tyres, etc.,

PLUS

a large range of secondhand karts. Prices range from £180.00 to £400.00

Call and see us at:-

L.D.RACING

3 Bolton Road, Kearsley, Nr. Bolton, Lancs. Phone (0204) 75267

24 Hour ansaphone service
Trade van at all meetings

KARTING TOURS

SEND FOR FREE BROCHURE OF INCLUSIVE TOURS TO THE 1980 WORLD CHAMPIONSHIPS, THE JUNIOR CUP, AND THE EUROPEAN CHAMPIONSHIPS.

100cc WORLD CHAMPIONSHIPS NOW MOVED TO NIVELLES

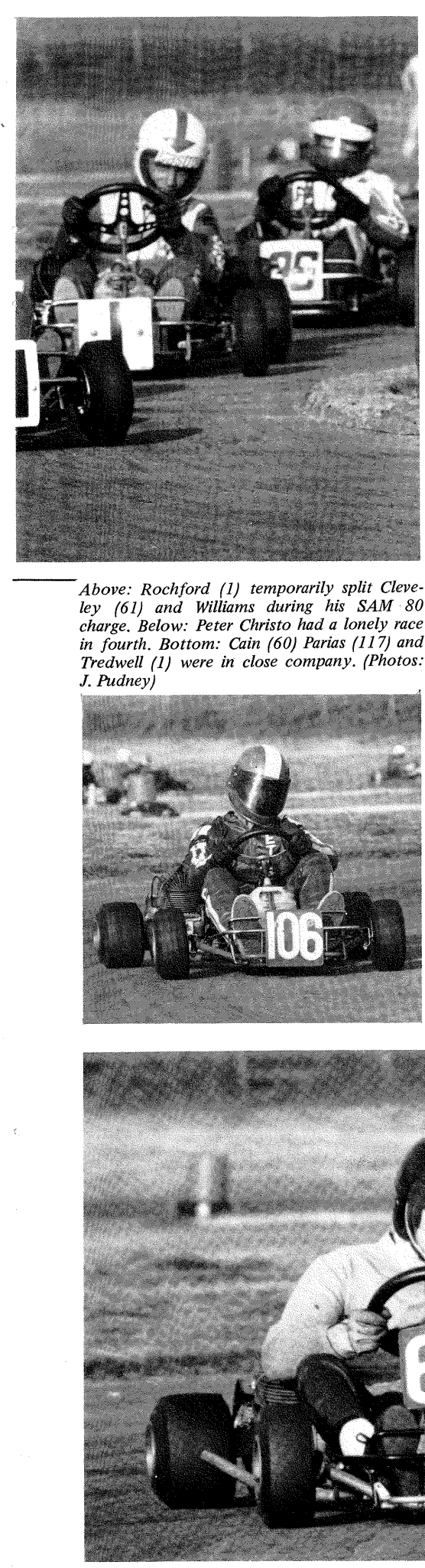
This will not affect our Championship tours.

Three economy tours of varying lengths are available, taking in the whole event or the main practice and finals. Tours include travel by coach and sea ferry, transfer to Brussels, daily transfer to and from the circuit, and accommodation.

PRICES FROM £59 (£49 if under 18)

CLUBS — enquire about our group rates!

Trans World Conference Organisers,
142-144 Oxford Road,
Cowley, Oxford OX4 2DZ.
Telephone: (0865) 774051



Above: Rochford (1) temporarily split Cleveley (61) and Williams during his SAM 80 charge. Below: Peter Christo had a lonely race in fourth. Bottom: Cain (60) Parias (117) and Tredwell (1) were in close company. (Photos: J. Pudney)

section, Sparks slipped inside Hann for second. As they filed by to complete the lap, Tipping still held fourth, although pressed by a rapid-starting Christo. Edwards had been punted off, restarting at the rear, so Parias led the bunch through — Cain, Peary, Tredwell, Murphy, Lambden, Moore, and Waldron. Further back, Davis and Carr were making progress, and it would only be a few laps before they would be in touch with this group.

The front threesome whined by nose-to-tail, pulling clear to begin a race-long chase. Tredwell had made rapid progress to move into sixth after four laps, but a “contretemps” at the hairpin lost him 5 places, forcing him to begin all over again.

Cain and Parias had stuck together in the early laps and now duelled for fifth, while further back, Davis and Carr were still together, occasionally swapping places, but still moving forward.

Half distance, and the leading threesome showed no change, still tied together, but a short distance clear of Christo, alone in fourth. Cain led the bunch as they filed by in duelling groups of three or four — Parias, Murphy, a recovering Tredwell, Tipping, Carr, Davis, Lambden, Waldron, and Mike Ballantyne.

As Tredwell now picked his way back, to lead the bunch — in fifth overall, the Davis/Carr duel reached its climax, with Davis rotating in a cloud of rubber smoke. Karts flew in all directions — Waldron spinning, Lambden across the grass, and Ballantyne head on into the stationary Davis machine!

With that scrap settled, all eyes lit upon the tense threesome at the front. Still nothing in it — Prior, concentrating intently, Sparks, perhaps starting to feel the effects of limited racing, and Hann, probing for a chance to get back. Three laps to go — still no change. Sparks occasionally dropped a few yards, but immediately caught up again.

Tredwell was now clear in fifth, while Cain now led Murphy and Carr, with the midfield starting to string out — Tipping, a late moving Parrington, Edwards, recovering well from his first lap dilemma, and Paul Giddings.

Final lap and the mistake came. Sparks slid fractionally wide, Hann pounced, and it was too late to do anything about it. The three crossed the line as one to end a long, tough, race, with the field pounding through at varying distances — Carr demoting Murphy during the final tour.

	1	2	3	4	Total
M. Tredwell	115	130	125	122	492
P. Carr	102	138	96	115	451
C. Leclerc	108	124	109	97	438
P. Christo	126	36	127	124	413
N. Box	113	116	105	59	393
C. Lambden	59	103	110	111	383
N. Parrington	112	94	65	110	381
B. Parias	58	99	109	114	380
R. Moth	136	85	97	56	374
M. Beauchamp	60	115	113	81	369
K. Churchill	123	124	120	—	367
S. Tillett	112	97	108	54	361
G. Price	127	132	101	—	360
J. Wellsted	54	126	96	83	359
S. Chittenden	107	108	69	75	359
C. Booth	104	47	104	83	338
K. Fine	76	98	104	56	334
I. Williams	—	115	117	98	330
N. Hann	27	53	110	136	326
G. Cain	47	109	47	122	325
P. Elliot	111	47	91	65	314
N. Fletcher	104	56	92	62	314
T. Bell	81	55	115	62	313
B. Peary	44	41	120	106	311
T. Wright	118	90	41	62	311
S. Davis	88	122	—	100	310
L. Crane	47	81	102	79	309
D. Preston	91	58	71	88	308
C. Stoney	48	55	132	68	303
A. Sparks	75	98	—	128	301
R. Wright	110	39	73	77	299
G. Till	106	55	49	87	297
P. Giddings	58	44	75	115	292
L. Marsden	34	22	125	109	290
G. Prior	18	85	43	136	282
M. Gailer	100	110	—	70	280
A. Fairless	85	83	108	—	276
K. Murphy	—	49	108	118	275
M. Moore	127	36	—	99	262
R. Owen	57	79	47	79	262
R. Lewis	56	83	40	78	257
D. Tebbutt	77	46	74	59	256
G. Cox	70	81	46	57	254
S. Sykes	44	104	42	55	245
T. Lilley	—	92	76	76	244
M. McGing	101	109	—	33	243
W. Homer	117	42	—	71	230
N. Edwards	112	—	—	116	228
J. Adolpho	117	35	—	74	226
Mick Smith	81	51	33	57	222

THE **ART80** KART

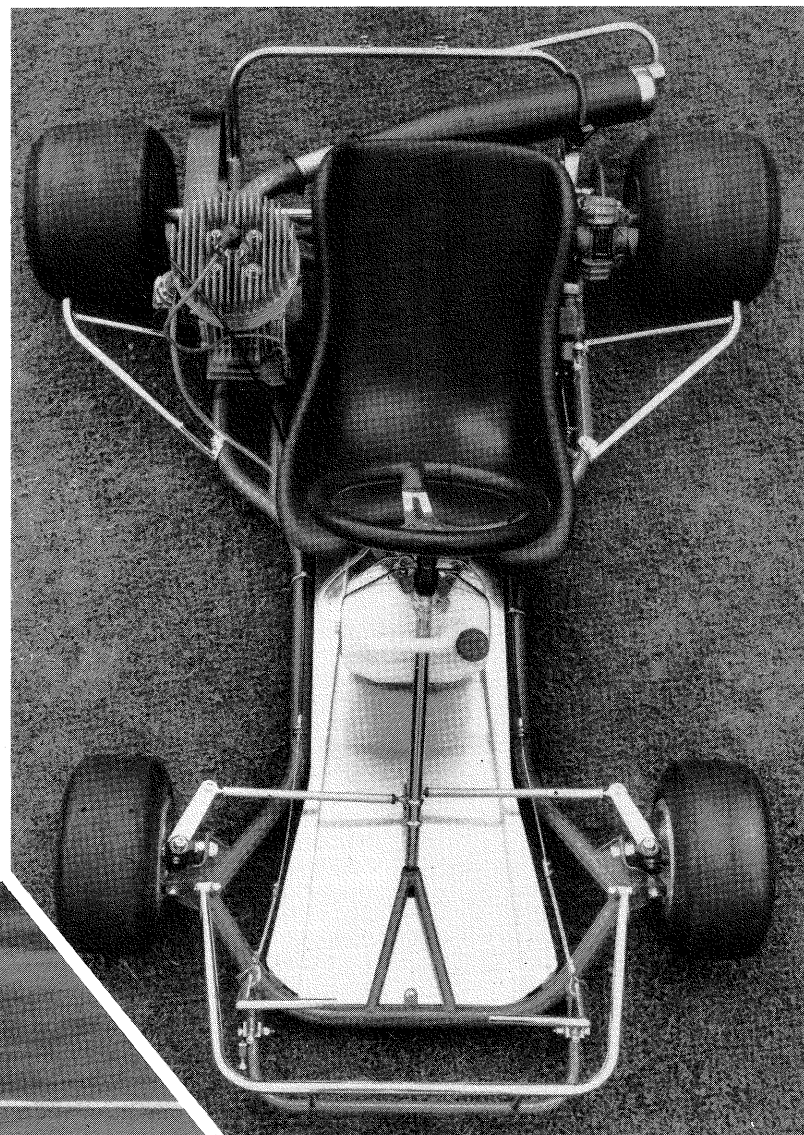
Light-Strong-Reliable

**Exhaustive
development
programme.**

**The best engineering
and fabrication.**

**The best available
components.**

**Chassis mounted
AP Lockheed brake
fitted as standard.**



**Paul South, ART80¹
Hewland powered,
wins Round 5 of the
Junior National Class
of the Road & Racing**

Price from £435 Racewear Championship at Felton.

ART

Racing Karts Ltd.

12, HUNTER ROAD, LONDON SW20, ENGLAND.

OVERSEAS DISTRIBUTORS
REQUIRED

tel: 01-946 7401/01-947 4117

In just the blink of an eye the eagerly awaited Daily Express Hermetite Grand Prix has been and gone. By the time you read this, there will be the normal amount of "ifs", "buts" and "if onlys" going about to sooth away the disappointment of many of the drivers who did not quite make it again, or had one or two of those stupid mechanical failures that only appear once a year — at the major meetings! Over the past 2-3 years I have had my fair share of those, so hopefully next month I will be able to report that we had none this year. . .

I don't as a rule try to predict the outcome of meetings, but I feel a few things will certainly happen at this GP, and it will be interesting to see how close we come to them. Firstly, I feel lap times will be down to the 1:35.4 bracket, if only by a handful of drivers. I feel that about six drivers will be considerably quicker than the rest — and I would like to think that most of these six will be in the Hermetite Zip Team. I feel that John Rees could well be very quick again this year, as obviously will Steve Stylin. I think Rob will get it together as will Nigel Smith and John Ball. I would also expect to see an attendance of about 15,000 spectators — which would certainly set a new high for a big circuit meeting.

As for the weather — well I am going to predict that it is going to pour with rain, as whenever I predict anything the opposite normally happens, so this should ensure a fine sunny day!

I think possibly one of the closest races will be the 210 Villiers Grand Prix, as at a circuit like Silverstone, they all seem to be so close. I expect we will see a line of karts slipstreaming each other all the way round to the flag. The Superkart Grand Prix will not have more than three drivers in the leading bunch, and I feel that they will probably have a large lead over the rest of the pack. The 250 National Grand Prix is, I hope, going to be excellent, as this is a very important class to get off the ground and this could certainly help it. With the high 125 Class entry this is really going to be a good race, with considerably quicker top speeds than last year. Well, we should know by now whether my predictions are just a load of rubbish or whether I have found another vocation. . . By the way, on Friday the 1st of August there was due to be a meeting with the RAC to discuss the future engine situation for Superkarts. Hopefully next month I will be able to let you know the outcome of this.

Well, we have had the 2nd Round of the RAC Championships at Carnaby, and once again Dave romped away and showed the field a clean pair of heels. Calvin Fish drove superbly to finish a good second while Paul was third. I gained fourth on the line from Steve Stylin. The result means that Butty is well clear in first and I am reasonably well clear in second, but everything really depends on what happens at Oulton — if Dave or myself were to have trouble, then it would be really wide open.

As for the round at Carnaby, I must firstly say that I did not think the circuit was as bumpy as had been reported, nor did I find



HINES QUARTER

surface changes were that much of a hazard — however it was dry and these would really only show up in the wet. Organisation was good, but in all honesty a round of the prestigious British Championships should never be held on a circuit of the "temporary" type as you can just not get any atmosphere going. It is such a pity that a really good days racing, and very close at that, should only be witnessed by a handful of spectators. It does seem a shame when there were so many other venues available and I know of at least one circuit that applied for a round but were not given one, yet they have run Championship rounds successfully in the past.

Graham Roscoe had a horrific accident while going through the ultra-fast chicane and ended up some 50 yards off the circuit in a field. To everyone's complete amazement, within about 15 minutes he was up and about, trying to repair a kart that was virtually flattened in the accident — however it was in the end found to be beyond repair. The moment the kart had come to rest in the field, along with Graham, one of his very worried and indeed shocked mechanics ran across the track to help! Now I know he was only worried about Graham, but at the same time, Calvin was sitting on my back bumper as we came through the chicane at about 110 mph on the last lap, only to be confronted by this mechanic running straight into us! How I missed him I will never know and how Calvin also avoided him is a miracle. I have to admit that I have never been so scared on a big circuit in all my life as I was at that moment. If we had hit him I am sure at least two of us would have been killed due to the speed and his weight hitting us. There have been some really horrific accidents in car racing like this, so please think before you cross a circuit — I know it is the natural thing to do, but you won't be helping anyone if you are in the Ambulance yourself.

I suppose you have probably noticed that Butty, Calvin and myself have been using some new carbs lately. They are the 38mm Delorto type, and I must admit they seem to be running very well. They are now available for anyone who would like to try them (from Zip Kart — where else?) The cost is about £120 per pair. The

main benefit they have is that set up in the way that Butty and myself are running them, they do seem to run very clean low down.

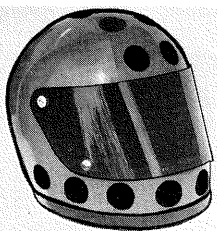
Well what can one say about Thruxton — a really superb circuit, but what is wrong with the weather down there — the only two meetings we have had there and they have both been virtually washed out! Such a shame as this year it appeared as though we could have got up to 10,000 spectators, as there was a TV splash about it on the Friday night prior to the event, and lots of other local coverage. At 11 a.m., the weather looked good and the crowds were pouring in but then the heavens just opened up and that was that — from a spectators point of view. Now the real big problem with promoting meetings like this is the finances necessary behind it, which are quite colossal. The meeting at Thruxton lost a considerable amount of money due to two main reasons — one was obviously the weather (which is just a gamble you take), and the second, the lack of entries, especially from the Northern parts of England. It is at meetings like this that the organisers really need the support of drivers. It does seem that when there are meetings at Snetterton, Lydden or Thruxton, that there is very little support from drivers in the northern half of the Country. Now I know there are the exceptions, and I know the cost of getting to meetings is forever rising, but look at the big circuit meetings in the northern half of the country — you will nearly always find the Turners, Elmores, and the like from the West Country there as well as the Welsh brigade and the London mob. Obviously it is not quite that imperative for meetings like Lydden where they are restricted to one grid of 250's anyway, but for meetings like Thruxton and Snetterton it is important, no matter what the class, to get a good entry to ensure the future of these venues and offer prize money and really good trophies.

The next four weeks appear to be something of a hectic month, with four major events all being decided. By the next K & S issue, all the major titles will have been allocated as we have the Superkart final round at Cadwell, 2 weeks later the British Championship final round at Oulton, and the following week the European Championship at Jyllands Ringen.

I wonder if the dreaded Rotax twin engine will turn up there? I reckon a couple of Swedes and maybe a couple of Danes will have them. However, I have heard that some of the Scandinavian entrants are going to boycott the meeting if they do allow them to be used. Sounds like an interesting meeting! For sure it will have bags of atmosphere, (and the night life is normally not too bad!!).

Marton

Don't Miss Out!
**Fill in the subscription form
on page 52**



SWINDON KARTING

CLASS 1 SPECIALIST

OUR SHOWROOMS ARE OPEN FROM 12 NOON -- 8 P.M.



24-hour Ansaphone
on 0793-812327

CHASSIS PARTS

Axle Sprockets	£3.65
Spun Alloy Rims 4"	£3.10
Spun Alloy Rims 3"	£3.00
Spun Alloy Rims 2"	£2.50
Bridgestones 460 YAW	£17.90
Bridgestones 700 YAW	£18.90

ENGINE SPARES

IAME & TKM Pistons	£7.25
Super Rings	£4.50
Con Rods	£13.50
Motoplats, complete	£39.00
Sprockets, 8, 9, 10, 11	£3.35
Exhausts	£15.95
Tillotson, HL317A	£12.65
Rotary Valves	£2.95
Super Roll Cage	£3.95

Secondhand Equipment

Sprint 104 Aug. '79, ex John Crooks, Clay Pigeon	£225.00
Lane, little used, ex-Alan Lane	£245.00
Lane, SS20TT, fully rebuilt, tuned	£275.00
48.00 SS20TT, fully rebuilt, tuned	£295.00
48.2 DAP T70 Britain	£195.00

3, MARLBOROUGH ROAD, WROUGHTON, SWINDON, WILTS.



SPRINT



CHAMPS COMING UP SPECIAL OFFER ON

ALL PRICES INCLUDE VAT & POSTAGE
(except Karts and Engines)

German Goodyear 350	£10.00
German Goodyear 450	£11.50
German Goodyear 600	£12.25
DID Chain 35T	£4.75
DID Chain 219HT	£6.50
NGK B8EV, 9EV, 10EV	£1.60
Motorcraft 403, 60375p
Castrol R30, R40	£1.59

HIGH PERFORMANCE 2 STROKE OIL



Full Engine Rebuilding Service,
Precision Honing, Boring,
Crank-splitting, Chassis welding.

30H.p. or bust!

The 100cc kart engine has remained basically static in construction for nearly 20 years. Where do we go from here? What exciting developments could lurk on the horizon? Dr. Ivan U. Engenbloan, an aeronautical engineer with a karting interest, speculates on the future.

The two-stroke engine, in general, hasn't had anything really new and exciting happen to it since the invention of C.D.I. electronic ignition. Are we coming to the end of two-stroke development? Not on your life. It is alive and well and living in the mind of Rotax's Dr. Lippitch and sundry other internal combustion geniuses.

Two-stroke tuners won't rest until they achieve four-stroke type B.M.E.P. (Brake Mean Effective Pressure) figures. In theory, because a two-stroke fires twice as often as a four-stroke, for any given capacity we could expect to get twice as much power. In practice this hasn't been achieved but we can expect to get a lot closer — unless something comes along in the meantime which completely supersedes the piston engine as we know it today. The direct drive rotary valve kart engine provides the biggest challenge to the tuner — one not only has to achieve the good horsepower for size figures more attributed to "peaky" racing motorcycle engines, but also a dead flat torque curve, enabling the engine to pull well from very low revs.

It doesn't take much radical thinking to predict that the World Championship kart engine of ten years time will be vastly superior to the time honoured examples in use today. One could expect to see some of the features already incorporated in the all-conquering Rotax. For a start, cast iron has been with us since Biblical times and as a liner material is being superseded. Serious International drivers have to rebore their engines after virtually every meeting, and run (by modern standards) the comparatively larger bore clearance of 3 thou. to get round the differential thermal expansion problems associated with a thick cast iron liner. The logical step forward here will be the Rotax-style Nikasil liner. This is a process developed by Mercedes Benz whereby a hard aluminium barrel is coated with nickel containing particles of hard silicon carbide and then honed to size with a diamond tool. This leaves an extremely hard wearing surface that retains oil and is hard to seize on. If for no other reason, this type of liner would be an advantage as all kart drivers commit the cardinal sin of not using an air cleaner, in the interests of getting at the pure(?) air for maximum power although this allows the ingestion of anything else that happens by. Using a suitably matched high silicon alloy piston, a tighter bore clearance can also be used.

Water cooling is a totally unnecessary sophistication. Tomorrow's higher-power and heat-output engines will run on methanol. Methanol runs cooler, gives a 10-15% increase in bottom-end and mid-range power, and coupled with the ever worsening petrol squeeze is the only logical alternative. The

Americans, South Africans, Australians and New Zealanders have been using "alky" for years and all speak highly of longer engine life through cooler running and increased reliability because of the advantage of being able to use lower ratio gearing and thus lower revs.

Rotax style porting configuration would be the cleverest design around at present. Four transfers, one "TT" port and a single oval exhaust port with two smaller auxilliary ports either side of it will turn up in a kart motor sooner or later. Rotax also utilise unusually flat transfer roof angles in the interests of more efficient cylinder stuffing. Streams of fresh mixture from the transfers collide with each other head on and expand upwards, effectively giving a denser charge.

Undoubtedly the biggest leap forward in power will come through variable timings — port timings, rotary valve timings, exhaust timings, ignition timings — controlled by electronic brains. Although 100cc kart motors are now fed by beautifully made guillotine diaphragm carburettors that meter well throughout the rev range, they are still likely to be superseded by a kind of electronically controlled injection system that meters perfectly.

The brilliant minds at Yamaha have recently come up with "POWERVERVE", a servo-controlled exhaust port restrictor that helps prevent charge loss at low revs and is already in use in their TZ 125 single cylinder engine. The first "kart" engine to utilise this idea will run away and hide. . .

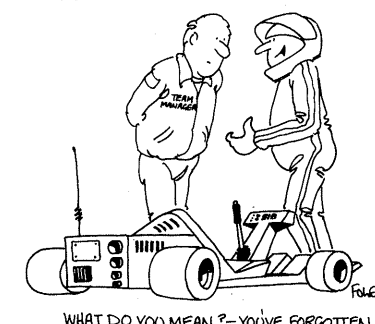
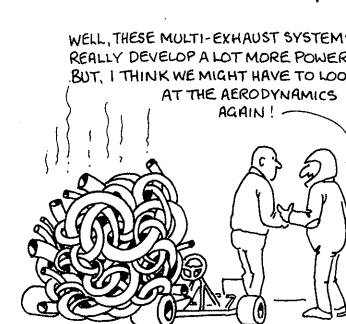
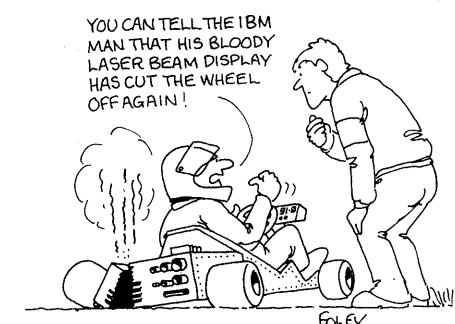
The comparatively straight forward "volume tuned" Vevey exhaust has been with us for about ten years now and barely even makes the grade as an expansion chamber. This is for a very good reason, because with only one gear to play around with, kart drivers cannot afford to have the narrow power band associated with a multi-diffuser chamber. In this case it is better to be "half on" all the time than "all on" half the time. Can you imagine a kind of electronically controlled multi-adjustable expansion chamber that returns the perfect cylinder scavenging and ramming pulse-wave throughout the rev range? It will be a technological nightmare, but it will come!

Add to this automatic ignition advance and there you have it — the ideal two stroke!

With Silicon Chip technology going ahead in leaps and bounds, the whole workings of this technological masterpiece will probably be controlled by a "magic box" no bigger than a cigarette packet. And who will eventually produce these mind blowing engines? Probably the Japanese. Sales govern development efforts, so we can expect to see any leap forward in karting come as a spin-off from motorcycle development. Yamaha springs to the fore, being big in both bikes and karts. They appear to be the most technically innovative as they experiment to find greater efficiency in order to stay ahead both in bike racing and in complying with stricter anti-pollution requirements in the vast American market.

But don't discount the English. You may be surprised to know that England is right up with the play and exports a lot of computer technology to the U.S. If our electronic Wizards decide to spend some time in the two-stroke field, successful engine manufacturers in this part of the World will be there to take advantage of the new found technology.

However, with the various restrictions of homologation, some of these ideas may never appear in 100cc kart engines — although the planned 135cc class does lend itself to such experimentation. . .



August 1980

19



importer & concessionaire
FOR
PARILLA

Sole Concessionaire for:

Komet K55TT reed engine — for Junior National and National. Exceptional value, with almost guaranteed reliability and performance. Complete with Motoplat electronic ignition and carburettor £250
All models of Parilla engines, and PCR's, in stock, or obtainable — from the TG14L Britain Class to the latest International models

NOW AVAILABLE

The FERRARI KART ex stock £465.00*

*Less tyres and tubes.

Built in Italy, this unique chassis has undergone extensive testing and is now offered. Enquire now about the FERRARI Inter K100 chassis for 100 International. **INTERESTED AREA AGENTS REQUIRED — UK & OVERSEAS**

OFFICE (ONLY): 66-69 LINK HOUSE, FRUIT & VEG MARKET, NEW COVENT GARDEN MARKET, LONDON SW8 5EE TEL: 01-720 1004 TLX: 918996 (MAIL ORDER AVAILABLE)

Bromsgrove Kart Club

present the

MIDLAND CHAMPIONSHIPS at Little Rissington, SEPTEMBER 7th

* ALL CLASSES

* OVER £400.00 of trophies, plus
Annual Awards.

The Midland Championships have been an annual event since 1964!

Entry Fee: £7.00

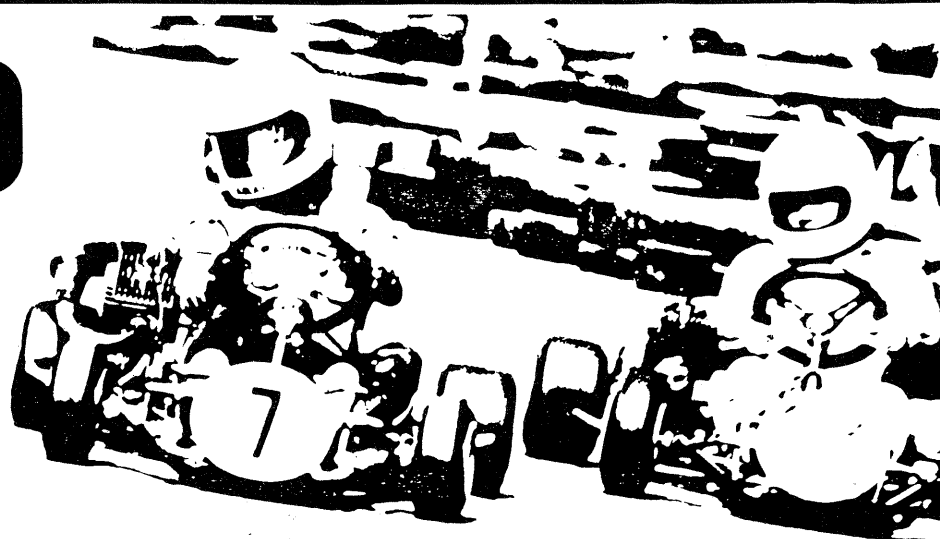
Entries to:

Mrs. S. Witts, "Oakley", Holloway,
Pershore, Worcs.

Telephone: Pershore 2512

Closing Date:— August 31st

D.I.D RACING KART CHAIN



D.I.D racing kart chain is designed especially for karting, making use of the advanced engineering developed to produce motorcycle chains. D.I.D brings the best performance and the longest life for your kart.



HEAD OFFICE & PLANT:

1-197 Kumasaka-cho, Kaga, Ishikawa Pref., Japan
Phone: (07617) 2-1234
Telex: 05126601 DIDKAG J

OSAKA OFFICE:

5 Sueyoshibashi-dori 3-chome, Minami-ku, Osaka, Japan
Phone: (06) 251-2026
Cable Add: DIDD AIDOC HAIN OSAKA
Telex: 05223935 DIDOSA J

Features

- D.I.D 219HT 1. Superior Tight Joint Resistance
- D.I.D 219HTM 2. Less Wear Elongation
- D.I.D 35T 3. Highest Endurance

Kelgate Kart Accessories

are pleased to announce their new high quality braking systems for all classes of karts.

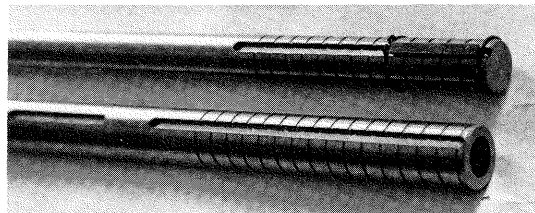
CLASS 1: Includes 7½ inch fully ventilated cast iron disc, disc carrier, caliper and pads, master cylinder, brake hose and fittings. All aluminium parts anodised, with all steel parts chromium plated or chemi-blackened. Built to aircraft standards. Price **£130.** (Can be factory fitted to your kart — **£30** extra)

4 WHEEL BRAKES can be fitted to Class 1 karts, as well as 125, 210, and 250 karts. Price, approx. **£250.** The system is completely independent. (i.e. should the rear brake fail, the fronts will still hold, and vice versa) **ALL OUR BRAKES UTILISE THE LATEST BEL-RAY DOT 5 SILICON-BASED HYDRAULIC FLUID** (boiling point, 550° F)

We can now supply fully (radially) ventilated discs to suit any make of kart.

AXLE EQUIPMENT

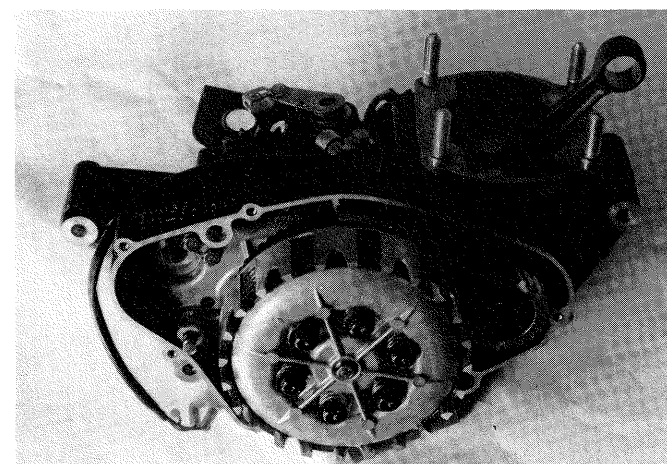
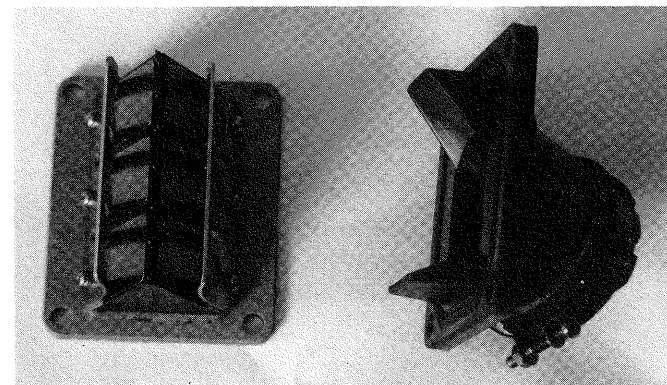
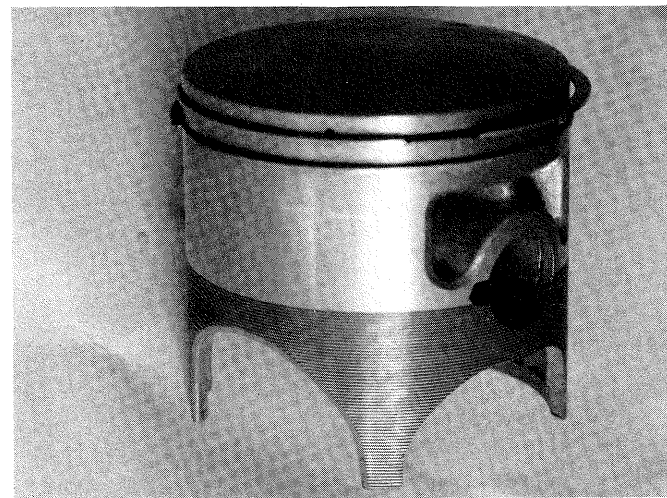
We are sole manufacturers of the new Kelgate light-weight precision hollow 30mm axles, as supplied to leading kart manufacturers. Price: **£30.00** 25mm version (solid) — otherwise identical — now available. With our split aluminium 30mm bearing hangers, it is possible to change from 25mm to 30mm axle units in minutes!



WE CAN DYNAMICALLY BALANCE COMPLETE AXLE ASSEMBLIES, FOR PERFECT OVERALL BALANCE AND IMPROVED PERFORMANCE.

TRADE ENQUIRIES WELCOME

Telephone Bedford (0234) 59748 and speak to Malcolm or Derek, or write to:
Murdoch Road, Manton Lane, Bedford.

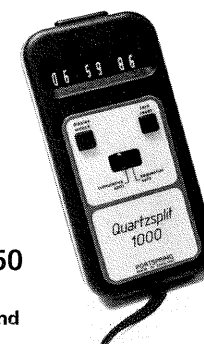


Top: The piston is grooved around the skirt to retain oil. Middle: Yamaha's patented reed cage (left) and moulded rubber carb mount (right). Bottom: The YZ 250 owes much of its heritage to the 125 — note the helical gear primary drive.

INTERKART LTD.
P.O. BOX 111, LONDON N6 4QE. TEL. 01-348 3329

**INTRODUCE TO KARTING
A NEW BRITISH RACE/
RALLY PROVEN
STOPWATCH.**

- * Ideal for Karting.
 - * Taylor (lap) or cumulative time.
 - * Lightweight yet robust. **£27.50** plus VAT and carriage.
- (Also available from Redhill Racing and Lane Racing Developments).



PETER HAYWOOD LTD

KARTS



AERO

BARLOTTI



MOTORS



UPTON 210



(Any Make Supplied).

MOTOR PREPARATION:

To The Highest Standards in any Class from 100 Britain to 250 International.

MAIL ORDER:

The Top Service from our Comprehensive Spares, Stocks for All Classes.



MAIN DISTRIBUTORS
FOR SHELL RACING OILS
MAIN DISTRIBUTORS
FOR TKM MOTORS



STOP PRESS:-

Thruxton Race of Champions
All 210 heats and final won by Haywood prepared motors
1st Final: Peter Haywood — Aero/Haywood Upton
Carnaby RAC British Long Circuit Championship
1st 210: Gordon Douglas — Star/Haywood Upton



AT YOUR
SERVICE
24 HOURS
EVERY DAY
THANKS TO
AnsaFone

EARLY CLOSING: THURSDAY
MON.-SAT. 9am-5.30pm.

new ADDRESS:

**8 Melbourn Street, Royston,
Herts, England.**

Tel: Royston (0763) 42942

Telex 81613 R. SWANNG

The 250 YZ

No doubt Gary Deal's recent wins in the 250 National Class with the TVM YZ 250 (F) Yamaha, coupled with Martin Hines' pertinent comments in the June issue, will have created renewed interest in this once waning class. Yamaha's big reed valve motocross motor deserves closer scrutiny.

A detailed look at the YZ 250 F reveals that it is a blown up (poor choice of words!) version of Yamaha's popular 125 unit. It shares the same port configuration, consisting of a single oval exhaust port, four transfers, and an oval induction port with a piston-timed boost port above the induction. Naturally, as with all mass produced units, a few rough edges and restrictions exist here and there, and there appears to be room for basic "cleaning up", with a consequence performance gain.

Unlike the TD3, the YZ 250 F has a permanent cast iron, reborable liner, with four oversizes available, so a prospective owner can expect to get years of life out of his/her barrel.

In the tough world of motocross, Yamaha have developed a reliability record second to none and have here a very strong motor. With it's beefy crank, almost unbreakable con rod, silver big end and strong gearbox, major crankcase splits should be few and far between.

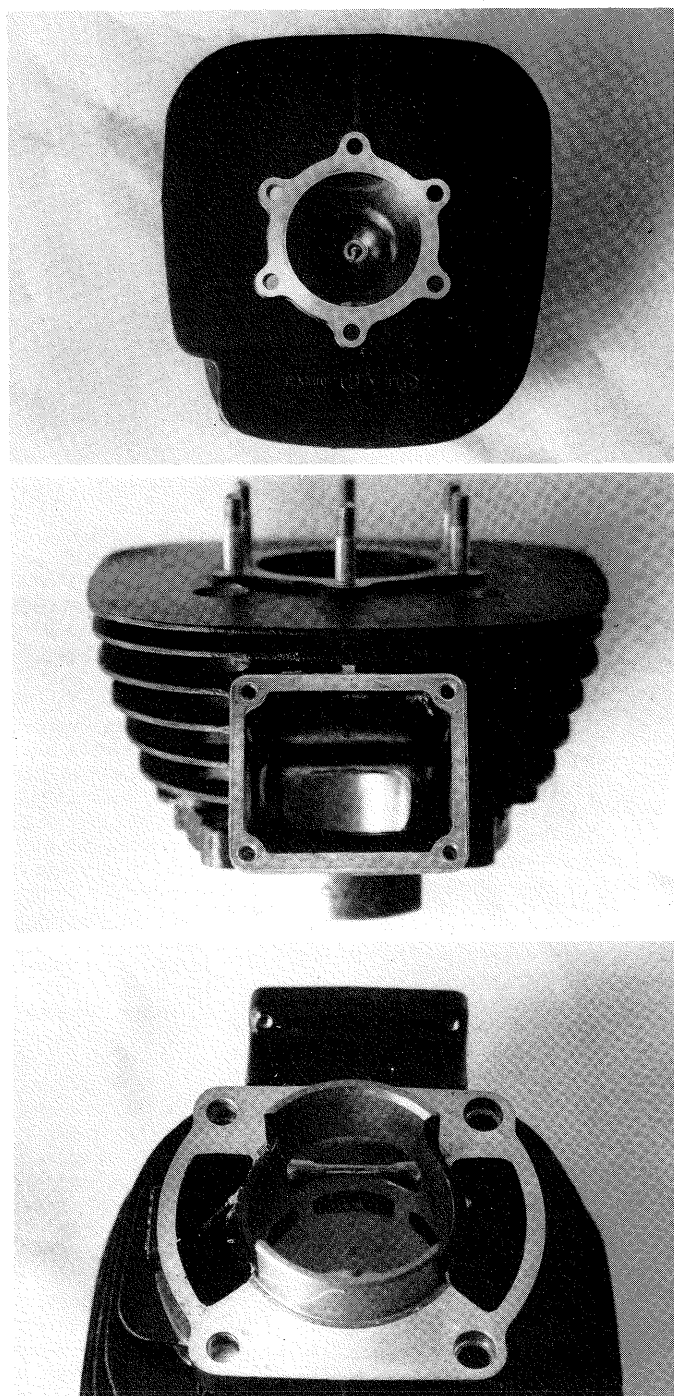
The gearbox itself is of the six speed constant mesh type, with a wet multi-plate clutch. Clutchless gearchanges can be performed with acceptable reliability. As only 5 speeds are permitted in 250 National, one pin in the selector drum is removed by TVM so the pawl cannot engage 6th gear. A small plate is also fitted to prevent any possibility of this gear engaging, should the drum select it by fluke.

Getting to the business end of the motor, the piston is of high silicon alloy, relieved above the gudgeon pin hole to increase seize tolerance. It has two S.G. cast iron "Keystone" (tapered) piston rings. The cylinder head is of radial finned design with the combustion chamber offset away from the exhaust side in the interests of better heat spread and therefore cooling.

Induction is controlled by Yamaha's patented V6 neoprene coated reed block, with spring steel reeds, which has since been copied by most manufacturers of reed valve units. The standard carburettor is a 38mm Mikuni. Naturally it comes set up for motocross racing, which is more akin to short circuit use. Those intending to use the motor in standard form for long circuit racing are advised to start off with a larger main jet and to replace the standard Champion N2G plug with a colder N57G.

Ben Godfrey of TVM, who was successful in gaining homologation for the YZ, advises that the factory claim 38 b.h.p. at 8,500 r.p.m. in standard form. TVM are confident of attaining in the vicinity of 44 b.h.p. at 10,500 r.p.m. after a little development work. One could assume that with power figures like those, the YZ would be a bit of a handful as a motocross motor, but should light up like a Christmas tree on the big circuits! As an illustration of the obvious potential, a bog standard YZ 250 F was recently taken through a standing ¼ mile in a kart, recording a very respectable 12.9 seconds, with a 96.8 m.p.h. "terminal velocity". Time could well prove this motor to be the saviour of the 250 National Class as it now stands, and more than a match for its Spanish contemporaries. . .

R.G.T.



Top: The combustion chamber is offset away from the exhaust port. Middle: The inlet passage angles steeply downwards. Bottom: The port configuration, including the boost port above the inlet.

SPECIFICATIONS

ENGINE TYPE	Air cooled, 2—stroke reed valve induction
DISPLACEMENT	246cc
BORE & STROKE	70mm x 64mm
COMPRESSION RATIO	7.9 : 1
IGNITION	C.D.I. Magneto
LUBRICATION	Mixed, petrol/oil 20:1
BORE CLEARANCE	0.0018 — 0.002in.
IGNITION TIMING	1.37mm B.T.D.C.
CARBURETTOR	VM3855 Mikuni
PERFORMANCE	38 b.h.p. at 8,500 r.p.m.
(In Standard Trim)	



The Superkart Race of Champions field rolls slowly up towards the start line. (Photo: D. Smith)

Rain Dance . . .

Last second win to Stylin as Buttigieg loses a huge lead with a puncture. Elmore and Gange back amongst the action for the places. Haywood annihilates 210 field. Myers and Deal take 125 and 250 National. A wet Thruxton Superkart Race of Champions.

Report: Chris Lambden

The Hampshire plague descended upon the Thruxton circuit on June 22nd as the karting fraternity paid their second annual visit. Intermittent rain showers or outright downpours kept the surface somewhere between damp and ringing wet denying yet again the long-circuit brigade a chance to measure up times against the car racing world on one of Britain's fastest circuits.

However, one thing a wet meeting does do, presenting as it does a totally different set of problems to drivers, is sort out the men from the boys — and what an entertaining sort out it turned out to be.

The Beccles Kart Club crew were imported to run the meeting, which they did in their usual smooth manner, with the usual four long-circuit classes being catered for.

Domination or Annihilation?

It must be very disheartening to be racing in any class when someone like Peter Haywood is on the scene. No-one can deny that Peter has certainly got the combination right this year, but the manner in which he can totally and utterly outpace the rest of the 210 brigade could not be better displayed than it was in the wet at Thruxton.

Visibility problems and a cautious approach cost the Gartmore Racing man one heat, resulting in an uncharacteristic third row grid for the final. Ahead were Gordon Douglas (winner at Cadwell), John Hughes, and Colin Mills, along with surprising front row starters Graham and Phil Hemes.

Although Mills and Hughes got the jump and led as the field disappeared into a haze of spray, it was inevitable that number 27 would emerge from the chicane in front at the end of lap one. Dead right. Already some yards clear of the weaving bunch, Haywood led. Douglas headed the chasing pack — Hughes, Mills, Julian Parry, and Phil Hemes — but it would be a hopeless chase.

Douglas was destined to go out on the fifth lap, having managed to pull a slight gap over the bunch. This left a duelling Mills and Parry providing the entertainment, while Haywood, almost boringly, added an incredible 5 seconds a lap to the gap — eventually finishing some 35 seconds clear. . .

Mills had got the better of Parry before the latter fell back with a couple of laps remaining, and so third was disputed by Chris Anderson and Eddie Cortijo, both bursting from the mid-field in a late charge, and finishing in that order.

Haywood's complete domination must give cause for concern to the other 210 leading lights. The only one currently likely to give him a run is Gordon Douglas — and he is on an engine tuned by Haywood. . . Could Haywood's secret be those meaty discs on the front of the Aero?

1st	Peter Haywood	Gartmore Aero/PH Upton
2nd	Colin Mills	Zip/Burgess Upton
3rd	Chris Anderson	Zip/WRE Upton

Finish of the day, as Neil Myers (30) forces inside Paul Ansell (31) as the pair exit the chicane. (Photo: D. Smith)



continued...

125 Upset/250 Form

As is often the case, the 125 and 250 National fields raced at the same time, albeit with the 250's starting some 30 seconds behind their smaller, but just as rapid, counterparts.

The 125 final provided the upset of the meeting, with the demise of the Merlin pair, Molloy and Wooldridge. Their domination of this category has been almost machine-like, but the water brought with it problems. This time, the battle – and what a battle – was to be fought between front row pairing Paul Ansell (Barlotti/Rotax) and Neil Myers (Landia/TVM Yamaha).

Immediately the flag fell, the two disappeared off into the mist, Myers taking the early initiative. A few seconds back, Molloy and Wooldridge had the measure of the rest, although not looking likely to make any impact on the lead pair.

Ansell took his turn to lead at three-quarters distance and continued to lead as they poured off onto the last lap. Myers, however, had a plan, and as they braked for the chicane for the last time, set himself up for a “slow in – fast out” line – and it worked, the Northampton driver slipping neatly inside a stunned Ansell as they powered out towards the line. Certainly a well thought out and well deserved win.

Wooldridge meanwhile had worked clear of his team-mate, who in turn finished clear of Mike Henry and Stuart Ziemelis.

1st	Neil Myers	Landia/TVM Yamaha
2nd	Paul Ansell	Barlotti/Rotax
3rd	Roy Wooldridge	Zip/Merlin Rotax



Lap 3, and Nigel Smith wags the tail of the Team Schemes machine as he holds Paul Elmore and Reg Gange at bay. In the background, Stylin can be seen leading Ball – who would have thought he could have won from there. . . (Photo: D. Smith)

In contrast, the 250 National final went much to form. Gary Deal earned pole, sharing the front row with John Sellars, Alan Collard, and Dave Butler, but made rather a mess of the first lap, slithering through some distance behind British Champion Sellars and Collard. The question of whether Deal would have caught Sellars, having relieved Collard of second on lap 3 did not arise, as the number one plate did not appear at the end of lap 4!

The remaining laps were mainly formality, the leaders main problem being catching and passing some of the slower 125's without incident. Eddie Cortijo – running both 210 and

250 National nowadays – cruised in for third, some way ahead of Bob Phair and Dave Butler.

1st	Gary Deal	Zip GP/TVM Yamaha
2nd	Alan Collard	Barlotti/Velcro Montessa
3rd	Eddie Cortijo	Lynx/Honda

Just a Touch Lucky?

Feature of the day was to be the 250 Superkart Race of Champions, and with all the regular front runners – plus a couple of surprises –



continued . . .

the same time fending off the enthusiastic attentions of Higgins, this group now about five yards clear of Robbie Childs. With five laps to go of the 25, Tring started to close visibly on South as the racing line dried, and Herbert found himself clear of Higgins who promptly spun briefly at the second corner. Gary Moynihan had also fallen back out of contention.

Into the final lap and South, Tring and Herbert were absolutely nose to tail, just as they came up to lap a group of backmarkers. John tried valiantly to take advantage of the confusion, but in fact it was Paul who coolly gained, pulling clear to complete the lap and take a very well deserved win.

Robbie Childs held on to take fourth, but Tim Sugden had driven very well to finish fifth and stay in the lead of the Series, followed in by Andrew Stapley and a recovering Gary Moynihan. The other Series front-runner, Jonty Millward, started the race on grid nine but dropped right to the back on the first lap, battling solidly right through the race to eventually complete the top ten.

1st	Paul South	ART/Hewland
2nd	Simon Tring	DAP/Pearly TKM
3rd	John Herbert	Cobra/K80

Series points after 5 rounds: Sugden 528, South 516, Millward 510, Herbert 489, Moynihan 458.

This Time! . . .

Early leader in the 100 International 'B' final had been Richard Weatherley ahead of Terry Edgar, Simon Wright and Dave Evans until Weatherley's kart quit under him, and the race ran out as a win for Simon ahead of Dave Evans who had started halfway down the grid. Terry Edgar took third and, making a sort of guest appearance on holiday from South Africa, Guy Lanfear completed the drivers to go through to the main race.

Pole position had been taken by Dave Mellish, alongside Paul Jackson, and Homewood and Gates sat on row two. Martin Leach and Biff Harris occupied row three, and Alan Lane and Doug Spencer one row further back.

As they tore away from the flag, Lanfear's motor seized solid, pitching him into a spectacular retirement against the tyres at the side of the track, but while everyone was watching this an astonishing Mickey Allen shot right

third place out of the first corner, behind Jackson and Gates! At the end of lap two Allen made his move and outbraked Jackson into the pits hairpin to rapidly disappear into the middle distance in what looked as if it had to be an unchallenged win. Alan Gates had other ideas though. . .

Lap four and Alan snatched second from Jackson, immediately charging off after Mickey, but seemingly with no real hope of catching him. Lane and Homewood were nose to tail behind Paul, while Biff Harris was comfortably sixth, just clear of Spencer and Leach.

Homewood tried to overtake Lane just as Lane in turn was making a move on Jackson into the pits hairpin, but what looked to be a bit dodgy resolved itself still in the same order. Homewood tried again at the other end of the track and succeeded, these three still bumper to bumper.

Ricky Grice was now moving closer to Spencer, and Dave Evans was charging rapidly up the field in a magnificent charge from the 'B' final. Homewood suddenly started to fiddle with his carburettor, dropping briefly back while he sorted it out, then closing just as quickly up again on Jackson who had been dropped slightly by Lane. It was now very evident that the racing line was beginning to dry out very quickly, and at this point Allen had about the length of the start straight over Gates. Dave Evans had snatched seventh from Ricky Grice at the far end of the circuit as Rick spun, restarting well down to finish an eventual 12th, and he rapidly closed the gap to Biff Harris, screaming past him under braking to move into an attacking position on Homewood and Jackson. Spencer had indulged in a spin for no apparent reason at the pits hairpin and was now charging through the pack, thoroughly annoyed with himself for his lapse, and while all this was going on Gates had suddenly closed dramatically on Mickey. Alan had gambled on the rain holding off and had fitted the wide Dunlop rears while Mickey had narrow ones. As the rubber visibly darkened on Mickey's tyre so Alan's came into their own. For three frantic laps Alan weaved about looking for an opening. He tried everything and eventually his persistence paid off, grabbing a well deserved lead under braking at the far hairpin, pulling rapidly clear to run to the flag.

Behind this the race was if anything getting even more frantic. Dave Evans took homewood to move into fifth and promptly challenge Jackson, but Paul wasn't having any. Martin retook David to have another go at Paul only to spin as he tried to outbrake him at the pits hairpin. This left Alan Lane still third with Evans now challenging Jackson hard. Up from

First corner, and as Jackson (5), Harris (15), and Gates (29) dispute the right of way, Mickey Allen (1) hurls down the outside – from grid 10! (Photo: G. Sugden)

the pits hairpin they were side by side, but as they went through the left hander that followed Dave just slid a yard too wide, dropping his rear wheel off the kerb. The sprocket graunched on the edge of the track and in a flash his superb drive was over as the chain flipped, coasting for another couple of hundred yards before pulling off. Biff Harris was still there a bit further back, closing up on Paul, and these three were running well ahead of Spencer.

As the race approached its end, both Harris and Jackson caught right up on Lane, and Paul tried outbraking Lane at the pits hairpin, jumping out of his seat to urge the kart forward. He slid wide though allowing both Lane and Harris to get back, and in fact Biff then scrambled past Lane to set off after Mickey Allen, catching him quite quickly. Into the final lap and Gates had to win. Mickey though had a real problem on his hand from Biff Harris. At the far hairpin Biff made his move, shooting past under braking only to slide a fraction too wide. Mickey dived back through and held on to the flag with Biff just behind him, and Jackson and Lane were still ahead of Spencer in spite of his huge effort to get back with them before the end.

For his sensational charge up the field, Dave Evans was named as the Green Man Driver of the Day, looking forward to receiving Paul Fletcher's cheque for £75 to supplement his wage packet, while the runners up this time were Alan Gates and Doug Spencer.

1st	Alan Gates	TKM/TKM
2nd	Mickey Allen	Sprint/Sirio
3rd	Biff Harris	DAP/DAP

Series points after 5 rounds: Allen 509, Jackson 505, Lane 481, Grice 465, Homewood 462.

The next round isn't until the end of August as we have the RAC Championships at Clay Pigeon intervening (what a race that should be) and from the Championship points position the Series will all get appreciably closer. The scoring system counts the best five out of the seven rounds, and so during the next two rounds the leaders will be unable to significantly improve their totals while the rest will be dropping poor scores in favour of the better results they may get. By the time Little Rissington comes round in October the position in all three Championships is sure to be even more open, and looking at the table it's pretty close already!



ENGINE TUNING
AND
DEVELOPMENT IS
OUR SPECIALITY.

TVM



YAMAHA

One of England's leading 100% YAMAHA Distributors

Sole UK Concessionaires for T.V.M. Tuned Yamaha Engines

PLUS ONE OF THE LARGEST STOCKS OF YAMAHA KART RACING PARTS IN EUROPE –



Racing Kart Chain Distributors



Racing Carburettor Distributors



Racing Spark Plug Distributors

ENGINES AVAILABLE DIRECT FROM US OR THROUGH YOUR LOCAL STOCKIST.

Trade and Export Enquiries Welcome.

Teign Valley Motorcycles Ltd. Ringmore Road, Shaldon, Devon

Telephone Shaldon 2428 and 3528



WE INVITE YOU TO CHECK THE STANDARD SPECIFICATION OF THE KART BELOW AND COMPARE WITH ANY OTHER KART CURRENTLY ON OFFER.

- 1 Choice of 101 or 104 wheelbase
- 2 Adjustable front and rear track
- 3 Durable red baked plastic finish
- 4 Detachable chromed bumpers and accessories
- 5 Adjustable rake chrome steering column
- 6 Chrome 17 — 15 mm front stub axles
- 7 Fully machined one-piece magnesium front wheels
- 8 Fully machined one-piece magnesium rear wheels
- 9 Wheel widths to suit National or International Class
- 10 Magnesium rear hubs
- 11 Fully machined magnesium sprocket carrier
- 12 Magnesium quick change engine mount
- 13 Centre ground 25 mm H.T. steel rear axle
- 14 Axle keyways machined only where required
- 15 Ventilated special iron brake disc
- 16 Fully machined magnesium disc carrier
- 17 Fully machined magnesium brake caliper unit
- 18 Large area pads with soft or hard linings
- 19 Nylon chain & finger guard
- 20 5 litre L/W bottle tank
- 21 Rubber mounted exhaust bracket
- 22 Performance! Current World Champion
- 23 Lightweight. Complete less tyres and engine 31 kg
- 24 Factory assembled. The DAP GP80
- 25 Price complete, less tyres **£440.00**

Also available as an extra. Fully machined magnesium axle reinforcement sleeve. Will stiffen the rear end more than a 30mm axle. Fitted or removed in less than a minute to suit conditions required. Extra **£ 20.00**
 Axle sleeve available as a spare for all karts with 25mm axle **£ 25.00**
 DAP World Champion T-shirt **£ 2.50**
 DAP yellow hooded long sleeve pullover **£ 6.95**
 DAP World Champion hooded long sleeve pullover **£ 7.50**

LIMITED SPECIAL OFFER: Mitutoyo precision metric dial indicator with 'JM' 14mm adaptor **£ 10.50**
 Postage & VAT extra



KARTS & ENGINES

See your nearest DAP dealer, or send 25p in stamps for spares list & free stickers to the Sole U.K. Concessionaire & Distributor for DAP karts, engines & magnesium components.

JOHN MILLS (Kart Specialist) 90A valley Road WORKSOP, NOTTS. Tele: 0909-474633 CABLES 'JAYEM'

EXPORT — TRADE — RETAIL SUPPLIERS
SPECIAL 'JM' PREPARED DAP ENGINES TO ORDER.
PART EXCHANGES, ALSO USED KARTS & ENGINES AVAILABLE.

DICKSON karting supplies

THE COMPLETE CLASS 1 RACING SERVICE

BUY BRITISH



SPECIALISTS IN:

**ENGINE TUNING & PREPARATION
 BORING, HONING, CRANKSHAFT REPAIRS**

Main Distributors of TKM Engines

AGENTS FOR ALL ZIP KART EQUIPMENT,

Goodyear Carlisle Bridgestone Dunlop

Spares for DAP, Parilla, Komet, BM

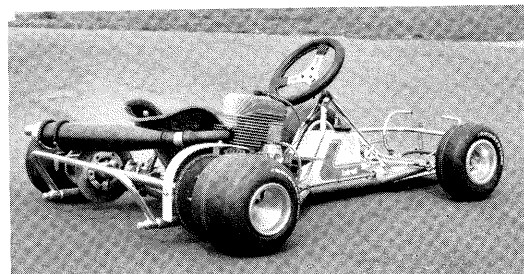
Trade enquiries welcome.

**Please Contact: ROY DICKSON
 HEXHAM ROAD,
 THROCKLEY,
 NEWCASTLE, ENGLAND.
 TELEPHONE 673227**



AT YOUR
 SERVICE
 24 HOURS
 EVERY DAY
 THANKS TO
 ANSAFONE

Fullerton Racing



birel

4 TIMES WORLD CHAMPION
 Sole UK concessionaire/distributor
Fullerton Racing



UK concessionaire
 for engines and spares
 — K88 and K80

ALSO STOCKIST OF



★ FOR EUROPE'S PREMIER TUNING AND PREPARATION SERVICE for every make of Class 1 motor to the highest level of workmanship and performance.

Contact Mick Fullerton at Fullerton Racing,

All Enquiries:- Telephone 01-749 0979
 Correspondence Address FULLERTON RACING,
 11 Viola Square, London W12 0QF

S.A.E. or phone for details.

present on the front rows of the grid (with one notable exception), that is exactly what seemed likely.

Squatting rather confidently on pole was the Hermetite Zip of Dave Buttigieg. Confident, because the only likely challenge to his shattering wet weather pace languished back on the tenth row — Martin Hines, after walking away with the first heat had punctured in his second. And confident, because he had walked both his heats with ease, totally at home in the conditions.

Alongside, and confirming a timely return to mechanical form, was Team Schemes' Nigel Smith, showing previously unseen control and pace with second and third in his pair of heats.

Proving the theory that the wet "sorts them out", two more "drivers' drivers" made up the front row — Reg Gange, in the pretty Aero-bodied Barlotti and Hermetite regular, Paul Elmore. Ball, Kerkhoven, Fish, and wet weather shiner Richard Dean made up row two, with Stylin — suffering sudden lacks of rear end grip, and starting the final on different tyres — on row three, with Malcolm Turner, impressive ex 100cc pilot Roger White, and John Rees.

THE GRID

P. Elmore	Gange	Smith	Buttigieg
Dean	Fish	Kerkhoven	Ball
J. Rees	White	Stylin	Turner
George	Bushell	Collier	A. King
Harris	Hall	C. Taylor	Jones
D. King	Rodger	Birch	Kirby
Atherton	Coles	Chidley	Charles
Lees	Reynolds	J. Hoy	D. Rees
Hammond	Gillespie	Roach	Wall
S. Elmore	Arnold	Hines	Brown
Grant-Sale	Childerhouse	Heerey	P. Taylor
Merritt	Field	Restall	Olden
Bull	Minshull	Heeley	Miles

Newman Bottomley

The light flicked to green, and Buttigieg was gone — clearly free from the howling bunch as they disappeared into the Complex. As they emerged uphill towards the chicane the gap was already some thirty yards. Smith headed the queue, fairly closely attended by a twitchy Elmore, Gange, Stylin, Ball, Fish, Kerkhoven, Dean, White, and Turner — who promptly rotated in front of the chasing pack! The rest filed through, including a pit-bound Hines — another flat tyre. . . .

Second time around, and the amazing Buttigieg was six seconds clear — and in fact continued to pull out a further three seconds in every lap. The race was very definitely for second, with Smith still under the close scrutiny of Elmore, who slipped past as they slithered into the chicane for the third time. A few yards gap showed between each of the next group, with Peak Revs backed Brian Heerey joining the battle from a back grid, passing Dean, before spinning it away a lap later.

Things remained fairly static in the middle stages, in terms of positions, but the drama was to come in the last two laps. Smith had out-braked Elmore to retake second, but as he did so, felt his engine tighten. It was no surprise therefore when it locked at the fast right-hander past the pits, Smith's race over.

Buttigieg began the last lap a huge 21 seconds in front. Meanwhile, Elmore was suffering clutch slip and as he hesitated at the chicane, baulking Gange, Stylin pounced and passed them both. Ball had gone, with a seized gearbox, and so next in line was Fish, having just repassed



Top: Stylin leads a sideways Ball in the early stages. (Photo: D. Smith) Middle: He then broke away and gradually hauled in Gange (10). (Photo: J. Pudney) Bottom: As he struggles with a rear tyre off the rim, Buttigieg looks across to see Stylin flash by. (Photo: D. Smith)

Kerkhoven after a race long chase.

Heads craned to look for the silver profile of Buttigieg's Hermetite Zip, but he was overdue. 15 seconds passed, and there he was, weaving down the straight towards the chicane, striving manfully with a crippled machine — the left rear rain tyre had chunked and blown.

Somehow he got through the chicane, but as the kart slid onto the final straight, lurching

on 3 wheels, Stylin was there, snatching victory in the last yards. Elmore and Gange also passed, to leave fourth as the consolation . . .

1st	Steve Stylin	Aero/GBRD Yamaha
2nd	Paul Elmore	Hermetite Zip/Yamaha
3rd	Reg Gange	Barlotti/Merlin Yamaha
4th	Dave Buttigieg	Hermetite Zip/Yamaha
5th	Calvin Fish	Hermetite Zip/Yamaha



CHASSIS

Remrod "100 Britain" assembled with
tyres £295
Remrod "100 National" assembled with
tyres £340
Remrod "100 International" assembled
with tyres POA

ENGINES

Main Distributors of TKM Engines
FF99 3 port £160
FF99TT (National Class) £215
FF99TT "Factory Selected" £315
L90TT (International Class) £285

All engines available for immediate
delivery or collection

McCulloch 91, 92 & 93 Engines and
Spares

SPARES SERVICE

PISTONS – RINGS
RODS – BEARINGS
CARBURETTORS – GASKETS
TYRES – TUBES
RIMS – AXLES
SPROCKETS – CHAIN

REPAIR SERVICE

BORING – HONING
CRANK-SPLITTING
CRACK DETECTING
Specialists in the
Machining of – HEADS
BARRELS – CRANKCASES
ROTARY VALVE COVERS
ENGINE TUNING
DYNO TUNING

2 TRUMPERS WAY,
HANWELL, LONDON
W7 2QA
01-571 5770



Lewis Leathers

KART RACING SUITS in Colour ACU & RAC APPROVED

Kart Racing Suit No. 50 LEA
(As illus.) One piece genuine leather suit with
zip front cuffs and legs. ACU & RAC approved.
Double thickness of leather at all vulnerable
spots. Available in black, blue or red. Lined
throughout. State sizes when ordering. Stock
chest sizes 34-44in or made to measure fitted
with single stripes etc. at extra cost. £89.95 post
free or £34.10 dep. & 9 mthy. pyts. of £7.41 (cr.
price £100.79).

Steerhide Racing Suit No. 412
(Not illus.) One-piece genuine hide unlined
leather suit with zip front, cuffs and legs. ACU
& RAC approved for protection so essential
with high speed. Double thickness of hide at all
vulnerable spots. Adjustable neck band. Slim-
line legs. We have 45 years experience in the
manufacture of high speed clothing. Available
in black, blue, red, yellow, green, white or navy.
From stock or special designs to order. State
size when ordering. Weight 5lbs. Chest sizes
34-44ins. from stock or made to measure at
cost. £126.75 post free or £45.00 dep. & 9 mthy.
pyts. of £10.90 (cr. price £143.10).

Unlined Gloves No. 812
Soft selected leather with red foam backed
nylon lining. Padding on knuckles and fingers
for extra protection. Heavy duty snug-fit zipper
cuffs. Blue with white, red with yellow, black
with red padding. Sizes 7½-11. £12.20 p.p. &
ins. 80p. or £2.50 dep. & 6 mthy pyts. of £1.89
(cr. price £13.84).

KART RACING BOOT No. 998
Real leather uppers, special non-slip soles. Black with
white trim. Sizes 6-11. £19.95 p.p. & ins. 90p or sent for
£5.00 dep. & 6 mthy. pyts. of £2.88 (Cr. price £22.28).

Dept. KSK8, 120/2 Portland St., London W1A 2DL.
Tel: 01-636 4314. Also at Birmingham: 124 Edgbaston
St., Bull Ring Centre, (Tel: 021-643 7006). Sheffield: 135
The Moor, (Tel: 0742 26168). Burnley: Devonshire Rd.
(Tel: 0282 38855).

D. LEWIS LTD

STARTLINE (MOTORS) RACING

Why not try us for all your 100, 125, 210 and
250cc karting requirements.

**A SELECTION OF OUR USED KARTS
& ENGINES**

Star/Yamaha 250 Int. Zip Shadow/Aspes 125
Zip Euro/T70 Britain Sprint RF/SS20 National
Mamba/SS20 National 2 Zip Yami 250 Chassis
Blow Hustler/Villiers

ALSO SECOND HAND SS20 / TG14 / BM / TKM
Komets / Villiers and Yamaha engines.
Spares For All Classes Available

**ALL TYPES OF ENGINE WORK, BOTH CLASS I
AND CLASS IV UNDERTAKEN.**

01-552 9772
**418-420 Katherine Road,
Forest Gate, London E7 8NP**

POSTAL/COD SERVICE 24HR ANSAPHONE

continued...

the heats, while Simon Tring and Shaun Egan occupied row two. Philip Paterson and Richard Dean were next ahead of Percy Jordan and Neil Douthwaite, while Championship leader Tim Sugden was far back in 20th spot with a lot of hard work to do.

As the flag shot up it was South, firmly taking his place at the head of the queue and immediately pulling clear of the pack, though with Gary Moynihan in hot pursuit. Simon Tring and Richard Dean led the rest while Kevin Warner was making strenuous efforts to climb up the field in conditions in which he usually excels. As the leaders pulled about five yards clear, Simon Tring was being caught by Dean, Douthwaite and Gary Foster-Jones. Derek Higgins was running next just ahead of John Herbert and Robbie Childs, a fraction clear of David Wright, Andrew Stapley and Tim Sugden. South eased clear of Moynihan, with Tring now enmeshed with Douthwaite and Dean, just clear of Foster-Jones who now had a hint of a threat from Kevin Warner. As South pulled clear, Tring closed right up on Moynihan, taking Dean and Douthwaite along with him, while Kevin was now noticeably closer to Gary Foster-Jones until Gary's motor expired terminally.

John Herbert was making strenuous efforts to get past Derek Higgins at the same time as Simon Tring was repeatedly outbraking Moynihan at the pits hairpin. This went on for a couple of laps, Simon succeeding in getting inside Gary only to slide wide and let Gary back in without somehow allowing Dean or Douthwaite to benefit, in spite of their close view of the proceedings John Herbert finally succeeded in ousting Higgins, promptly closing up to Warner, and in fact these three were

closing quite rapidly on Richard Dean to make a group of seven drivers battling for second place!

Simon Tring eventually succeeded in his efforts, Gary dropping behind Dean and Douthwaite just before Kevin Warner lost it at the pits hairpin trying to get round a back marker and getting involved in a spin by Dean. This left

Crabtree overtook Cotterill to lead the Junior Britain final. Following are Prior (16), Dart (17), and Dryden (29). (Photo: G. Sugden)

Tring a bit clear in second place. John Herbert was now pressing Neil very hard indeed, and at



C.S.K. PRODUCTS KARTING SPECIALISTS MAIN AGENTS FOR THE HEWLAND ARROW

FROM £250 3 Port National £200 100 Britain
Tuned Motors P.O.A.

**MANUFACTURERS OF THE
FANTASTIC**

"U.F.O."

U.F.O. 80 Britain £305.00
Kit form

U.F.O. 80 National 2 Bearing £350.00
Assembled less tyres

U.F.O. 80 National 3 Bearing £340.00
Assembled less tyres

125 2 pedal P.O.A.

SEND LARGE S.A.E. FOR FREE CATALOGUE
TRADE & EXPORT ENQUIRIES WELCOME
FOR ALL YOUR KARTING REQUIREMENTS

CONTACT **CHRIS STONEY**
(MR. UFO HIMSELF!)

**96 WHELDON ROAD, CASTLEFORD,
WEST YORKSHIRE**
NEW & SECOND HAND ENGINES & KARTS IN STOCK
PART EXCHANGES WELCOME

BIKE & KART SUMMER SALE

Just look at these Prices!!!

5 litre Castrol R30	normally £ 8.75 sale price £ 7.50
Super quality leather	
racing gloves	normally £14.95 sale price £11.50
Class 1 axle sprockets	normally £ 3.75 sale price £ 2.95
Balaclavas	normally £ 1.75 sale price £ 1.25
Belray Mk I oil	normally £ 2.20 sale price £ 1.50
IAME pistons	normally £ 9.05 sale price £ 7.50
IAME rings	normally £ 6.10 sale price £ 5.00

All prices INCLUDE VAT – p. & p. extra.
This offer is for a limited period so hurry while stocks
last!



BIKE & KART

2 Malvern Road,
Liverpool, 6.

Tel: 051-263 8528 Evenings.



The **NEW** range of **ZIP 981 KARTS**
has been designed so that **ONE**
BASIC CHASSIS will be **SUITABLE**
for **ALL 100cc CLASSES.**

981

1ST

- European Championship (Fulda, Germany)
- Global Cup (Rye House)

Fastest in timed practice and new track record at both

BE SMART, JOIN MARTIN SMART ON THE NEW

981 KART

THE FASTEST KART IN FULDA

HAVE A KART THAT HAS PROVEN ITSELF THE FASTEST IN EUROPE NO MATTER WHAT CLASS YOU RACE

Britain Classes **£300**
National & Junior **£350**
International **£400**

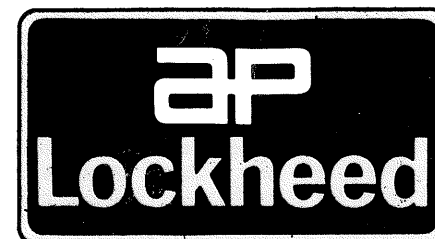
(All prices include tyres, but are subject to VAT)

Send for full specification sheet

All models have 30 mm, 2 bearing rear axles; hydraulic disc brakes with special ventilated 6 mm cast disc; cast wheels with Carlisle, Goodyear or Bridgestone tyres (according to class); special steering components.

Obtainable direct from the manufacturers
ZIP KART, PINDAR ROAD, HODDESDON, HERTS
(Tel: 63371)

AT THESE SPECIAL INTRODUCTORY PRICES, OR FROM SELECTED AGENTS



WINNERS!



ROAD & RACING RACEWEAR
CHAMPIONSHIPS ROUND 5 FELTON
JUNIOR NATIONAL Final grid:
Pole position
PAUL SOUTH (ART/AP Lockheed)
Front row
GARY MOYNIHAN (BM/AP Lockheed)

Official Result:
1st PAUL SOUTH (ART /Lockheed)

JUNIOR BRITAIN

Pole Position

MARTIN PRIOR* (Kestrel/AP Lockheed)

★ 1st and two 2nd places in his heats!

Official Result:

1st Nick Crabtree (Lane/AP Lockheed)

Stop Press!

TILBURY 13/7 Jnr. Britain

1st MARTIN PRIOR (Kestrel/AP Lockheed)

CLAY PIGEON 13/7 Jnr. Britain 1st NICK CRABTREE (Lane/AP Lockheed)



Congratulations to Alan Gates

Winner of Round Five at Felton of the

AP LOCKHEED

100 INTERNATIONAL KARTING CHAMPIONSHIPS

NOW THE BEST COSTS £77.50

Phone or write for our Illustrated Brochure

AVAILABLE FROM: The Sole International Distributors for the AP Lockheed Kart Braking Systems



Racing Karts Ltd.

12, HUNTER ROAD, LONDON SW20, ENGLAND.

OVERSEAS
DISTRIBUTORS
REQUIRED

tel: 01-946 7401/01-947 4117



Gates (29) makes the first stab inside Allen (1), before going by and pulling away to a clear win. (Photo: D. Callingham)

Nick Crabtree surged through to begin a hard chase for the lead. Simon's race wasn't to last too long though and he was forced into an abrupt retirement when his engine seized at the end of the straight. Nick closed quickly on Jeremy after only a couple of laps and then looked for a gap. He wasn't about to make the mistake of getting too eager at the start of a long race and eventually timed it nicely to sweep by across the start line and down into the braking area at the pits hairpin, then pulling rapidly away never to be challenged again.

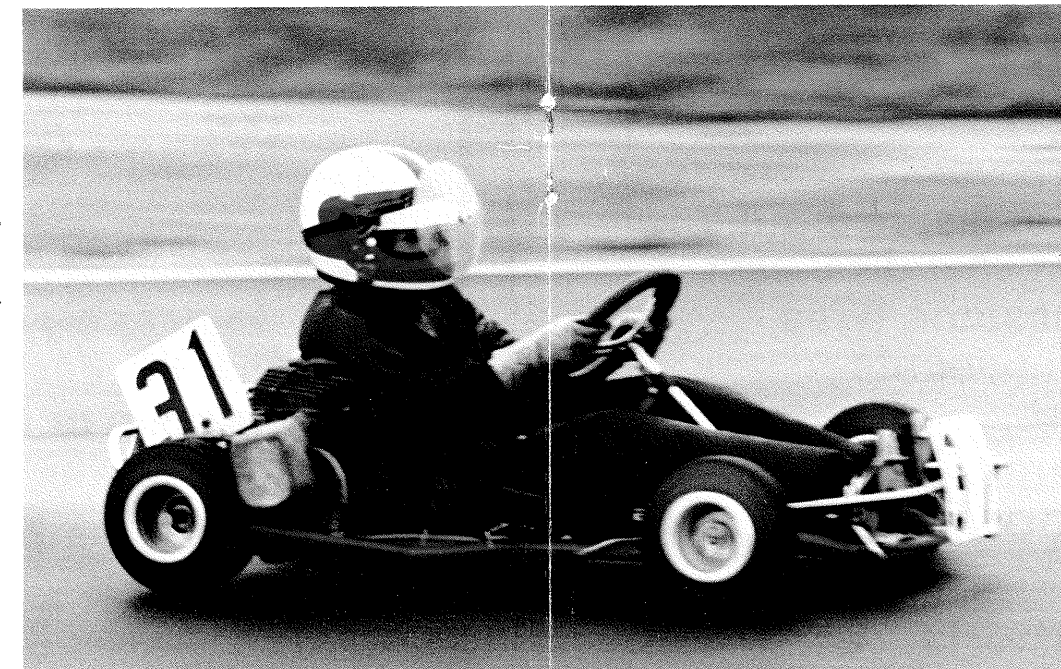
Just behind, a queue initially formed, between Peter Studer, Steve Dart, Martin Prior, Scott Banks, Lee Cranmer, Kerry Thorpe, Steve Brogan, and David Germain. This group resolved itself as Dart worked his way to the front and pulled clear to chase after Cotterill. Just a whisker behind came Pete Studer, just about level pegging with Dart, and Lee eventually fought to the front of the group and proceeded to chase after Studer. This racing really was fierce in spite of the conditions and at one point I found myself being nearly mowed down by Lee as he dropped his kart off the edge at the second corner without losing a place or reducing his pace. . .

Nick Crabtree's only problem seemed to be getting his hand out of the carburettor water guard after choking the carb. I glanced round at one point to see the horrified look on Mike Crabtree's face as Nick went deep into the pits bend braking area with his hand still stuck in the box! He got it out just in time but by this time Mike had his eyes shut! . . .

Martin Prior's engine developed a problem as the seal on the magneto side gave up the ghost and he dropped progressively down the order, and the very lively dice between Kerry Thorpe, Steve Brogan, Scott Banks and David

AP Lockheed and Road & Racing Championships Round 5

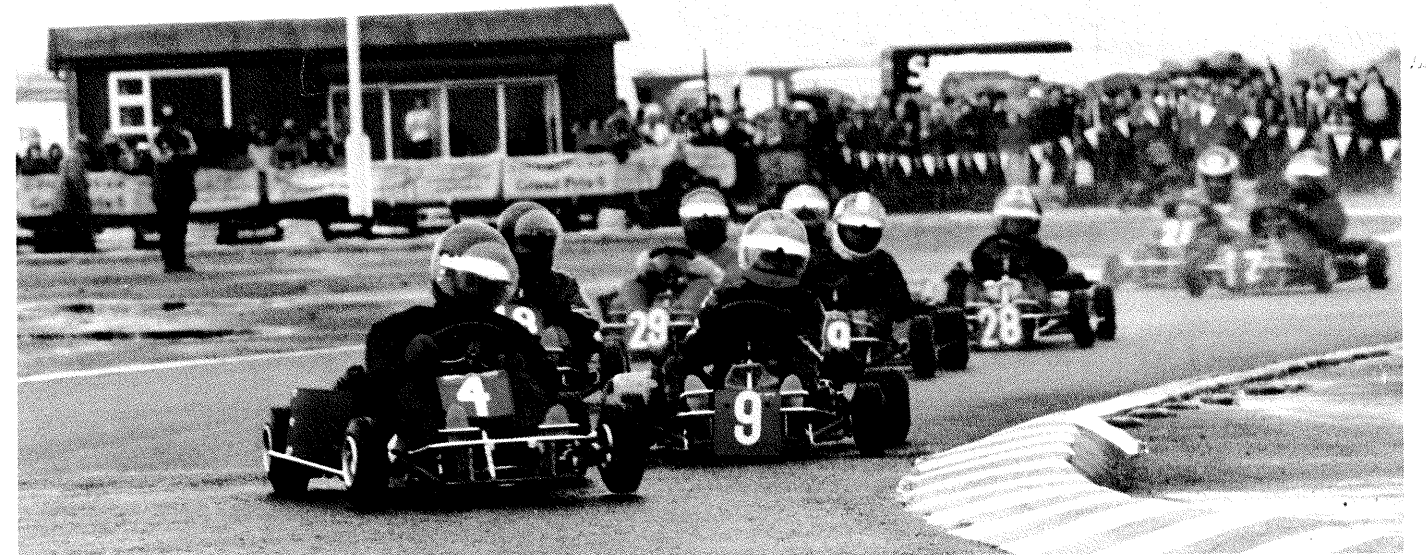
Another comfortable winner was Nick Crabtree, who ran away from the Junior Britain field. (Photo: D. Callingham).



Crabtree Scores

The Britain 'B' final was convincingly won by Robin Hooker, and it was he, followed by Steve Filkin, Simon Collins and Jamie Kavanagh who took their places on the back of the 'A' grid.

The front row was shared by Prior and Jeremy Cotterill (determined to get his Championship lead back) while current leader Lee Cranmer languished back on the sixth row. Leading out of the first corner it was Martin Prior, followed very closely by Jeremy C. who promptly took the lead before the lap was completed. A few spots of rain were keeping the track greasy and as they completed lap two Jeremy had pulled away from Simon Blessed who now briefly held on to second before



Above: the Junior National field piles into the second corner, with South (4) shutting out Moynihan (9) to take an early lead. Right: Jackson (5), Lane (24) and Homewood (17) duelled furiously in the early stages. Bottom: The mid-field bunch was congested in the early stages. (Photos: D. Callingham)

Germain ran nose-to-tail right to the end. Robin Hooker did very well to complete the top ten from his 'B' final win, but up at the front a jubilant Crabtree held everything together to win his first ever Championship round, very comfortably ahead of Steve Dart and Jeremy Cotterill (who did never-the-less succeed in retaking his Championship lead).

1st Nick Crabtree Lane/Hewland
2nd Steve Dart Kestrel/Hewland
3rd Jeremy Cotterill MM/Redhill TKM

Series points after 5 rounds: Cotterill 529, Cranmer 527, Crabtree 503, Studer 501, Dart 477.

The South ART

And so on to the Junior Nationals and it was a confident Paul South sitting in pole position with his works ART 80. Alongside him Gary Moynihan had achieved the same points after



At Last!

Gates finally takes an overdue win in a wet final. Allen second after leading early on. Biff Harris turns in another great showing for third. R & R Junior wins to South (National) and Nick Crabtree (Britain).

Reporting: Peter Wardle.

So Alan Gates got there at last. A season of knocking on the door finally came good at Felton as he guessed right on his tyre choice, powering into an unchallenged lead at two-thirds distance to take his first AP LOCKHEED win.

Paul South got everything right in both dry and wet conditions, dominating the Junior National Road & Racing event from pole position in spite of a late challenge from Simon Tring and John Herbert, and Nick Crabtree hit the form that only a bit of extra confidence could give him to trounce the cream of the Junior Britains.

The warmth of the Northern Organisers more than compensates for the long drive north for us Southerners and, like Rowrah, they couldn't do enough for us. On Saturday (unofficial test day) the track had looked a bit crowded at one point and the Organisers briefly introduced sessions. These have proved to be totally counter-productive to the sort of competitors from all three classes who are following the Series, and after a hurried discussion, the sessions were dropped in favour of the resumption of free practice. It did rain a couple of times as the afternoon progressed which proved most fortuitous, as everyone who had brought televisions in their caravans quickly forgot the karts for a while to watch the mighty battle between Bjorn Borg and John McEnroe. . .

Sunday dawned brilliantly sunny with no hint of what was to come, and for the 100