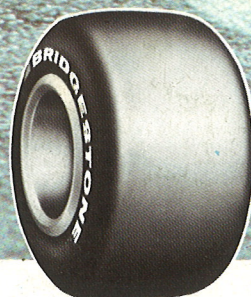


# IF YOU WANT TO SEE THE CHECKERED FLAG WAVING FOR YOU RACE ON **BRIDGESTONE**

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



# **BRIDGESTONE**

# **KART** 65p February 1981 **AND SUPERKART**



***Interview: Mickey Allen***

- 125 Rotax Strip • 100 Britain Review
- Green Man '81 • Watercooling



# A GREAT START!

Rye House 4th January WINTER SERIES Round 1

## 1st Dave Mellish (100 International)

using his brand new **ART 80 International\*** for the first time, equipped with AP LOCKHEED brakes and a Dave Evans tuned Hewland Arrow!

(What's more Dave won using Dunlop 049 rears and Bridgestone YBC fronts against the YBE's used by some of the opposition... and in the process he beat 4 works supported drivers, 2 of whom were members of the British Team at the World Championships!)

**1st STEVE BROGAN (Junior Britain)** using a DAVE EVANS tuned Hewland Arrow.

**2nd: MARTIN PRIOR (Junior Britain)** using AP LOCKHEED brakes.

## Dutch 125 National Winter Series

## 1st Perri Gronstra **ART 80 125\*** / Honda

\*ART80 125 & ART80 International karts are CIK Homologated.

**Dave Evans** gives the very best service in:  
  engines/spares/tuning/preparation.

Just look at the impressive list of top drivers who have enjoyed the quality of DAVE EVANS prepared engines in 1980!

Dave Mellish, Andy Buchan, Nigel Smith, Chris Lambden, Steve Carvill, Peter McCullam, Neil Hann, Roger Moth, Peter Rochford, Nigel Cleverley, Paul South, Nick Harvey, John Herbert, Kevin Warner, Steve Dart, Nick Crabtree, Steve Brogan, Simon Collins, Lee Cranmer, Peter Studer... and of course Dave himself.

Come and see us and be sure of all the best for 1981!



## MAKE A GREAT START IN 81- STOP WITH APLOCKHEED!

LBK1	The AP LOCKHEED brake kit with hose & fittings	£ 67.50	
LBK5S	Fine cast iron disc, ground surfaces and ART slots	£28.50	
LBK3	M171 pad set	£ 9.52	VAT extra
LBK12	AP550 high performance brake fluid (1 litre)	£ 6.77	

## Complete Class 4 system available.

Phone or write for our Illustrated Brochure



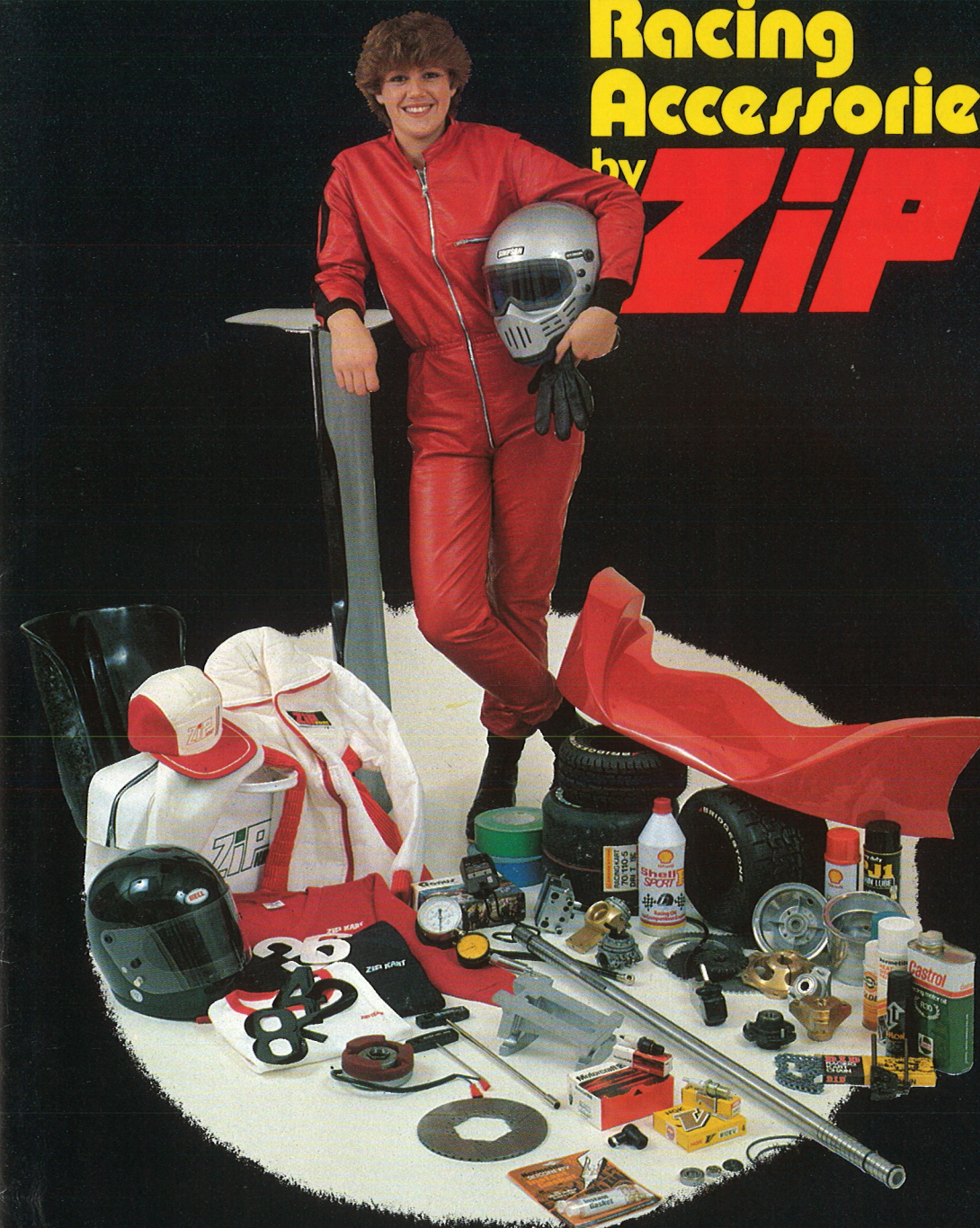
## Racing Karts Ltd.

OVERSEAS DISTRIBUTORS  
REQUIRED

12, HUNTER ROAD, LONDON SW20, ENGLAND.

tel: 01-946 7401/01-947 4117

# Racing Accessories by **ZIP**



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.

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.



Champions throughout the world use ZIP equipment.

Designed for Champions  
by Champions



Pindar Road Hoddesdon Herts

Hoddesdon 63371/68503

Telex 8176759 Tel EXP ZIP



## CAMERA FOR HIRE

A new team? New machine? New colour scheme? Whatever the reason, if you need a permanent record, get it photographed by the karting specialist, for yourself, your sponsor, or your family and friends. I can supply a wide variety of styles from prints on linen to prints on aluminium; from 3" x 5" to 16" x 20", on the track or at your home.

Phone me anytime, any day on 0625 (Wilmslow) 533569 or write to

DAVE SMITH,  
25 COLSHAW WALK,  
WILMSLOW, CHESHIRE SK9 2HT.  
Enquiries from Clubs, Organisations and Manufacturers welcome.

## SALE

NEW McCULLOCH 91 ENGINES & PARTS  
SEARCH Mc101 AND CARBURETTORS  
KOLECKI, BOX 5078, 16305 SPANGA,  
SWEDEN.

ZIP PARILLA COMPLETE AND READY TO race. With set of wets, leathers and helmet. All for £400. Will split. Tel: Northampton 811784.

1980 BULTACO MK12 250 NAT., fully race tuned and ported, on Zip Espada chassis, one meeting only since tuned, fast outfit. Discs, set brand new wets on rims, kart stand, leathers, boots, gloves and few spares. Must sell — job reasons. Hence £725.00 o.n.o. Tel: Stoke Fleming 388.

100 NATIONAL, ZIP, two fully rebuilt K77TT's fully tuned, chassis resprayed, rebuilt immaculate. Ideal Novice outfit £325. Some spares. Tel: Burton-On-Trent 790626.

210 BARLOTTI BARRACUDA KART with Villiers engine, many spares including racing suit, gloves, boots etc. Also a set of sprockets and back axle. Price £300 o.n.o. Contact Mr. J. Wyatt. Tel: Bristol 620680.

HEWLAND ARROW, new piston, mains, small end. Complete with exhaust and carb., £245 o.n.o. Tel: 0937 842669.

ZIP SHADOW 210, discs, Motoplat, new dry and wet rear tyres, spares. Black Lewis leathers 36 inch chest. Super trailer £500 o.n.o. Complete or split. Trial available. Tel: Newbury 49284.

ZIP SHADOW 250, GBRD Yamaha, front fairing, side tank, rear wing £750. Purpose built trailer £200. Spare 250 GBRD engine £400. Many spares for sale. Tel: Market Bosworth 290372.

## THE HEAVY CHEVY

FRANK ROBERTS' CHEVY BLAZER  
1978, T REG., LOW MILEAGE. FULLY  
LOADED WITH EXTRAS. AIR CON.,  
WIDE WHEELS. POWER THIS, THAT  
AND THE OTHER £5,250.00  
TEL: FRANK 0795 74215

## Team Peary Karting

Announcing the arrival of

### TEAM PEARY POWER BOX

Revolutionises kart ignition — lighter than Motoplats — rechargeable — increases performance on all Classes of engine.  
£120.00 fitted, plus instruction sheet

### GUARANTEED 6 MONTHS

Further details ring Barrie on:

BARNESLEY (0226) 386563

9 a.m. to 9 p.m.

16 BLACKER ROAD, MAPPLEWELL,  
BARNESLEY.

HERMETITE TEAM MERCEDES TRANS-PORTER is for sale. Fully fitted out — tyre racks etc. Fully carpeted cab. £3,750. Phone Martin Hines, Hoddesdon 63371.

## NEW REGULATION SIZE

LONG CIRCUIT RACE NUMBERS  
BLACK or WHITE — TRADE ONLY

TEAM SCHEMES, 5 Stoneleigh Park Road,  
Ewell, Epsom, Surrey. Tel: 01-394 2228.

IMMACULATE 125 ZIP GP/ROTAX 1980 Merlin tuned. Only raced four times from new, complete with new set of wets on rims £1250 o.n.o. Real leathers black/yellow 44" chest, good condition £40. Reason for sale — addition to family. Tel: Fleetwood (03917) 78655 after 7 p.m.

FOR SALE DINO INTERNATIONAL 30mm 2 bearing axle, 10 months with YBC Bridge-stones and spare set of wets on rims. With a BM K96/3TT on second bore, the lot for £600 Tel: 01-648 4411.

ZIP, P/HAYWOOD KAWASAKI A.3 125. Very competitive, reliable, many engine spares. Must sell. Need cash for home improvements £650 o.n.o. Tel: Gt. Dunmow (0371) 820919 eves. or weekends.

ZIP SHADOW '78 GT, complete chassis less wheels. Good condition £95. Tel: Mick Mayers 01-310 4568.

BM/BM KART, 3 meetings only. Engine just rebuilt. Immaculate £330 will split. Tel: 01-440 6834 (evenings).

## MARK ONE RACING DEVELOPMENTS USED TEAM EQUIPMENT SALE

Following a successful season we are disposing of this year's equipment. All karts are in immaculate condition and highly recommended.

Dino/Hood Yamaha 125 F complete with wing, sculptured tank, full side plates and floor tray (Colour — Red). Special inboard disc brakes, back axle, Meonite discs, Duplex chain etc. P.O.A.

Dino/Hood Yamaha F as above but without inboard discs P.O.A.

Sprint 125 rolling chassis — 6 meetings only — OFFERS

Barlotti/Hood Yamaha F, ten meetings £850  
Yamaha 125 E spare team engine — used only four times — OFFERS

MANY EXTRAS — PIPES, CARBS, TYRES  
ETC.

Please ring Ian for further details.

PICKS FARM  
MANNING ROAD  
BOURNE, Lincs 5317

ZIP BULTACO 250 NATIONAL, competitive outfit. Quick sale required, owner emigrating. £250 o.n.o. Tel: Derby 811500.

BARLOTTI K88, good condition, reliable and fast. Suit Novice, few spares £280 o.n.o. Tel: Tiptree 816261 after 6 p.m.

CORNICHE WITH TKM 99TT. Recently honed and rebuilt, not yet run in, c/w with spares, helmet, boots and suit. Excellent condition £315. Tel: Luton 26352.

100 BRITAIN ZIP EURO KART with hydraulic brake £150 o.n.o. Tel: Newcastle Upon Tyne 881386 evenings or weekends.

100cc NATIONAL BARLOTTI CHASSIS, Mc92 McCulloch + K77 engine, trophy winners, but need attention. 3 sets of slicks, 2 sets of wets, sprockets, chains, tools, etc. Quick sale hence £150. Tel: 01-368 1569.

FORMULA FORD ROYALE RP21, rolling chassis, spare nose, suspension, 2 sets of tyres, etc. Must sell quickly hence £750 o.n.o. Engine and gearbox available. Tel: 01-368 1569.

SUPERKART, ZIP SHADOW ZIP YAMAHA 250cc engine maintained and rebuilt by Merlins. Outfit in excellent condition, ready to race and complete with wets and spares including centre tank, short circuit bumpers, sprockets, stand etc. £975. Enclosed box trailer available if required. Tel: Farnborough (Kent) 54982.

## 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.,  
23-24 Peartree Farm,  
Welwyn Garden City, Herts.

Tel: Welwyn Garden City 35141

## 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.

JUN/BRITAIN ZIP EURO 79/80 with hydraulic brake, just resprayed £120 o.n.o. Also available TG14 crankcase/crankshaft/head, 3 bored carbs, p/w slicks. Offers. Tel: Swanley 62451.

QUICK 210. MERLIN UPTON VILLIERS. Rebuilt, reliable, new tyres, discs. Suitable beginner £275 o.n.o. Tel: 01-204 2573 after six.

125 NATIONAL ZIP SHADOW fitted 125 F Yamaha (as raced by Peter King), overhauled, ready to race £800. Tel: Chatterton Motors, tel: 0472 883673 after hours.

COBRA '80 SIMON WRIGHT BM, 4 meetings only. Immaculate. Sponsorship arrangement forces sale £310.00. Tel: Mike on 0272 422709 day.

WANTED — COMPLETE COMPETITIVE Britain kart, preferably with spares, wets, etc. Tel: (0532) 812065.

BM EUROPA, MAG. COMPONENTS, 4 meetings old plus SS20TT, 48.2, very fast. Choice of tyres £450 o.n.o. TT23 complete, 48.0, £300. K88TT, 50.8 complete £150 o.n.o. K88TT, 51.2, C.E.V. Offers. Tel: 0209 820 358 day, or 0209 217354 evenings.

BIREL 103, IMMACULATE, 7 races old £320 Ferrari Parilla, new piston, rings £250. TKM factory selected, tuned £200. Engines include Motoplat, carb. Tel: Neath 56675.

DEAVINSON SPRINT, immaculate condition, new Sirio engine, new tyres all round, stand, suit, gloves, spare tyres on rims, carbs., immense bargain at £400. Tel: Hemel Hempstead 69952.

## ESSEX KART CENTRE

USED EQUIPMENT FOR SALE

OUR WORKS ENGINES:

1 PARILLA SS20TT, 48.44 . . . . . £315  
1 PARILLA SS20TT, 48.22 . . . . . £375  
1 PARILLA TT22 Super, 48.24 . . . . . £460  
1 PARILLA TT22, 48.42 . . . . . £315  
1 K80TT, used once, 50.8, . . . . . £350  
1 TKM FF99TT, 48.3 . . . . . £350  
2 TKM FF99, 3 port, 48.3/4 . . . £150 each  
2 K88 TT Fullerton plus demon tuners . . . £175 each

OUR OWN WORKS KARTS:

1 LANE 106 International . . . . . £280  
1 ART 106 Nat./International . . . . £360  
2 SIRIO 104 Mag. National . . . . . £300  
1 ZIP GT'80 National . . . . . £270  
1 ZIP GT National . . . . . £199

CONTACT RICHARD BUTLER:

TEL: 01-597 3208



With the 250 wrangle now settling down, and even considering the current consternation over National tyres, there is something far more pressing that the RACMSA and it's newly revised Kart Committee could do well to take positive steps over. Noise — not a new problem, but one that currently threatens several good kart circuits. Three Sisters are struggling with the problems, Blackbushe is lost until at least March, and now the brand new Temple Manor venue faces an injunction.

The three Clubs behind these circuits are obviously doing their utmost, and may be heartened by the recent outcome at Surbiton, which won a case brought against it, but here lies a golden opportunity for the RAC to use it's technical and legal expertise to help Clubs in this situation. The governing body is often accused of 'raking in' a lot of money from karting, so here lies an area where some could be put back in.

Apart from being able to offer a professional legal service, the RAC could well consider commissioning an investigation into exhaust system design and noise levels — it sounds expensive but it doesn't necessarily have to be. This problem, in an era of anti-this, anti-that, or anti-the-other, isn't going to go away, and a constructive look to the future in this form could well be the best answer.

The domestic 100 International Championship has now taken shape — see "Green Man '81", and series promoter Peter Wardle seems, using a short list of homologated CIK tyres, to have eliminated what has been claimed to be the classes big problem — a large disparity in tyre compounds, availability and performance. Whether this was more a psychological problem or not doesn't really matter. The 1981 Green Man International Championship fields will be lining up with only a choice of two types of tyre, both available and at a well-subsidised Championship price.

Prospects for the series and the class look good. The outcome will be interesting, but personally I feel sure the same cream will rise to the surface, despite the equalising effect of the tyre regulations. You just can't "homologate" ability! . . .

CHRIS LAMBDEN

### FRONT COVER:

The crisp, precise style of Austrian Champion Toni Zoserl, European and now All African CIK Champion. So unlucky when the World Championship was within his grasp at Nivelles, Zoserl must be considered one of the current World leaders of the 100cc art. He is one of the top Europeans expected to align himself with Yamaha as the Japanese continue their karting invasion. (Photo: John Pudney)

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  
Graphics: Dave Thomas

Distributed by Surridge Dawson Ltd., New Kent Road, London.  
Printed by Creaseys of Hertford, Castlemead, Hertford, Herts.

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

# KART AND SUPERKART

Monthly

026

## contents

2

### Just Heard

The latest news and views from around the world of karting.

7

### The Man Behind The Iron Mask

John Pudney interviews one of karting's greats — Mickey Allen.

13

### Mainly Merlin

Chris Merlin on Rod Scivyer, record attempts, and a stunt you won't believe. .

17

### Green Man 81

Series co-ordinator Peter Wardle explains the ideas behind the 1981 Championship.

21

### Add Water! . . .

Drew Liddle relates how he went about budget water-cooling a Yamaha 250.

24

### Young Turks

We look at 9 recently graduated Juniors likely to upset the establishment.

27

### Ponder with Pudney

A brief look at the 'almost' top ten 100 International contenders.

30

### Backing Britain

A review of possibly the fastest growing class of 100cc karting.

33

### Inside the Rotax

We observe the stripping and rebuilding of the ubiquitous 125 Rotax.

37

### Hines Quarter

First experiences of driving water-cooled — but it all froze up!

39

### The Trade Page

Latest news, products and information from the karting trade.

41

### Club Scene

Coverage from around the club racing circuits of Britain.

45

### Kalendar

Where and when to see karting in the near future.

### NEXT MONTH:\*

All African CIK Championship

Photography in karting

Technical and personal features

### ON SALE 5th MARCH

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



## 250 Saga Draws To A Close.

We recently received the following communication from the RAC MSA:

### Letter For Press Release

At long last the CIK have approved Regulations for Intercontinental E and have admitted both water cooling and also the double engine. However, the restrictions regarding the prohibition of both fuel injection and adjustable porting, together with a price rule for the engine of SF5,000 in the country of origin will, hopefully, avoid the Class becoming a 'millionaires only' playground.

Inevitably, the RACMSA will be blamed for not taking full notice of the opinions voiced at the open meeting held at Silverstone in August and the various other pressures which have been brought to bear in favour of our announcing water cooling at an earlier date. Unfortunately, the RAC Regulations were already in print by the time the CIK made its decision on the 20th December.

However much we in Britain like to think we are the leaders in the 250cc scene, we are only one voice and one vote amongst many on the CIK Executive and it was by no means a foregone conclusion that water cooling would be approved by the majority.

Had we included water cooling in our Regulations and then failed to convince the CIK, we would have been open to far greater abuse from those who had hurriedly bought expensive new equipment only to find it was ineligible for International competition run to CIK Regulations.

Obviously 1981 is going to be a transition and experimental year. The concept of either water cooling or possibly the double engine is going to be completely new to many Competitors. We may well find that initially the good, competitive air cooled machinery is still capable of winning races and that the switch to a new form of power unit is no guarantee of instant success. With this in view, while the RAC Championships, the Grand Prix, the Cadwell Superkart series and probably other events will run to CIK Regulations, it is hoped that there will also be special awards for the highest placed Competitors using air cooled machinery. In this way, a reasonable phasing-in of the new Regulations and machinery can be achieved.

One thing is absolutely clear, for the class to continue to grow and for its success to be established in even more countries, stability must be achieved. Regulations regarding engines, chassis etc., must be allowed to run for at least two year periods and no changes, such as have just been made, should ever again be approved late in December for implementation from the 1st January. The RACMSA will do all in its power to bring about this stability so that the Competitor may have a reasonable security for his investment. Further, while accepting that there must be good, intelligent chassis Regulations, we will continue to fight against the homologation of Intercontinental E chassis. This is the class for the innovative individual designers and they must be allowed to continue

to contribute to the success of the class alongside the mass production factories.

Robert Langford,  
Kart Executive.

At this time we do not have the full CIK regs. governing 'Intercontinental E', but an RAC Newsletter gave some outline of the details: Engine: Maximum 250cc. Air or liquid cooled engines with a maximum of two cylinders or two identical engines air or liquid cooled, with a maximum of one cylinder each. Minimum of three operative gear ratios. Fuel injection and/or adjustable porting prohibited. Price - 5,000 Swiss Francs maximum. Chassis: No titanium parts permitted. Rear axle must be magnetic. Maximum overall length, 210 centimetres. Stub axles must not be chromium plated. Fuel tank - maximum 15 litres capacity, 10 litres if laterally mounted (i.e. outboard).

## Mickey to TKM

Mickey Allen has, as expected, done a deal with TKM and will form part of a strong 1981 works TKM team.

## Bohlin in S.A.

European and World Cup Champion Lennart Bohlin won the first All African CIK 250 Championships recently at South Africa's Zwartkop raceway. Although the Swede was only fourth in timed practice, he soon asserted himself in the racing, and after the challenge of local hero Derek Irving had evaporated with a blown engine, it was all over.



## Aero's get a Grant...

Aero Karts have successfully negotiated a sponsor for their 1981 Superkart team. Steve Stylin will be joined by Rob Kerkhoven in the Richard Grant Racing Team.

The Richard Grant Group of Companies - best known as suppliers of specialised plastic mouldings to the motor trade under the trade names of TransAm, Lusso wheel accessories, and Archguard - will co-sponsor the team with Fibre Flare, who are one of their subsidiaries.

New model Aero Karts will be campaigned, using water-cooled Yamaha engines prepared, naturally, by G.B.R.D. With what seems to be adequate backing, the pair should constitute a formidable challenge for major Superkart honours.

## RAC News

Although we have no official news release, the first Kart Committee meeting of 1981 has taken place. New Committee members include Reg Deavin, Martin Hines, and Tony Temple. Missing are 100cc Team Manager/Selector Mason Minns, and Buxton Club stalwart, Jim Fabby.

A new, independent, Chairman has been appointed by the Committee to replace Mr. A.T. Burgess - Mr. Southcomb, who apparently has a good deal of experience on various motor sport committees, and acted as stand-in Chairman of the Kart Committee once upon a time. More next month when we hear officially.

Alongside Mickey, in 100 International, will be the talented Alan Gates, plus recently graduated Junior Nigel Mitchell - a shrewd investment for the future?

Paul Carr continues in their 100 National line-up, and is joined by most recent K&S round winner, Ian Ross-Johnson.

Derek Rodgers, second in timed practice, finished second overall, with a spirited display.

The 100cc CIK event was dominated by Toni Zoserl, fastest by nearly half a second in practice, who won comfortably from Lars Forsman and Cathy Muller.

Full coverage next month.

Bohlin (Star/Yamaha) leads a crossed-up Rodgers (Zip/Yamaha) at Zwartkop.

### SPORTAC

RACEWEAR

THE CHOICE OF THE CHAMPIONS

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

### RICARD ENGINES

TUNING AND RACE PREPARATION  
SERVICE

for all makes of 100cc engine.  
Cranks and rebore service  
IAME parts in stock

Enquire: JOHN WELLSTED - 01-524 6688

250 INTERNATIONAL BARLOTTI 79B rolling chassis complete with wing, side tank, fairing. Bridgestones. £325 Tel: Darlington 332157.

BARLOTTI 80B 250 or 210/125 rolling chassis complete with side tank, rear wing and front fairing - 5 meetings old. £350 o.n.o. Tel: day-time 0243 553225, evenings 01-748 5486.

DAVE MELLISH'S 104cm, 2 BEARING Reema chassis £225. TT22 Parilla, bore 48.4 £250. TT23 Parilla, bore 48.2 £250. Tel: Maidenhead 22299.

SUPERKART, ZIP SHADOW, '80 SPEC., Yamaha 250 TZ TD3 spec., full fibreglass bodywork. Silverstone Grand Prix 1980, fifth in heat, led 'B' final. Immaculate condition £1,050 o.n.o. Please ring 0856 7374171 after 6 p.m.

### GEORGE KING RACING SUITS

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

Simulated leather only  
Any design made on submission of drawing.  
PHONE, CALL or SEND S.A.E. for measurement form. Available direct order only.

100 TRENT BOULEVARD  
WEST BRIDGEFORD  
NOTTINGHAM  
Telephone: NOTTINGHAM (0602) 864749

BARLOTTI 210 UPTON COMPLETE, ready to race, fast, reliable. 2nd 1980 Dunkeswell Club Championships, set of wets, some spares £495. Goodyear 12 x 600 x 6 wets on rims £20 pair. Tel: Fred Tarr, Tiverton 3953 (evenings).

COMPLETE SET OF MOUNTED CLASS 1 graded Carlisles, only raced twice £55. Navy blue, medium sized PVC's £15. Tel: Uttoxeter (Staffordshire) 3334.

'78 BARLOTTI ROLLING CHASSIS, fitted 210 plates, new German Goodyears, Zip type rear bumper, very well sorted chassis (red) £250. Tel: Dave 061 487 1378.

YAMAHA RD 250cc MOTOR. STANDARD. Gear change converted £130.00. Pair Mikuni carbs 34mm £35.00. Yami Merlin pipes £35.00. New 12V M/C battery £6.00. Tel: Ruislip 37335.

1980 210 BARLOTTI ROLLING CHASSIS, side tank, fairing, good condition £400 o.v.n.o. Tel: Epping 74498.

ZIP '79 CHASSIS, FULLY RACED K77, new wheels, tyres, stand. Ready to race. Excellent condition. Must sell £250 o.n.o. Tel: 01-311 8229.

### MERLIN EXHAUSTS

250 BRITISH CHAMP  
EUROPEAN CHAMP - WORLD CUP  
SILVERSTONE G.P.

AGENTS: BASSETT RACING - P.D.S.  
L.D. RACING - STAR KARTS - ZIPS  
TONY SMITH  
L. BOHLIN (Scandinavia)  
JOE GRUBBS (U.S.A.)

RAVENGLASS CUMBRIA (06577 281)

### CALVIN FISH

offers his  
VW LT31 VAN

This vehicle is fitted to take 2 Superkarts. Full tyre racks, storage lockers, welding bottle storage etc. Reconditioned engine. Excellent order throughout. Arrive at the circuit in style for 1981. Terms and part exchange.

RING ANYTIME 0603 401531 or 42876

### ESLICK HELMET DESIGN

HAVE A CUSTOM DESIGN HELMET  
FOR 1981

SEND S.A.E. FOR DETAILS TO:-

BIKE & KART,  
2 MALVERN ROAD,  
LIVERPOOL 6.

RD 250 DX MOTORS All low mileage road engines, £150 each. Tel: Stuart Skinner (0472) 56679.

### NIGEL SMITH OFFERS

YAMAHA TD3 racing engine, unique wet racing clutch, used very successfully in 1980. Now fitted brand new "G" w/c block, pistons and head. Bargain at £750.00

TELEPHONE: 01-394 2228

### HEJIRA RACING DEV.

THE NEW  
MK II ELECTRONIC REV COUNTER  
Available as from January 1981

LARGE EASILY READ SCALE. WORKS BY INDUCED CURRENT - CANNOT DAMAGE THE IGNITION ELECTRONICS  
NOW IN A SEPARATE BOX  
SCALE RANGES 0 - 10,000  
4 - 14,000  
8 - 18,000

And of course we still produce the popular MK I

MK I £41.80 MK II £49.80  
PLEASE ADD P.P. £1.50 + VAT at 15%  
CHEQUE OR P.O. TO:-  
HEJIRA RACING DEVELOPMENTS  
18 GORRICKS  
STONY STRATFORD  
MILTON KEYNES, MK11 1HB  
TEL: 0908 563281  
(S.A.E. FOR SPEC. SHEET)

STEVE STYRIN'S 1980 NO. 1 YAMAHA 250 engine, complete as raced with Amals and latest GBRD exhausts. Optional reversed barrels set-up. Perfect condition, ready to win again, £875 o.n.o. Tel: Leeds (0532) 442291 (day) 677343 (evening).

125 MAICO ENGINE complete with Motoplat, 34 Amal, Motiv pipe and Barlotti mounts. Progressively tuned into a quick and reliable motor £275. Tel: Rod Western, Bristol (0272) 516161 day, (0454) 774903 night.

ZIP '80 GT ROLLING CHASSIS. Completely rebuilt for new season. Immaculate. £250 o.n.o. Tel: Hoddesdon 63069 (eves.)

1979 100cc NATIONAL DEAVINSON SPRINT Complete outfit including two fully tuned and race prepared Komet 88s, wets on rims and one hundred pounds worth of carbs. Custom spray job, ground effects floor tray and lots more. Reason for sale - going motocross £750 o.n.o. Tel: Tunbridge Wells (Kent) 29987 after 6 p.m.

MAMBA K88 SPECIAL TWO BEARING rear axle and engine mount. Includes one-off hydraulic integral trolley wheels system £300. Tel: Ramsey (Camps) 842056.

DART KART PARILLA SS20. Good condition, very fast. Third Blackbushe last time out, December £450 o.n.o. Tel: Craig Booth 01-995 0135.

ZIP '79 SE FULL INTERNATIONAL SPEC. Bridgestones, 30mm axle. Excellent outfit. £240 o.n.o. Also quick K79TT Tal-Ko tuned £130. Tel: 021 353 0309.

YAMAHA 90cc SCHOOLBOY SCRAMBLER with leathers, boots, helmet, suit. Age 7 up £300.00. S reg. Yamaha DT 175 enduro with boots, helmet, leathers £350.00 o.v.n.o. Both very good condition, or exchange both for 210 National outfit same value. Tel: Bedford 711958.

LANE AEROSPACE ROLLING CHASSIS £175 o.n.o. Tel: Brentwood 226230.

DINO 250 INT. WITH TONY SMITH Yamaha. Prepared for long circuit racing. All glass fibre included, new March '80. C/w wet tyres £1250. Tel: 0663 43391.

BARLOTTI 250 NATIONAL ROLLING chassis, late '79, new seat brackets and sprockets, hardly used £235. 4 new unused German Goodyear slicks £40. YZ 125 C engine, new crank, latest piston, includes expansion pipe £120 (never run). Tel: Brookwood (04867) 3876.

ZIP '78 SE COMPLETE ROLLING CHASSIS never been used since overhaul and respray £230 o.n.o. Tel: Weyhill (026477) 2693 Hants.

### KART PARTS

NEW 1981 KART - DELTA '81

Now Available

National £350.00 less tyres  
Int./Nat. £415.00 less tyres  
Britain £335.00 complete

CLASS 1 KART RACING SPECIALISTS  
KART & ENGINE SPARES IN STOCK

Also secondhand equipment

TELEPHONE: SWINDON (0793) 37751  
24 HR Ansaphone  
87 BEVERLEY, TOOTHILL, SWINDON,  
WILTS

FULLERTON RACING OFFERS THE following used equipment. Choice of two Birel Le Mans chassis complete with Mick Fullerton modified K80 motors used this year at K & S rounds and British Championships by Mark Tredwell. This equipment is currently the fastest available anywhere for National racing. Both chassis carefully set up with new Goodyears - both K80 motors rebuilt and set up as for British Championships. Offers over £900.00 each outfit. Sirio National chassis, never raced, used 3 hours only for testing. Complete with new Komet K88 motor. Outfit includes new Goodyears and is ready to go £550.00. BM chassis complete with new Komet K88 motor, Mick Fullerton prepared engine run 2 hours only, new Goodyears. Ready to go, £500.00. Contact: Mick Fullerton. Tel: 01-749 0979.

### SISLEY KARTING LTD

Selected secondhand spares

KARTS

BM Europa, green £220.00  
BM Europa, red £220.00

Eagle/K88TT £300.00

Sprint 3 bearing/SS20TT, 48.4, £400.00

Sprint 2 bearing, 1980, £200.00

Sprint 3 bearing/DAP T70TT £400

Sprint/TG14 LB Britain, £250.00

Kestrel (ex Cranmer) TKM, Britain £350.00

Taifun/K88TT £350.00

Lane Aerospace/SS20TT, 48.0, £420.00

ENGINES

2 BM JB's complete with accessories  
£85.00 each (ideal for schools)

1 TT23 fully tuned, complete with all accessories £280.00

1 K80TT ex works motor c/w all accessories  
£250.00

1 K88TT 50.6 piston, new liner, £250.00

1 TT22 Deavin tuned, 48.4, £250.00

1 K88TT 51.1, £150.00

1 K88TT 51.2, £120.00

SISLEY KARTING LTD., 6 Manse Parade,  
London Road, Swanley, Kent.

Tel: Swanley (0322) 67121/60571

Telex 8955203 SISLEY G



## CLUB SCENE

continued . . .

Tillett third.

### 'B' Final

The 'B' final had to be stopped when some pushing at the back resulted in our starter, Syd Harris getting knocked over. A trip to the local hospital was thought advisable, although fortunately, apart from a cut forehead and a shaking, he turned out to be in reasonably good order. At the restart, Dave Tebbutt took the lead and might well have won it, if it hadn't been for a broken chain, a fate suffered by a number of drivers during the day. This left Tim Harvey, Chris Callingham, Terry White and B. Moon to qualify for the A's.

### 'A' Final

Wayne Homer's pole position put him in with a good chance to win this one and he made no mistake as he took an early lead. For nine laps he seemed to be well in command of the situation in spite of having Mark Tredwell breathing down his neck. Unfortunately Wayne's run of bad luck persisted, and a knock from Mark pushed him off. Steve Tillett, Gary Prior who had fought his way through from the back, and

Gary Till were thus promoted one place each to second, third and fourth place, while Wayne restarted to make fifth.

At the prize presentation Mark Tredwell wanted to forego his first place, but as there had been no protest he was prevailed upon to accept.

To mark the festive season, in addition to the trophies, bottles of liquid cheer were awarded and Bill Till, Guv'nor of the popular Three Rabbits pub also gave some of his own establishment's products to the pole men in each class.

A good day in spite of the weather, so we look forward to a happy racing New Year and rounds three and four of the BBN winter series.

Dennis Callingham

Results:—

### 100 Britain

1st David Germain Kestrel/BPH Arrow  
2nd Tony Cruttenden Dart/TKM

### National Novices

1st D. Beams Cobra/K80  
2nd B. Jeffries Cobra/Komet  
3rd G. Britnell Sprint/Komet

### Junior Britain

1st Kevin Keith Kestrel/Sisley Arrow  
2nd Steve Dart Kestrel/Arrow  
3rd Mark Handyside Lane/Arrow  
Novice T. Radford Kestrel/Parilla

### Junior National

1st Gary Moynihan Dart/TKM  
2nd Robbie Childs Lane/Parilla

### 210 National

1st Jim Paffett Barlotti/Upton  
2nd Derek Randall Barlotti/DGR Upton  
Novice G. Holloway Barlotti/Upton

### 125 National

1st M. Wayland Zip/Yamaha  
2nd Grahame Steer

### 250 National

1st I. Johnson Zip/Bultaco

### 100 National

1st Mark Tredwell Dart/TKM  
2nd Steve Tillett Dart/TKM  
3rd Gary Prior Cobra/BPH Arrow

## TEAM SCHEMES WINNER

### ZIP GP/Full Spec. DX YAMAHA ENGINE

Very successful kart & engine, 38mm Del' orto carbs. Fitted with barrels, used for 5th at Silverstone, 4th at European Champs etc. No old rubbish on this one! Only as I raced it. Available immediately after Cadwell Park 22/2/81. Never shunted!

TRY ME AT £1,250.00  
TEL: 01-394 2228

RACE TRANSPORTER, VW LT31, very good condition. Large Alfred Bull awning. Runs on LPG or petrol £2,250. Tel: High Wycombe 30854, Naphill 2466 evenings.

ZIP '79/UPTON 210. Very competitive. El 36mm carb., Motiv, wets, fairing, spares include Haywood L.C. barrel, cranks, cases, gearboxes, plus loads of gearbox and clutch spares £650 o.n.o. for quick sale. Tel: Paul Sadotti on 061 682 7880 day, 061 456 5378 night.

ZIP SHADOW '80GT, complete rolling chassis with wide and narrow fronts £225. C/w fully tuned Parilla SS20TT, sprockets, tools, stand etc. Complete racing outfit £395. Spare cast rims c/w German Goodyears 3.50/4.50/6.00, some unscrubbed, hand cut wets on rims. Parilla TT22 48.2, complete £250. Tel: Bournemouth 764586.

PARILLA TT22 48.2, FULLY TUNED, c/w carb., tranny and exhaust. Just completely rebuilt £250. Parilla SS20TT, fully tuned, c/w carb., tranny, mount and exhaust £175. Tel: Bournemouth 764586.

COMPLETE 100 NATIONAL OUTFIT, Deavinson Sprint/K88, engine spares, sprockets, wets, etc. Ready to race £425. Tel: Stroud 79214.

IMMACULATE 210 NATIONAL OUTFIT. Blow Hustler chassis, full Upton motor. With very quick barrel, complete with spare chassis, loads of engine spares, wets and stand. Excellent Novice outfit. This outfit has won many trophies. Test run can be arranged for genuine buyer. Price £380 o.v.n.o. Tel: Rotherham 546519.

## TALASAN KART RACING

IF YOU WANT TO KNOW ABOUT  
2-STROKES READ 'THE BIKER'  
MARCH ISSUE

## In a Word . . .

● The 1981 World Championships — 135cc or whatever — have been moved from Jesolo to the 1977 venue at Parma. One of these days we'll actually get a Championship at the nominated circuit. . .

The good news is that the '77 event, run by Mr. Grana, was fabulous.

● On Wednesday 14th January, after a long battle and with a great deal of help from Reg Gange (senior), Surbiton Town Kart Racing Club won a "noise complaint" action brought against them by the local residents. Therefore, the Club is delighted to announce that as from Saturday 14th February when the Club re-opens, Surbiton will be running both gearbox and non-gearbox classes. 1981 practice and race date details are available from Jonn T-Jones on 01-942 2030.

● In contrast, the opening day at the potentially superb Temple Manor circuit was overshadowed by an impending injunction taken out by a local resident to stop racing there. We can only hope the Surbiton outcome will serve to assist the Midway Club in assuring the future of their venue.

● Cadwell are really hoping to push the 125 Class this year. Their 125 Championship will be sponsored by Chatterton's Motorcycles. 250 Nationals will no longer run with the 125 fields, starting behind the 210 grid instead.

● After 15 years of service, Ray Haines is taking a break as the Hunts Competition Secretary. Future Kimbolton entries should go to: Martin Farrow, 21 Whitefriars, Rushden, Northants. Tel: Rushden 313780.

Ray is not disappearing though, and will now take over as P.R. man, furthering the interests of the H.K.R.C.

● A new Race Secretary at the Cumbrian K.C. — Miss K. Dixon, Bank House, Foster Street, Penrith, Cumbria.

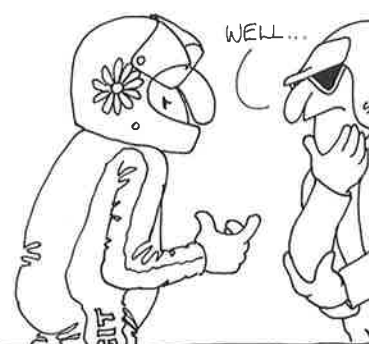
● Hayes & Harlington Club are running their famed annual Dinner/Dance on March 7th at the Skyways Hotel, Heathrow. Tickets from Mike Coles (0202) 294345 or Julian Burleton (0628) 32654 Office, (0628) 24640 Home.

● Bromsgrove K.C. kick off their year on 1st March with the Keith Chandler memorial Trophy (restricted) at Rissington.

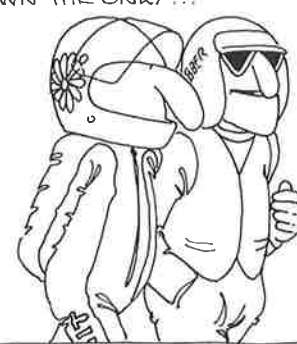
● Merseyside K.C. are running a Club "Driver of the Year" award — first prize is an afternoon's tuition at Aintree in a F. Ford.

## FRIGGIT

HELLO SCRUBBER, YOU LOOK GLUM, WHAT'S WRONG?



...I'VE JUST FINISHED THE CONVERSION ON MY AIR COOLED YAM, AND I NOW OWN THE ONLY ...



...250CC OIL FIRED CENTRAL BOILER IN EXISTANCE! - IT TURNS 30 BHP AT 65,000 BTU's.



## Home Win In Daytona

The second Daytona Superkart event, just after Christmas, resulted in an eventually easy win for American John Gibson, with his Homelite backed Zip GP running an air-cooled Yamaha TD3. Gibson won three of the four heats, the other going to second placed Jerry McCart (Dino/Yamaha).

Gibson knows where he's finished! — the Daytona slow-down lap (Photo: S. Holt)

Fastest time went to Doug Meyer (Zip/Yamaha — air-cooled), but a puncture ruined his chances.

The event unknowingly marked the last outing for Tony Smith Racing, the pair of Dino/Honda doubles for Paul Elmore and Calvin Fish suffering a rash of piston failures.

The 400cc 'stock' Yamaha's permitted in the States were described as "uncompetitive and unreliable. . ."

## Letters

Dear Sir,  
I am writing to inform you and your readership about what is going on at Blackbushe — though by the time this is printed things may have changed.

We have submitted our application for annual re-newal of planning permission from the Local Council, but this year it has been refused because of NOISE! The Airport Owner is also involved with lengthy wranglings with the County Council over the future of Blackbushe and the County are trying to stop all motor-sport including karting, as part of their package for the airport. Therefore we are currently under attack from 2 fronts. The Airport Owner has said that we cannot use the circuit until appeals have been heard etc., — assuming we win! — and so at this stage we have had to cancel our January and February meetings as well as all practice for the immediate future. Needless to say we are doing all we can to get karting back to Blackbushe, but a letter or two to Hampshire County Council and to Hart Dis-

trict Council wouldn't go amiss from people who regularly use the circuit.

Assuming we are successful in our appeals, we will of course have to rigidly enforce the noise limit which is of course a joke. At our last race meeting we sent about 75 — 80 karts out one at a time for 3 laps for noise checks. One kart was below 90db! We have two noise meters and both read the same. This was at the RAC approved distance and all the karts had RAC approved silencers, but none could manage the RAC approved noise figure! Therefore I would urge most sincerely for silencer manufacturers and the RAC alike, to actively research a silencer that works, so that the volunteer officials that run our meetings can get on with running the meeting instead of worrying about noise levels and the competitors can once again race at Blackbushe. Already Surbiton races Class One's only (at 95 — 97db average) and if Blackbushe goes, there will be very few tracks left in the South of England especially for the short circuit Class 4 fan. If we want karting to continue, then keep it quiet!

Dave Currie  
Surrey.

BY BARRY FOLEY

## Mini Ads

Sell (or buy) equipment, spares, or whatever with a Mini-Ad. All Mini-Ads must be prepaid and will be inserted in the first possible issue after receipt.

Rates: 10p per word (£1 minimum charge).

Please send your Mini-Ad, clearly typed or printed to: Kart & Superkart (Mini-Ads), Pindar Road, Hoddesdon, Herts.

Mini Display Ads (boxed) are also available at £8 per column inch. Copy to same address.

## 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

GARAGE CLEAR OUT — Bridgestone tyres, nose cones, seats, pair 34mm Mikuni carbs. Tel: 01-394 2228.

1979 ZIP 79 GT, K88 STANDARD ENGINE complete outfit 12 wheels, tyres, two kart fully enclosed trailer £650 o.n.o. Tel: Dartford 25409.

ZIP YAMAHA SUPERKART, full set body-work, Bridgestones, spare set of tuned barrels, heads and pistons, also spare exhausts. A trophy winning kart — yours for £1250. Tel: Harrogate (0423) 866120.

1980 BARLOTTI BB COMPLETE OUTFIT — used only twice. As new together with competitive 210 National engine £650. Also set of wets to suit. Tel: John Newton Orpington 24232 (work), 01-660 3663 (home).

FOR SALE — SS20, TT22 liner, 48.2 bore, re-conditioned throughout, going short stroke £250. Telephone Barnsley 385920.

FOR SALE — SPRINT KART, 104 wheelbase. Graham Kershaw's Britain Championship winning outfit plus TKM Britain engine £400. Will separate. Telephone 061-652 6062.

SIMPSON HELMET, BLACK, 7 5/8 (K.X.1), immaculate condition, used once £75. Tel: Waltham Cross 23826 evenings.

ZIP, BULTACO 250 NATIONAL OUTFIT. Very quick. Bargain £250. Tel: Poole 6796.

## HEJIRA RACING DEV.

### CRACK DETECTING SERVICE

We have installed a FEL—ELECTRIC Crack Detecting Machine, so why not ensure against expensive blow-ups by having your con-rod checked by us.

1 Rod £5.75

2 Rods £8.75

including p&p & VAT

For quotations on other ferrous items

PHONE 0908 563281

OR WRITE to Danny Wilson

HEJIRA RACING DEVELOPMENTS

18 GORRICKS

STONY STRATFORD

MILTON KEYNES, MK11 1HB

DEAVINSON SPRINT 100 NATIONAL, 106, 2 bearing, red/yellow, only been used 3 times in last 5 months. Plus 2 Sirios, both Deavin tuned, motors also only used 3 times. All in immaculate condition and very competitive. Trophies to prove. Usual spares, stand, wets, sprockets, etc. Only £600. Genuine reason. Tel: Hertford 58386 or Ware 61472.

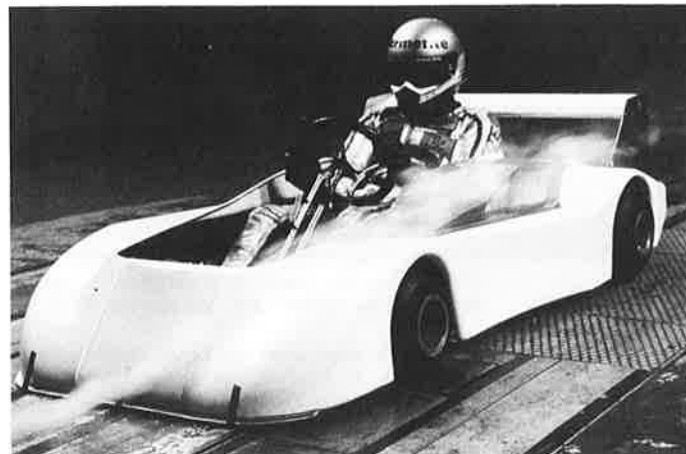
HEWLAND ARROW 100 NATIONAL, FRED prepared, 50.8, ultra quick and very reliable. C/w Motoplat, special carb., mount, sprockets. Tel: York 794915.

250 SUPERKART — CHATTERTONS/AERO Yamaha. Complete outfit including all body-work £995. Chattertons Motors. Tel: 0472 48318/9, after hours 0472 883673.



ZIP'S DOMINANCE ON LONG CIRCUITS IS NO STROKE OF LUCK IT IS DUE TO DEDICATION AND DEVELOPMENT UNPARALLELED IN THE KARTING WORLD.

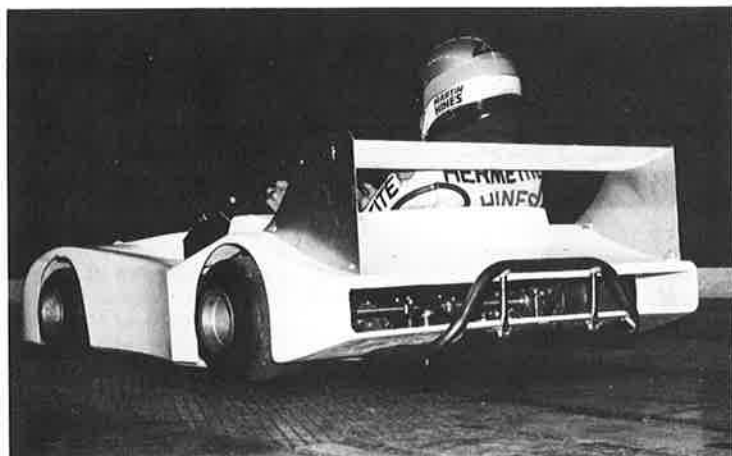
# WIND TUNNEL



**THE FIRST**  
ever full bodied kart to be developed  
in the Motor Industry Research  
Association's wind tunnel —  
M.I.R.A. project no. 4239211A

# DEVELOPED

**THE FIRST**  
kart to be designed with the  
assistance of leading F.1. designer  
Harvey Postlethwaite



# TESTED AND PROVEN

The ZIP Le Mans body will fit any Shadow or G.P. kart quickly and easily, and it fits in one piece! Designed for air and water cooled engines, either left or right hand mounted.

## IF YOU DON'T WANT A FULL BODY

Then we have also developed in the wind tunnel a new pod, tank, wing and fairing for the G.P. that greatly reduce drag, but at the same time increase downforce. No matter if it's, 125cc, 210cc, 250cc or Superkart we've got the body for you . . .

**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

continued . . .

210	Rick Boston	Barlotti/Elf Upton
1st	Dudley Martin	Deavinson/Upton
2nd		Villiers
3rd	Robbie Kellet	Sprint/Elf Upton

## Tilbury

### BBN Products Winter Series December 14th

In spite of the weather accentuating the fact that this was, indeed, a winter series, over 120 brave souls contested the various classes.

#### 100 Britain

Good performances from three recently upgraded Juniors showed what a competitive lot the youngsters are. Andrew Stapley won both heats with Tony Cruttenden and David Germain swapping second and third. An oiled engine in the final spoiled Andrew's debut, allowing David the chance to take first place from Tony with J. Glanville third.

#### 100 National Novices

D. Beams and R. Powell showed well in the heats and seemed all set for another 1-2 in the final until Powell went off on the last lap leaving B. Jeffries and G. Britnell in second and third behind Beams.

#### Junior Britain

Kevin Keith's lead in the first heat was only to be expected in view of how well he has been driving lately, but at the end Steve Dart took over in front with Martin Prior filling third spot. A fighting fourth place from the back of the grid put Kevin once again in the limelight, as heat two was won by Mark Handyside from T. Davis and Martin Prior.

Junior Britain winner Kevin Keith leads Steve Dart and Martin Prior. (Photo: D. Callingham)



The worst rain of the day made things difficult for both the Junior classes, but Keith, having won pole position, made the best of things and stayed in front all the way. Once again the names of Steve Dart, Mark Handyside and Martin Prior featured high on the lap charts as they came in in that order behind Kevin.

#### Junior National

Lee Cranmer made a good start by winning heat one from Robbie Childs. A reversal of this order in heat two gave Lee the final pole position, but he spun it away in the wet giving Gary Moynihan the opportunity to show what he could do, which was quite a lot, as he led all the way from Robbie Childs and Dean Chandler.

#### 210 National

Derek Randall's spin at the end of the straight let his father, Roy take the lead and eventual victory in heat one with Jim Paffett taking second. Jim upgraded himself to first place in heat two and Roy slipped to second. The final gave another win to Jim who led all the way, as Derek Randall made up for his previous slip by working through to second place.

#### 250/125

Novice M. Wayland surprised us all by following his third place in heat one with a win in heat two and a win in the final. Grahame Steer, making his debut in the gearbox class took second place while I. Johnson completed a hat trick of three wins in the 250s.

#### 100 National

A double grid of 48 drivers needed four heats to decide the final grids. Steve Tillett took the first heat after a good run from the middle of the pack. Mark Sayers was second and Gary Till third. Wayne Homer's return to Tilbury after the nasty accident that he had a few months ago, was marked by a win in heat two after overtaking Mark Tredwell, who finished second in front of John Herbert. Gary Prior made up for a non-finish in heat one by winning heat three, Tredwell once again finishing second. Heat four gave Wayne Homer another chance to celebrate his return with a win. This time it was Craig Booth in second place and Steve

## CLUB SCENE

## Kalendar FEBRUARY

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

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

TILBURY (Dunlop Road)

ROWRAH (nr. Frizington, Cumbria)

WOMBWELL (Dorothy Hyman Stadium, nr. Barnsley)

**15** NUTHAMPSTEAD (1¼ miles east of Barkway, off B1368 Cambridge-Ware Road)

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

**22** TEMPLE MANOR (Strood, off A2, nr. Rochester, Kent)

CADWELL PARK (on A153 between Horncastle and Louth) Superkart season opener, with all long circuit classes.

FULBECK (8 miles from Newark)

**28** SURBITON (Worcester Park)

## MARCH

**1** SNETTERTON (Few miles s.w. of Norwich) Norfolk & Suffolk Club's opening meeting on their new venue.

**8** TILBURY (Dunlop Road)  
ROWRAH (nr. Frizington, Cumbria)

CHASEWATER (Pleasure Park, Brownhills, off A5)

WOMBWELL (Dorothy Hyman Stadium, nr. Barnsley)

KIMBOLTON (10 miles s.w. of Huntingdon)

**15** DONINGTON (Off Junction 23, M1) Long circuit meeting. All classes.

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

**22** TEMPLE MANOR (Strood, off A2, nr. Rochester, Kent)

FULBECK (8 miles from Newark)

**29** SHENINGTON (8 miles from Banbury, off A422 Banbury-Stratford Road)

Please note: There will be no racing or practising at Blackbushe until at least mid-March.



# 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**

## GET YOURS FIRST!

and be first with all the national and international news!

**SUBSCRIBE NOW!**

Subscription Rates

- ☐ 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



# ROTAX

NEW 125 ENGINES **£650** + VAT  
 LARGE STOCKS OF PARTS FOR ALL  
 ROTAX ENGINES

*U.K. Importer and Distributor*

**Andover Norton Ltd.**

63 CHARLTON ROAD ANDOVER  
 HAMPSHIRE SP10 3JY  
 Telephone (0264) 51036  
 OPEN SIX DAYS A WEEK 9.15 - 5.30

## Dale Karts Ltd

THE MIDLANDS KARTING CENTRE

*Large stocks of spares for all your karting requirements*

**New and Secondhand Karts**

DALE WOLF 125, 210 for racing  
 DALE CADET for fun

HELMETS, PISTONS, KART STANDS, TYRES, SUITS,  
 BOOTS, OIL, CHAIN, AXLES

Ring for prices or send S.A.E. for price lists and leaflets  
 on all our products.

**SELL YOUR KART IN OUR SHOWROOM**

Telephone: 021-706 5627

DOROTHY ROAD, TYSELEY, BIRMINGHAM 11 2EE,  
 ENGLAND.

# 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 - Richard Dean.*

**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

# TVM

# YAMAHA

ENGINE TUNING  
AND  
DEVELOPMENT IS  
OUR SPECIALITY.

**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

TVM YZ125, complete engine units, standard or  
 tuned, proven performance, low running costs.



Racing Carburettor Distributors

TVM YZ 250, the new 250 National Class engine  
 for Yamaha performance and reliability.



Racing Spark Plug Distributors

TVM RD/TD3 250, built to your specification  
 from all new parts.

ENGINES AVAILABLE DIRECT FROM US OR THROUGH YOUR LOCAL STOCKIST.

*Trade and Export Enquiries Welcome.*

**Teign Valley Motorcycles Ltd., Newton Road, Kingsteignton, Newton  
 Abbot, Devon.**

Tel: Newton Abbot (0626) 62224

# DICKSON karting supplies

THE COMPLETE CLASS 1 RACING SERVICE

**SPECIALISTS IN:**  
 ENGINE TUNING AND PREPARATION  
 BORING AND HONING  
 CRANKSHAFT REPAIRS  
 ENGINES

BUY BRITISH



DRIVE BRITISH.



**Main Distributors of TKM Engines:**

FF99 3 port (Britain Class) Complete .... **£220**  
 FF99TT (National Class) less carb.  
 & ignition ..... **£250**  
 FF99TT Factory Selected ..... **P.O.A.**  
 FF99TT Dickson Tuned ..... **P.O.A.**

Spares for DAP, Parilla, Komet, BM.

*Trade enquiries welcome.*

*All prices + VAT*

FOR MORE  
INFORMATION



**AGENT FOR ALL ZIP  
 KART EQUIPMENT.**

**Goodyear  
 Carlisle  
 Bridgestone  
 Dunlop**

**PLEASE CONTACT ROY DICKSON  
 HEXHAM ROAD THROCKLEY NEWCASTLE  
 TELEPHONE 673227**



# DARTFORD KARTING

97/99 LOWFIELD STREET,  
DARTFORD, KENT, G.B.  
Tel: Dartford 22645

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

Ring your BARCLAYCARD or ACCESS number to us and we will post your order to you the same day  
D.K. offer a special service of barrel honing (while U-wait) to our customers FREE OF CHARGE who buy their piston and rings from us. D.K. (SPECIAL) TUNED TKM engines are proving to be one of the fastest engines available. Join us and many of our customers and enjoy success.

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

<b>NEW PRODUCTS</b>	
Alloy Coil Brackets . . . . .	£2.00
Regina Chain (Standard) . . . . .	£8.00
TKM 210 Pistons NEW TYPE . . . . .	£12.00
JWIS chain (Standard) . . . . .	£5.00
Dial Gauge & Extension . . . . .	£12.00
Dartford Karting T-Shirts . . . . .	£1.50
<b>All sizes</b>	
30mm Axle Bearings and Accessories in stock NOW.	
Triflon bearing & chain lubricant . . . . .	£2.25
O.K.O. tyre sealant . . . . .	£2.75
Renolds link extractor . . . . .	£9.00
Whirly Visor . . . . .	£17.50
DAP Rods . . . . .	£9.00
210 Motoplat & coil . . . . .	£40.00
Hydraulic Brakes (Less disc) . . . . .	£55.00
Dunlops 049 in stock	
New Compound Brigestone	
<b>SPROCKETS (engine)</b>	
8 tooth . . . . .	£3.90
9 tooth . . . . .	£3.90
<b>PARILLA SPARES</b>	
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 . . . . .	£1.59
Gudgeon Pin . . . . .	£2.53
Gudgeon Pin Light . . . . .	£6.05
Exhaust Bend . . . . .	£2.25
Exhaust Flex . . . . .	£15.00
Vevey Silencer . . . . .	£72.60
Crankcase (set) SS20 . . . . .	£96.80
Crankcase (set) TT22/23 . . . . .	£96.80
Main Bearings . . . . .	£1.50
Oil Seal . . . . .	£0.60
Valve cover Tillotson . . . . .	£13.20
Carb. Manifold Tillotson TG 14L . . . . .	£9.20
Crankshaft complete SS20, TT22 . . . . .	£95.80
Crankshaft complete TT23 . . . . .	£77.00
Crankshaft complete GP 15L . . . . .	£2.00
Crankshaft Stuffers . . . . .	£2.00
Crankshaft Half (Sprocket) . . . . .	
SS20, TT22/23 . . . . .	£36.30
Crankshaft Half (Mag. Side) . . . . .	
SS20 TT22/23 . . . . .	£36.30
Crankshaft copper rivets . . . . .	£1.61
Crankshaft Pin . . . . .	£2.89
Big End Cage/Rollers (super) . . . . .	£5.00
Big End Washer, all types . . . . .	£1.61
Con Rod TG14, SS20, TT22 . . . . .	£16.50
Con Rod, TT23, super, super . . . . .	£22.00
Small End Rollers . . . . .	£1.25
<b>ZIP DIE CAST ALLOY WHEELS</b>	
Complete set for 100cc karts with 13-15 or 17mm bearings in front wheels. Available all widths to suit requirements. With 'O' rings and valves.	
Less rear bosses . . . . .	£30.00
As above less 'O' rings and valves . . . . .	£27.50
Complete set for 125cc, 210cc, 250cc, without rear or front bosses. With 'O' rings and valves . . . . .	£27.00
As above less 'O' rings and valves . . . . .	£24.50
Special tyre securing kit for Superkarts, set of 4 . . . . .	£15.00
'O' rings for above . . . . .	£25.00
Valves for above (short or long) . . . . .	£50.00
<b>SPUN ALLOY RIMS</b>	
Rear 4" inner or outer . . . . .	£3.20
Rear 3" inner or outer . . . . .	£3.00
Rear 2 1/2" inner or outer . . . . .	£2.50
Front 2" inner or outer . . . . .	£2.50
Front 2 1/2" inner or outer . . . . .	£2.60
Front 3" inner or outer . . . . .	£3.00
'O' rings for above . . . . .	£25.00
Valves for above (short or long) . . . . .	£35.00
Securing nuts and bolts for rims . . . . .	£14.00
<b>219 TYPE CHAIN AND SPROCKETS</b>	
Rear sprockets 64-93 . . . . .	£3.75
Engine sprockets 10 and 11 teeth . . . . .	£3.90
D.I.D. HT 110 link chain . . . . .	
per box . . . . .	£7.50
D.I.D. HTM 110 link chain . . . . .	
per box . . . . .	£10.50
D.I.D. HT chain per metre . . . . .	£8.75
D.I.D. HTM chain per metre . . . . .	£12.50
<b>KART COVER, TOOLS, STANDS AND TAPE</b>	
Kart cover 100cc size . . . . .	£12.00
Kart cover large 125, 250cc size . . . . .	£14.00
Kart stand black . . . . .	£20.00
Kart stand chrome . . . . .	£20.00
5-6mm T bar wrench . . . . .	£2.25
10mm T bar socket spanner . . . . .	£4.50
13mm T bar socket spanner . . . . .	£6.50
<b>Kart trolley chrome . . . . .</b>	
Large roll tank tape . . . . .	£4.50
Large roll PVC tape . . . . .	£1.00
<b>SPROCKETS (small pitch engine)</b>	
10 tooth . . . . .	£3.90
11 tooth . . . . .	£3.90
Axle sprockets . . . . .	£3.90
<b>CHAIN LUBRICANT</b>	
E.P. 90 . . . . .	£1.00
Triflon (Large) . . . . .	£5.00
Link Lube . . . . .	£2.50
Renold . . . . .	£2.25
P.H. Grease . . . . .	£1.00
<b>30mm AXLE &amp; ACCESSORIES</b>	
Axle Solid (30mm) . . . . .	£12.00
30mm Axle drilled . . . . .	£12.50
Alley sprocket carrier . . . . .	£6.00
Alley rear hub . . . . .	£6.00
Alley disc carrier . . . . .	£6.00
<b>KART TOOLS</b>	
9T Sprocket Puller . . . . .	£6.00
CEV Puller . . . . .	£2.25
Motoplat puller . . . . .	£2.25
Motoplat Holder . . . . .	£2.25
<b>ENGINES</b>	
TKM FF99 TT . . . . .	£195.00
Parilla SS20 . . . . .	£195.00
Komet K88 . . . . .	£170.00
Komet K80 . . . . .	£200.00
Motoplat for all 100cc . . . . .	£38.00
TKM FF99 3 port complete with Motoplat carb exhaust & engine mount . . . . .	£200.00
TG14 . . . . .	£190.00
T.K.M. 190 TT . . . . .	
<b>TYRES</b>	
Goodyear . . . . .	
11-6.00 x 5 (German) RAC . . . . .	£12.50
11-4.50 x 5 CODED . . . . .	£11.50
11-3.50 x 5 Large 10A . . . . .	£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 . . . . .	£9.50
11-600 x 5 . . . . .	£11.25
<b>CARLISLE RAIN TYRES</b>	
11-3.50 x 5 RAC . . . . .	£10.50
11-4.50 x 5 CODED . . . . .	£11.00
11-6.00 x 5 . . . . .	£12.75
<b>GOODYEAR RAIN TYRES German</b>	
11-3.50 x 5 . . . . .	£13.00
11-4.50 x 5 RAC . . . . .	£14.00
11-6.00 x 5 CODED . . . . .	£14.50
<b>BRIDGESTONE RAIN TYRES</b>	
Complete Set, YAV, YAW . . . . .	£82.00
<b>CRONUS STOP WATCHES</b>	
Cronus Olympian . . . . .	£23.00
Cronus 3T . . . . .	£42.00
Cronus 3-ST . . . . .	£50.00
Cronus 4 . . . . .	£32.00
Vinyl carrying case . . . . .	£3.00
Trolley Wheels . . . . .	£2.75
Seat Covers . . . . .	£10.00
Kart Covers . . . . .	£12.00
Equipment Bag . . . . .	£6.00
Sprocket 52/80 tooth . . . . .	£3.25
New combined chain & finger guard (plastic) . . . . .	£1.75
Motoplat Coil . . . . .	£11.50
Balaclava Nylon . . . . .	£2.50
Castrol R30 R40, No Post . . . . .	£2.00
Nozzle Check Valve Tillotson . . . . .	£1.50
Front Ally Hub with bearings . . . . .	£5.50
Rear Ally hub 1" & 25mm . . . . .	£4.50
Deluxe Steering Wheel . . . . .	£9.50
Plastic plug Holder . . . . .	£3.00
Number Plates . . . . .	£11.50
Perforated Disc + Carrier . . . . .	£11.50
Rubber Plug Cap . . . . .	£7.00
Zip Brake Pads . . . . .	£5.75
Italian Bottle Tanks . . . . .	£4.00
Numbers black & white . . . . .	£12.00
New Engine Mount Sliding . . . . .	£11.50
Motocraft AG403/603 plugs . . . . .	£7.50
Wet weather overalls . . . . .	£13.50
Bardahl No Post . . . . .	£1.50
<b>BRIDGESTONE LATEST COMPOUNDS</b>	
460 x 5 x 10 YBC Racing slick . . . . .	£20.00
700 x 5 x 11 YBC Racing slick . . . . .	£20.00
380 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

## D.K. SPONSORED DRIVER MARK TREDWELL WINS!

Turkey Trot, Rye House, Tilbury 7th December, Blackbushe 28th December, Rye House 4th January, Tilbury 11th January.

All races were won on a DART KART and D.K. tuned TKM

We tune any make of engine for £50.00

D.K. sponsored driver Tony Cruttenden wins! Heats and final Tilbury 11th January. Driving Dart Kart and D.K. tuned Arrow.

Rye House 4th January. 100 National Premier

1ST Charles Royston DART KART/DK PARILLA

2ND Adrian Cook DART KART

3RD Ian Palmer DART KART/DK TVM

### T.K.M. ENGINE SPARES

Cylinder Complete 3P . . . . .	£64.70
Cylinder Complete 99TT . . . . .	£79.92
Cylinder Complete L90 . . . . .	£107.99
Iron Liner 3P . . . . .	£35.59
Iron Liner 99TT . . . . .	£40.39
Head 3P . . . . .	£52.23
Head 99TT . . . . .	£34.09
Head L90 . . . . .	£39.10
Piston Complete . . . . .	£14.48
Piston Bare . . . . .	£8.91
Ring Set (SUPER) . . . . .	£4.49
Silencer . . . . .	£14.00
Crankcase Complete 3P . . . . .	£58.44
Crankcase Complete 99TT . . . . .	£72.36
Crankcase Complete L90 . . . . .	£88.27
Main Bearing (SKF) . . . . .	£2.42
Main Bearing (FAG Riveted Fibre) . . . . .	£9.20
Valve Cover (Sloping) 3P . . . . .	£10.43
Valve Cover (Sloping) 99TT . . . . .	£10.43
Valve Cover (Sloping) L90 . . . . .	£12.72
Crankshaft Complete 3P . . . . .	£75.90
Crankshaft Complete 99TT . . . . .	£82.23
Crankshaft Complete L90 . . . . .	£100.63
Half Crankshaft (Sprocket Side) 3P . . . . .	£27.83
Half Crankshaft (Sprocket Side) 99TT . . . . .	£27.83
Half Crankshaft (Sprocket Side) L90 . . . . .	£34.50
Half Crankshaft (Mag. Side) 3P . . . . .	£25.30
Half Crankshaft (Mag. Side) 99TT . . . . .	£25.30
Half Crankshaft (Mag. Side) L90 . . . . .	£32.20
Crank Pin . . . . .	£2.66
Cage & Rollers (Steel/Silver Plated) . . . . .	£5.00
Connecting Rod Bare . . . . .	£15.18
Valve Locator . . . . .	£5.75
Rotary Valve . . . . .	£2.88
Sprocket . . . . .	£4.49
Tillotson Carburettor (HL 317A) . . . . .	£12.65

### LATEST PRODUCTS

Tillotson Repair and Gasket Set . . . . .	£5.00
Kart Suit various colours from . . . . .	£20.00
Con Rods; Komet 88, 80 & 77 . . . . .	
Parilla TG14, SS20, TT22, TT23 . . . . .	£16.50
Airheart Brake Pads . . . . .	£5.00
Airheart Caliper . . . . .	£18.00
Airheart Cylinder . . . . .	£16.00
Genuine Bell Visors (smoked or clear) . . . . .	£3.00
Bubble Visors (clear smoke green and blue) . . . . .	£5.00
Leather stick-on letters . . . . .	£30p
Inner tube valve key . . . . .	£80p
Engine tuning degree wheels . . . . .	£18.00
NGK Spark Plug resistor cover . . . . .	£6.00
Kartpro Brake Pads . . . . .	£1.25
Petrol Filters . . . . .	£1.50
Locitte . . . . .	£1.50
Carb Leak Testers . . . . .	£15.00
Stub Axle Spacers . . . . .	£20p
Precision self-lubricating 30mm bearing . . . . .	£5.00
Yamaha Red Arrow RC100A Kart Model . . . . .	£5.00
Heavy Duty PJI Chain Lube (large) . . . . .	£2.50

Before you buy a new National engine,

compare our price of a TKM FF99TT

ONLY £195.00 + VAT

Why not try our advanced new wet tyre pattern

AT £48.00 SET INCL. VAT + POSTAGE

DART NATIONAL complete with wheels and tyres. £300 + VAT.

(slick tyres of your choice)

DART BRITAIN complete with hydraulic brake, wheels and tyres, £275 + VAT (slick or wet tyres)



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 8 a.m. & 6 p.m.



## SWINDON KARTING

Class 1 Specialists

24-hour Ansaphone  
on 0793-812327

12 NOON - 7 P.M. MON - FRI. 9 A.M. - 6 P.M. SAT.

We have a comprehensive range of Engine & Chassis spares on the shelf



MIRACOL-R

Quick Postal Service - Just Phone in Your Order.

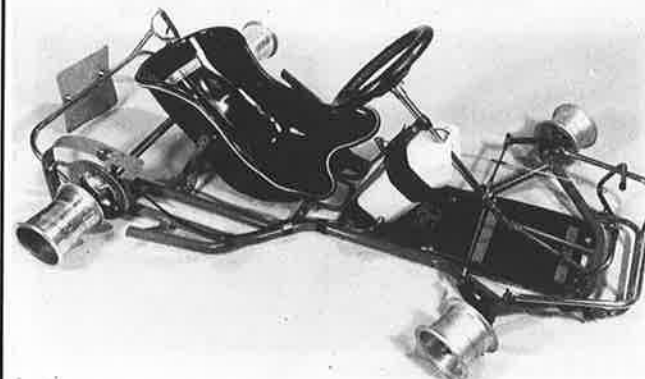
Full Engine Rebuilding Service,  
Precision Honing, Boring,  
Crank-splitting, Chassis welding.

TONI DWORNIK,  
3, MARLBOROUGH ROAD, WROUGHTON,  
SWINDON

## WILSON RACING ENGINES

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

THE WILSON PREMIER  
Kart £350.00 plus V.A.T. less tyres



Test Kart Available.

Any Make of Engine Supplied

Credit Facilities Available.

KARTS. ENGINES & ACCESSORIES BY



YOUR CHOICE FOR 1981 SUCCESS

T70GB complete Motoplat & all accessories . . . . .	£215
T80B complete Motoplat and all accessories . . . . .	£220
T70TT complete Motoplat & all accessories . . . . .	£291
T72TT complete Motoplat & all accessories . . . . .	£296
T74 complete Motoplat & all accessories . . . . .	£336
T125 complete Motoplat & all accessories . . . . .	£620
DAP GP chassis complete, less tyres . . . . .	£450

Engines supplied complete with ALL ACCESSORIES -  
Motoplat ignition, carburettor & exhaust system

Prices are ex workshop & subject to V.A.T. on U.K.  
market. All available ex stock.

RETAIL - TRADE - EXPORT



U.K. SOLE CONCESSIONAIRE  
& DISTRIBUTOR

JOHN MILLS (Kart Specialist)

90a Valley Road, Workshop, Notts.

Telephone: 0909 474633 Cables: 'JAYEN' Workop



Nikasil barrel plating Lectron Powerjet carbs

FULL ENGINE PREPARATION SERVICES

Boring, Honing, Crank-splitting, Tuning, Re-Building  
Stockists of Class I & Class IV Spares

1981 Range of Karts For All Classes

LUCAS COMPETITION IGNITION SYSTEMS

Send now for details of our complete range.

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

## KENT CYCLES & KARTS

SISLEY AGENT FOR MEDWAY  
CLASS ONE RACING SPARES

CO



continued . . .

David Baxter. According to my charts, Bill Longden didn't finish in either of the heats which probably explains why he was in seventh place on the opening lap. After one circuit, Upton and Baxter had changed places and John Tunstall had moved up to take fourth. By lap three Longden had moved in to fifth slot and two laps later Tunstall moved up into third but mixing it with some back-markers lost him two places to Baxter and Longden. In the final lap Longden took Baxter's place in the first three.

The best Novice was Peter Williams who started in 14th place and finished 8th.

1st	Mark Allen	Dale/Villiers
2nd	Geoff Upton	Barlotti/Upton
3rd	Bill Longden	Barlotti/Upton

And that was it. After a terrible start to the day for me, an excellent pounds worth of racing. Come to Fulbeck sometime in '81. I'm sure you'll have a good time.

D.A. Thomas

Wombwell

Wombwell on the 11th January, greeted us with a snow covered track which had to be cleared before practice could get under way at 11.30 a.m.

Junior Britain

The heats in this event were dominated by Jason Plato and Graham Kershaw with a win for each and high placings in the others. In the final Plato took the lead followed by Kershaw who pressed hard, but failed to find a way past the eventual winner. Scott Banks finished a distant third.

Junior National

Kerry Thorpe produced three fine wins in the heats with Steven Haworth and Phil Foster being the other two to note. The final was a cracking race between Thorpe and Foster, the latter leading for the early stages until a mistake let Thorpe through to victory with Haworth finishing in third.

Senior Britain

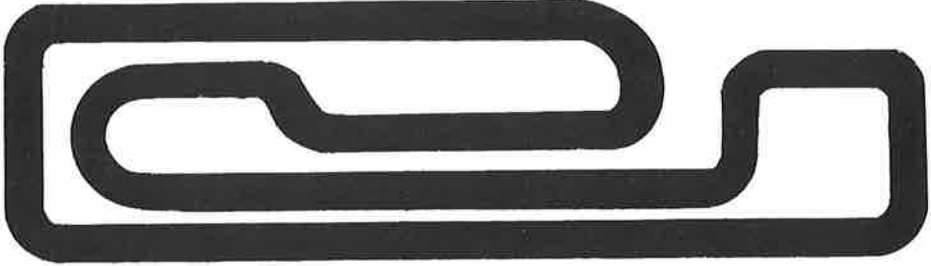
Three heat wins in the Senior Britain event gave Eric Smith pole position for the final where he took an immediate lead and was only joined by Steven Gill for a short time. He remained unchallenged and finished first, with David Gibson second, and a meritorious drive by Novice Richard Mills to finish third.

100 National

A full grid in this event saw the most consistent drives by Nicola Fletcher, with second placings in all her three heats. Others to show good form were Peter Elliot and Steven Sykes. In the final Elliot led the way from the front row, but on lap 4 he spurned the circuit in favour of the rough and dropped out of contention. Nigel Edwards then took over the pace and opened up a lead from Fletcher and Sykes. With two laps to go, these two began to close, but did nothing to change the placings. Tony Bell came home in fourth spot with Adrian Woods finishing a creditable fifth after his move up to Senior competition.

125 National

Three heat wins went to Gary Hill in the 125



Snetterton

As readers may already be aware, Norfolk and Suffolk Kart Club have completed negotiations with Motor Circuits Developments, for the use of a piece of land at Snetterton Circuit and work on the new 700m track is now being finalised.

The Club track at Tibenham is no longer in use but the Club's race dates will remain the same, commencing Sunday, 1st March.

The Club is hoping that the new track will

encourage higher entries in all classes. Snetterton itself is easily accessible and the Club can offer many facilities kindly laid on by M.C.D. including use of the Clubhouse.

Snetterton circuit is rapidly becoming a centre for all types of motor sport and the Management have shown a lot of interest in karting. So give Snetterton a look – we think you will like it.

The N. & S. Club would like to pass on a word of thanks to the Beccles Club, whose members have shown great interest and offered their help.



Nigel Edwards started off the year well, with a finely judged National win. (Photo: P.R. Croft)

class, but he was relegated to second place by Chris Stoney in the final, with Paul Boland third. The Club hope to see the growth of this exciting class in the future.

210

In the senior gearbox class of the day, the heats were vigorously contested between Rick Boston and Dudley Martin. Their dominance continued in the final with Boston the eventual comfortable winner from Martin and Robbie Kellet in third.

Grateful thanks are extended to Mr. L. O'Horan and Mr. L. Wilson and all other contributors, for a well organised meeting with trophies of the usual high standard.

Junior Britain

1st	Jason Plato	MM3/MM Arrow
2nd	Graham Kershaw	Odin/Peary TKM
3rd	Scott Banks	UFO/CSK Arrow

Junior National

1st	Kerry Thorpe	UFO/Arrow
2nd	Phil Foster	Ferrari/Wright Parilla
3rd	Steven Haworth	Premier/Parilla

Senior Britain

1st	Eric Smith	UFO/Brad Arrow
2nd	David Gibson	Sprint/FRED Arrow
3rd	Richard Mills	UFO/Arrow

100 National 'B' Final

1st	Lew Marsden	Premier/PCR
2nd	J.A. Heap	BM/Parilla
3rd	John Cudworth	Blow/Parilla

100 National 'A' Final

1st	Nigel Edwards	Zip/JM DAP
2nd	Nicola Fletcher	Bear/FRED Parilla
3rd	Steven Sykes	Premier/WRE Parilla

125 National

1st	Chris Stoney	UFO/CSK Rotax
2nd	Gary Hill	Zip GP/Chat. Yamaha
3rd	Paul Boland	Zip GP/Rotax



1979 was a big year for Mickey Allen, beginning with a walk-away Global Cup victory.

The Man Behind The Iron Mask

Perhaps the most famous name in karting – certainly a living legend in British karting circles, known and respected throughout the World, Mickey Allen is no easy person to track down, least of all interview! Prompted by recent rumours of his possible retirement, after 20 years in the sport, John Pudney set out to interview “the Maestro”. After a couple of false starts, the two finally met, and something of what makes up this “Man Behind the Iron Mask” was revealed. . .

Born and bred in Chingford, Essex, Mickey Allen left school at the age of 15 to work with his father in the motor trade, a profession he has followed to this day. The first time he set eyes on a kart was back in 1960 when a customer arrived to see his Dad, in a car in the boot of which was a Trokart with twin JLO's. A deal was promptly struck and the next weekend found Mickey at Tilbury discovering all about karting. (It is interesting to note that Mickey's very first experiences were in a twin!!) Tilbury at that time was not a licensed track, so it was some time before Mickey had his first taste of competition – at Rye House (where else?) in 1962.

Unfortunately his debut was not a fairy tale one, because although he had moved up to a Lotus Progress with twin Clinton E65's, the outfit was miles out of date compared to the twin McCulloch engined outfits of Harry Foot, Doug Jest, Bernie Turney and the like. The £6 entry and Club membership fee (a week's wages in those days) ensured that Mickey spent the two hour break after practice, crawling on hands and knees all round Rye trying to find a small plastic carb diaphragm which had fallen off! Alas the hunt was in vain so Mickey retired from the meeting, wiser by £6, to spend another couple of years flogging round Tilbury!

At Tilbury, a friendship was struck up with Melvyn and Barry Cox and Mickey decided to go halves with Melvyn on an Ital kart/Mac which was raced on a turn and turn about basis. Mickey's first trophy success was a 2nd place at Eelmore Plain near Aldershot (just like J.P.!) in 1964, followed soon by his first win, at the USAF base near Lakenheath, against the likes of Dave Salamone, Glen Beer, Paul Fletcher etc., despite a fractured track rod end.

When Mickey subsequently saw Bobby Day sitting on pole at Rye House with the new Techno kart, he offered to buy it there and then. But Bobby insisted he wait until after the meeting, and despite the fact that Bobby bent the chassis during the final, Mickey still bought it! Thus began the now famous friendship. From then on Mickey and Bobby went everywhere together. As Mickey put it, “it was the start of the real racing.”

When Bobby paralysed the opposition at a Copenhagen indoor meeting with one of the first K77's, Bernie Turney got hold of the engine. Both Bobby and Jon Jon Ermelli rejected it, but Mickey bought it to replace his K33. It was to become one of the most famous kart racing engines ever. With it, a relatively inexperienced Mickey went on to jump straight into the 1965 British Team and then win his first British Championship in 1966. The partnership with Bobby Day flourished and indeed Bobby soon retired from driving to look after Mickey.

It is too easy to say “the rest is history”, but 15 years of top class kart racing is difficult to document outside a book! Suffice to say, Mickey's career has included winning the British Championship no less than 7 times, the Hong Kong Championship 5 times, and being runner-up in the World Championship twice – as well as establishing himself as the most successful European driver of the now extinct 200cc twin-engined karts. In short, Mickey Allen is probably the best know kart driver ever.

It was a pleasantly relaxed and lucid Mickey that we met in a busy Italian restaurant in St. John's Wood for our interview, which was to be remarkably interesting and informative. However, as Mickey was with his attractive wife Patsy, who is rarely seen at kart meetings, I addressed the first question to her.

J.P.: Patsy, I presume as we don't see too much of you at kart meetings, you're not too keen on Mickey racing.  
P.A.: I don't mind Michael racing as long as he's happy, but must admit I personally am about as keen on karting as your wife Celia when it comes to actually watching the racing. Of course if the travelling took in some exotic locations like Brazil or somewhere like that I'd like to go, but otherwise I'm quite happy doing my own thing and looking after our two children, Danny (aged 6) and Amy who is 7½. We've been married now over ten years and I'm so used to Michael being away at weekends that I just accept it.

J.P.: Firstly Mickey, to answer an old chestnut of a question and stop the guessing once and for all, how old are you? Are you really only 29, or are you 45 as some people would have us believe?





Mickey and his famous K77 plough through the rain at the 1966 British Championship, Brands Hatch.

continued . . .

M.A.: Cheeky bleeder! — I'm 37.

J.P.: Really! No kidding?

M.A.: Yes, really. I was born in 1943 and will be 38 in September this year.

J.P.: With all this talk of your retirement, do you still enjoy kart racing?

M.A.: Yes, I do. It's obviously not so much fun as the old days when winning was just down to the engine and driver and nobody knew anything about tyres or technology, but I do still enjoy the racing. Mind you I only race to win — after all who remembers who came 2nd or 3rd. If I can't be in with a chance of winning, I don't want to race for the sake of participating. Incidentally, to set the record straight, I do now always wait for my trophy if I've got one, unless I have to get home in a hurry for any reason. In the old days if I didn't win, I used to shove the kart in the boot and drive home at 90 mph in a huff, even if I came a good 2nd! I'm much better now. . .

J.P.: On the subject of trophies, what the hell do you do with them all? Do you have a trophy room?

M.A.: (With loud noises from Patsy!) We haven't got room for them all at home. Some of the best ones are put out on display, but the rest are in boxes in the garage. I'm not like Bruno (Ferrari) who has all his trophies beautifully displayed on mirrored shelves. Patsy could never clean them all and we simply haven't got the spare space. We did have burglars once, who nicked a lot of the good silver stuff, including the Daily Express Trophy for winning the 1966 British Championships, so that thinned them out a bit!

J.P.: That's a shame, because I'm sure the Express Trophy must have had great sentimental value.

M.A.: You're joking — I would have taken £50 for it!!

J.P.: Over the years you've developed a reputation for not being too friendly a person — in fact I've even sometimes felt a little reticent about approaching you. How do you feel about it?

M.A.: I'm sure people think I'm unfriendly, because I haven't got a naturally smiley face. Some people always look friendly and happy, some don't. Mind you, I've never done very much to discourage it because if you get too friendly with someone, you will think twice about going for that gap in a race which, if you don't know the guy, you won't hesitate about it.

J.P.: You have enjoyed two fantastic relationships with men who were, and are, very respected in karting circles for their engine and general preparation. Namely, Bobby Day and Paul Deavin. How would you compare them?

M.A.: Bobby Day was absolutely brilliant — so enthusiastic, and always striving to find out more about what made engines

fly, or not. When we came back to Bobby's place on a Sunday night after a meeting, absolutely knackered, we would have supper, then, just when I fancied settling down to relax and watch a film on the box, Bobby would be out to the garage to strip everything down! Of course I used to help him as I couldn't let him do it all on his own and most nights we'd work from 9 until 1 a.m. If Bobby was still in karting and was up with the technology, I'd have a two lap lead at the World Championships — he was just brilliant with engines and preparation. We're still very friendly and keep in regular touch, but nowadays he's quite happy mucking about in his garden.

J.P.: What about your relationship with Deavin, which must go back to the early '70s at least?

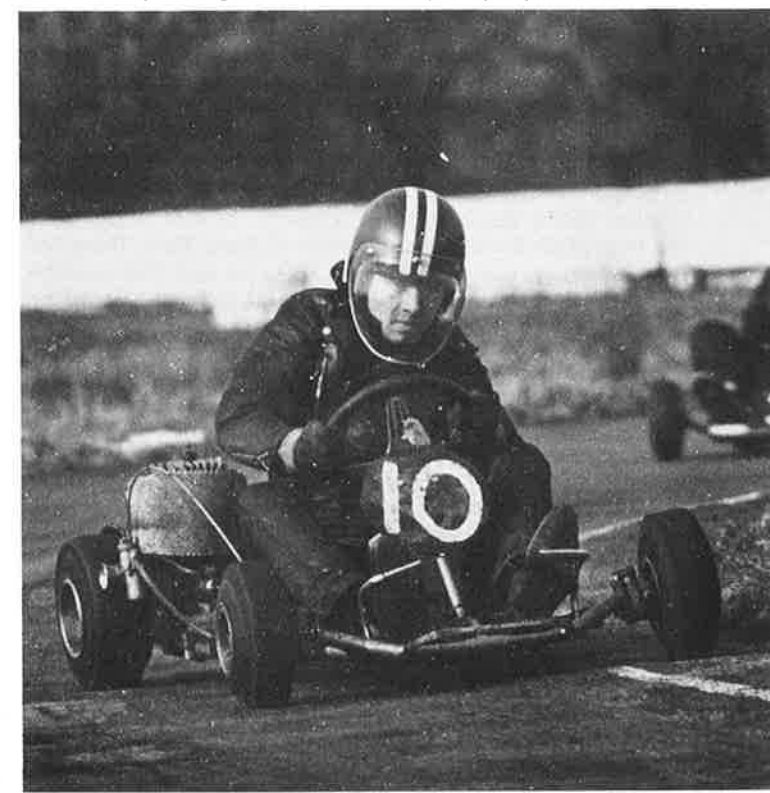
M.A.: Obviously the latter part of my period with Deavin was very much dictated by tyres. They managed to get hold of the right tyres in 1979 to give us a fantastic season. Not so in 1980. I reckon that Paul is a terrific engine preparation man but I think he got a little left behind because he didn't bother with too much development while we had the tyre advantage and as a result got rather cheesed off when we weren't winning in 1980. Strange as it may sound now, I reckon I was more enthusiastic about racing than Paul. For instance, you know, like yourself I have a flat in Majorca which I go to once a year for a month to relax with Patsy and the kids. If Paul had asked me, I would have flown back at my own expense, and contrary to Patsy's wishes if necessary, to do an important Green Man meeting, but he never asked me!!

I had a good time while I was at Sprints — we all had a laugh and I was very friendly socially with Paul, so was rather surprised when I got the phone call from him to say we weren't going to Hong Kong and he didn't think Sprints could afford to carry on with me, especially as there had been no fore-warning. Since then I have not heard from him, which surprises me, because I thought we were friends. So perhaps things weren't as they should have been.

J.P.: How did you get on with Terry Fullerton while you were both driving for Sprints at the same time, in 1976?

M.A.: I was always the second-string driver, because Terry was a full time professional and I obviously had my business to run. Because Terry was always there, he did all the testing and got first choice of carbs., tyres, engines etc. Strangely enough, I was often quicker than him, something which I could never understand (and which I think probably contributed to his split from Sprints as he probably thought there was some sort of fiddle going on). I think it was probably down to driving styles. I remember once when Terry wasn't around I got Ronnie

Rye House and a Bobby Day tweak on Mickey's engine — a gauze shroud to keep the engine warmer on a cold, frosty day.



## Fulbeck

23rd November

What a day for a kart meeting — certainly the worst for me since I started writing these reports. My bike threw a wobbly on me coming up the A1 and dumped me on the verge with fortunately nothing more than a bruised leg. However, I had to leave the bike and I must thank the fellow BMW rider from Colchester who gave me a lift to Fulbeck on his route up to York.

There had been a lot of rain overnight (again) and the circuit was reasonably wet until mid-afternoon. As it was the last meeting for the year there were only 149 entrants on the programme. Several regulars were there but not racing — preparing for next season I was told. Nevertheless there was plenty of racing and a goodly number of Novices — some of them obviously in competition for the very first time.

In order that every class should have a final, racing started at 11:15 and this time there was plenty of time to enjoy the warmth of the can-teen. Anyway, the finals are about to start so I'd better go outside.

The first final was for the Junior Britains. After two wins in the heats, Steve Brogan was on pole with Jason Plato (both new names to me) behind him.

The race itself was pretty straight forward. Brogan led Plato for two laps then they swapped for four laps then swapped back again for the finish. Similarly in third and fourth places, Paul Harrison and Victor Vaughan were swapping but once in front, Vaughan wasn't prepared to swap back. Patrick Walsh was the best placed Novice finishing ninth.

1st	Steve Brogan	Lane
2nd	Jason Plato	MM3/MM Arrow
3rd	Victor Vaughan	Premier/WRE Arrow

I was surprised to see ten starters for the Junior National final. Only four drivers managed to finish in both heats and in the second there were only five finishers altogether.

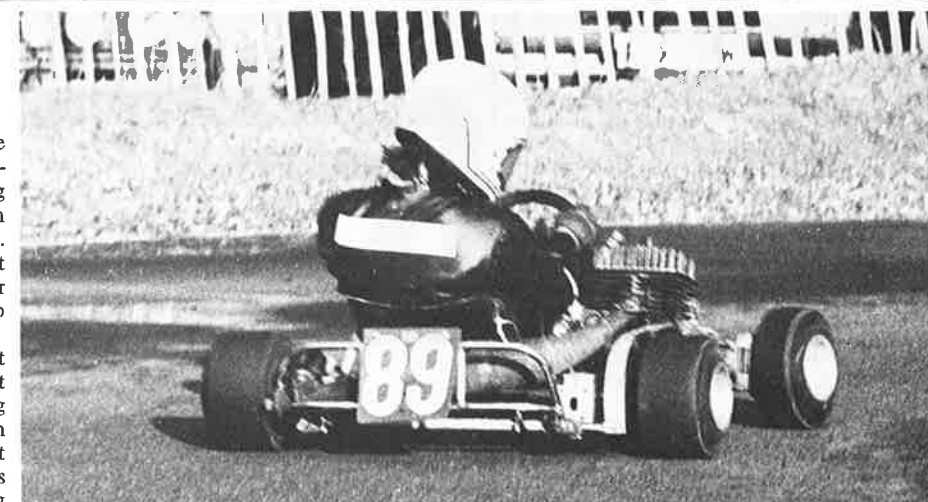
This time nine drivers survived the race, but for me this particular class is nowhere near as exciting as it was during the summer. Mark Bailey was on pole and led a procession in which the only movement was that of Adrian Wood going slowly down the field. It was nice though, to see Richard Dean (the younger) back at Fulbeck after his bone breaker earlier in the autumn and taking fourth place.

1st	Mark Bailey	Deavinson/Sirio
2nd	Robbie Childs	Lane/Parilla
3rd	Gary Moynihan	Dart/TKM

So that they would not be scratched in the dark like they were last month, the 250 National/International final was run next. Peter Hall won one heat over Barrie Borwell and came second to Richard Dean (the leader) in the second, thus earning himself pole position.

As they came past the hairpin for the first time, John Ball was in front with Hall, Dean, Glen George and Borwell close behind. One lap later Hall and Dean had swapped places. Borwell had been relegated one slot by Richard Tapper and then George expired. At the front Dean managed to oust Ball for five circuits before going back to sample second again. Obviously it was not to his liking because he left it just in time to take the flag.

February 1981



125 National provided a walk-over win for Mr. UFO, Chris Stoney. (Photo: D. Thomas)

David Bates was leading the National attack (finishing 5th overall) ably assisted by Richard Hall who was the highest placed Novice in the race, finishing second in his class and seventh overall. The best placed International Novice was Ron Ridley who finished 8th overall.

250 National		
1st	David Bates	Aero/Berry Bultaco
2nd	Richard Hall	Aero/BHR Bultaco
3rd	Tony Groves	Zip/Montessa

250 International		
1st	Richard Dean	CTRP/DMA Yamaha
2nd	John Ball	Dino/Berry Yamaha
3rd	Peter Hall	Aero/BHR Yamaha

There were twenty starters for the 100 Britain final including ten Novices (three Britains on 11th, 12th and 13th places and then seven Nationals led by Derek Buckton). Stephen Gill was on pole with Eric Smith and Charles Dagless behind him.

For the first four laps there was no movement at all in the front six places. Then, in the fifth, Buckton came in to take fifth place having powered through at two places a lap. This is obviously someone to watch. After one circuit in fifth, he started picking at the leaders and I'm sure that had the race gone two more laps he would have won it. As it was he had to be content with third overall, but having come from 14th on the grid that's not bad, especially as the next National Novice finished 14th. The Best Britain Novice was Chris Noonan who finished 11th.

100 Britain		
1st	Stephen Gill	UFO/CSK Arrow
2nd	Eric Smith	UFO/Brad Arrow
3rd	Charles Dagless	Wilson/Heywood TKM

100 National Novices		
1st	Derek Buckton	Lane/Parilla
2nd	Mike Hodges	Burgess/Arrow
3rd	Vincent Peacock	Eagle/Arrow

125 Nationals came next. Brian Borwell won the first heat and Chris Stoney won the second. Mr. UFO was awarded the pole with John Cook and Brian behind him.

Passing me the first time, the order was Borwell, Stoney and Pete King. Next time round Stoney was leading Borwell by 2 seconds, a lead that was never again challenged. The remainder of the race was for second place as Borwell and King ran nose to tail and wheel to

wheel. After a bad start, Gary Hill made good progress to get to the front of the chasing pack but just couldn't bridge the 2 seconds or so that separated him from the front three.

1st	Chris Stoney	UFO/Rotax
2nd	Brian Borwell	Sprint/Rotax
3rd	Peter King	Zip/Chat. Yamaha

The biggest field of the day was, as usual, the 100 National, with 28 entrants, 25 of whom survived the first three laps of the final.

After some excellent heats, the first four on the grid were Lew Marsden, Peter Elliot, John Herbert (recently graduated from the Juniors) and Chris Lambden. As they came round the second hairpin for the first time, the order was as the grid with Nigel Smith and Nicky Fletcher forming the leading group of six. By the end of the first lap this group had separated from the pack and both Herbert and Nicky had moved up one. Marsden was lapping in 48.43 seconds. In lap four Herbert seized lightly leaving Elliot in second slot. Nicky and Nigel Smith both bettered themselves as Editor Lambden made a mistake on a wet patch. Then on lap six Nicky was baulked by a back-marker, in the chicane, and promptly lost three places and the cassette in the wife's electric notebook ran out. . . Over the next two laps there were no changes of any consequence and Marsden took the flag about a second clear of Elliot. But. . . at the weigh-in he was found to be underweight and Elliot was awarded the race, which for me was the best of the afternoon.

1st	Peter Elliot	UFO/FRED Parilla
2nd	Nigel Smith	Zip/Arrow
3rd	Chris Lambden	Zip/TKM
4th	Nicky Fletcher	Cobra/FRED Parilla

The final final in the final Fulbeck meeting for 1980 was for the 210 Nationals.

While taking some photographs in the second heat I saw out of the corner of my eye, an upside-down kart travelling at fairly high speed with its driver still underneath, until it hit the barrier by the chicane. It transpired that Geoff Upton had seized and Rick Boston, who was right behind him caught a wheel and promptly turned over. As it happened in the middle of the fastest part of the circuit there was quite a lot of inertia to get rid of, and the resulting impact with the barrier broke one of Rick's collar bones. Geoff was unhurt and was able to race in the final.

As the 20 starters passed me the first time he was in third place behind Mark Allen and





## CRANK REBUILDS

250 YAMAHA CRANKSHAFT REBUILDS  
£20.00 LABOUR, PLUS PARTS & VAT

### REVERSE CYLINDERS

STANDARD OR TUNED, AIR OR WATER-COOLED

Reversed inlet blocks	Reversed exhaust systems
K & N filters	Silencer box
Amal carbs	C.D.I. ignition
Del'orto carbs	Straight cut gears
Mikuni carbs	Water pumps
Mikuni vacuum pumps	Temp. gauges

Comprehensive range of Villiers spares, new & secondhand Villiers reconditioning service. Exhaust systems.

RING ROB KERKHOVEN

WORCESTER 29902

OR WRITE:

GREEN BELT RACING DEV.,  
SHERRIFF STREET,  
WORCESTER.

## C.S.K. PRODUCTS KARTING SPECIALISTS

HEWLAND ARROW DISTRIBUTORS FOR  
North of England  
MANUFACTURERS OF THE SUPERB

### "U.F.O."

U.F.O. 100 Britain kart, assembled ..... £335.00  
U.F.O. 100 National kart, 2 or 3 bearing, assembled,  
less tyres ..... £350.00  
U.F.O. 125/210 kit, less tyres ..... £495.00

TEST KART AVAILABLE



Trade Distributors for North of England

### SPECIAL START OF SEASON OFFER:

100 Britain, fully tuned £300.00 including VAT  
100 National, fully tuned £350.00 including VAT  
including carb., exhaust, mount, finger guard.

Now The Best — Cost The Less

For all your karting requirements and secondhand  
Karts and Engines

CONTACT CHRIS STONEY NOW  
(MR. UFO HIMSELF!)

For details of new retail discount schemes.  
Trade catalogue available on request.

TEL: 0977 559032

96 WHELDON ROAD, CASTLEFORD,  
WEST YORKSHIRE

TRADE & EXPORT ENQUIRIES WELCOME  
FOR ALL YOUR KARTING REQUIREMENTS

## MISTRALE RACING



BM EUROPA KART £300  
BM SHINING BIRD KART £400

(Both complete with mag. wheels & fittings, less tyres)  
BM K96/3 TT Nat. engines £200 bare  
BM K97 TT Int. engines £275 bare  
(£50 for carb. and ignition)



The MM/3 purpose built Britain kart. Complete  
with tyres, twin caliper hyd. brake & assembled £325



HEWLAND Britain engines £238

MM modified £268. Run in & tested £288.

Hewland National/Int. engines £294. MM modified £344;  
run in & tested £364. All complete with engine mounts,  
finger guards etc.

All prices plus VAT.

Available from concessionaires:

MISTRALE RACING 41 Bishopston, Montacute,  
Somerset. (07476) 2568 10a.m.—4 p.m., (0935) 822423  
7 p.m. — 10 p.m.

AGENTS: J.P. RACING, Newcastle (0632) 621552,  
L.D. RACING, Bolton (0204) 75267, SIMON WRIGHT  
RACING (0353) 740161, ACE KARTS, Kelty (0383)  
830264, REDHILL RACING, Redditch (0527) 26263,  
STARTLINE MOTORS, London (01) 552 9772



+ concessionaire  
FERRARI RACING SERVICES

for 1981 offer:—

#### Britain

TG 14L GB 1981 Series £180.00 complete  
SS 20 GB 1981 Series £220.00 complete

#### National

TT22 National ..... £240.00 bare  
..... £280.00 comp.  
K55 TT Reed ..... £240.00 comp.  
PCR 100 R's ..... £240.00 bare  
TT 22 Selected ..... £345.00 comp.

#### International

TT 25 International, Reed ..... £265.00 comp.  
TT 27 Selected ..... £365.00 comp.  
TT 28 ..... Price on application

Kart, Int., K 100 (104), less tyres & tubes, 2 only left . £385.00

Preparation of engine  
Britain £75.00 National £90.00 Inter. TT 25 £75.00  
TT 27 £95.00 TT 28 £105.00

Good stock of secondhand engines available  
spares 20% off list

Boeri Suits £33.00 Boeri Helmets £33.00 — no VAT  
while stocks last

ALL PRICES EXCLUSIVE OF V.A.T.

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)  
EVENING 01-429 0254

## INTERVIEW

Spencer, who used to mechanic for me, to screw on a set of Terry's best tyres just to see what they were like. These were tyres which Terry thought were the ultimate. I did 2 laps on them, then came in because I thought they were so awful. It's all down to driving styles.

J.P.: Who do you think is the best driver in the World today?

M.A.: Oh, without a doubt, Fullerton. He's easily the best.

J.P.: How do you get on with him?

M.A.: I don't really see that much of him, but he's a lot better now than he used to be. As he's grown up, he's become a lot more amiable and less sarcastic!

J.P.: Who do you reckon is or was the best driver ever?

M.A.: It's got to be Goldstein, hasn't it? People used to reckon he was just lucky, but you need more than luck to win the World Championship 5 times. He was brilliant. Mind you, I don't know how he would fare now, with the new generation of tyres etc.

J.P.: Looking back through your own career, what do you regard as your best ever race?

M.A.: That's difficult really — I suppose the British Championship in 1968 at Shenington when I dived with Stephen South for the whole race. We must have swapped positions a dozen times. I can also remember a race with Pernigotti in Kalmar, Sweden, which was terrific, though I got chucked out at the end for being a fraction underweight.

J.P.: What about Parma — the 1977 World Championship?

M.A.: Yes, certainly. That was a great race, although Rovelli won. He deserved it and I don't bear him any grudges. I wasn't quite quick enough on the day.

J.P.: How about your biggest disappointment?

M.A.: I suppose that was in Paris at the World Championships in 1970. I had grid 4 behind Goldstein for the final and enough speed to beat him. I got into 2nd place behind him and would have had him off if he'd kept me back, but Ferris knocked me off instead! I could have won that meeting (and the World Championship).

J.P.: You didn't look too happy at this year's British Championship when you tangled with Martin Smart and lost your chance of winning the British Champs for the 8th time.

M.A.: Yes, I reckon that after me and Terry, Smart is the next best driver in the U.K., but I would never have done to him what he did to me. The last lap is different, when there is everything to gain, but not in the early laps. I could have won that race — I was much quicker than everyone on the watch, even Fullerton.

J.P.: Were you particularly upset that you couldn't win the Champs for the 8th time?

M.A.: Not really. Of course it's nice to win, but after I'd won the British Champs once, I'd no great raging ambition to do it again. It's just the way things have gone that I've managed to win 7 times. It always amazes me that people spend every spare "shilling" (a favourite expression of Mickey's throughout the interview) on karting at the expense of all else in an effort, for instance, to win the British Championship, thinking they will really become someone special. When they've done it, they are just the same. They don't become overnight heroes like the F.1 World Champion. I suppose it gives them personal satisfaction, but I can't see it.

J.P.: Is your ultimate ambition in karting what I think it is?

M.A.: Yes, I'd like to win the World Championship. Definitely. I've nearly done it, but if I did I would immediately retire.

J.P.: Talking of retirement, what on earth would you do with yourself if you did give up karting?

M.A.: I might even be retired now!! I've had a couple of offers of drives, one of which is very appealing and which I'm being encouraged to take up by various people including you, and especially my mechanic John Benton who works for me — who if anything is more enthusiastic than me about it. However, if I do carry on I'll have to get fitter, and I'll also want expenses for travelling, because (contrary to popular belief) I used to pay virtually all my own travelling expenses when I drove for Sprints. So these are various factors which have to be hammered out. But I will obviously discuss things with Patsy first. If I do retire I quite fancy taking up flying. . .

J.P.: Would you encourage your son to take up karting or any other form of motor sport?

M.A.: No, I'd try to turn him away from it. If he was fanatically keen, of course I wouldn't stop him, or if the financial rewards were worthwhile. But I can't ever see karting being a financially viable sport. He's got a small motorbike at the moment which he charges around on, but if he fancied taking up motorcycling I'd use the same parameters.

J.P.: Why did you never take up motor racing?

M.A.: I did once (or twice if you count Macau, where I had a one-off drive in some terrible car, which fell to bits in the Macau Grand Prix just after one of the Hong Kong events). Before that I did have a go in a class called Formula 4 which was introduced by Grana and was a sort of overgrown karting class using small racing cars powered by Ducatti motorcycle

Hong Kong has been a happy hunting ground for Mickey Allen, here on the way to another win in the days of the ferocious 200cc twins . . .



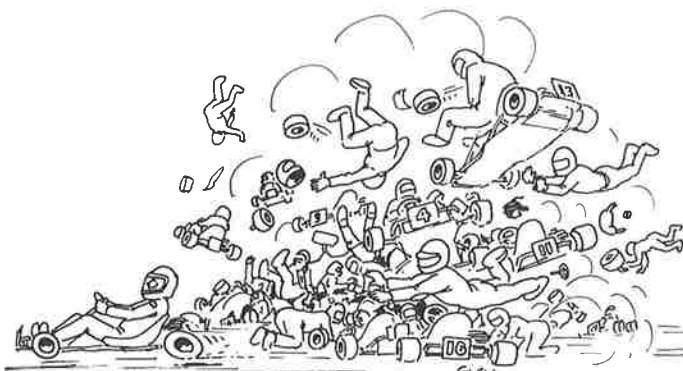


continued. . .

engines. I went down to Monza in 1966 with Bobby Day on Bruno Grana's invitation to have a test in the new Formula Four Techno car with a view to getting the works drive, along with a whole load of other guys including Pernigotti and Ronnie Peterson. I went quite well in the test, but came into the pits early because I thought it was over-revving, only to find out there was another gear to go which I hadn't been using! Although I was still third quickest, I obviously didn't get the drive. Eventually Bobby and I bought the works car after some girl (Suzy Raganelli?) had beaten everyone in it at a special race at Brands Hatch in 1966. But although I led a few meetings with it, it was so unreliable and the chassis so bad, that we gave it up and in fact the class folded up soon after. I've never really been too bothered since. I mean, if you smash up a kart it doesn't cost much to repair. If you smash up a racing car it can cost all your investment, and I couldn't risk that.

J.P.: You seem to have an uncanny knack of being able to avoid accidents. How many times have you hurt yourself in karting?

M.A.: I suppose I can avoid accidents because I've had the experience, although I don't drive round consciously trying to avoid them. In all my career I suppose I've only been turned over a dozen times and I've never broken or strained anything — in fact I've never even had to go to hospital.



Y'KNOW, IF MICKY ALLEN HAD BEEN ON THE TITANIC, IT WOULDN'T HAVE SUNK!

J.P.: Looking back on 1980, I can remember people criticising you for not driving hard enough in testing or when you had a clear track ahead, which may in part have led to your disagreement with Deavin i.e. in timed practice at the World Championship you went much quicker after you had been passed by a rapid Swede.

M.A.: Well if that contributed to my split with Deavin then he certainly never said anything about it to me, although I will agree I'm not the best leader. But I reckon I am still one of the best overtakers. I can't see why you should drive at the limit when you're in front with nothing to gain — it's a lot different if you're behind someone with everything to gain.

J.P.: Dave Ferris once told me that he never suffered from nerves before a meeting. Do you?

M.A.: Oh yes, every meeting, just before the actual race I get nervous — whether it is an ordinary Club race or the World Championships, it's just the same. Not terrible nerves mind you — just a knotted stomach and that sort of thing.

J.P.: I can remember you once did a gearbox race with Ferris a long time ago. Have you any aspirations to try a 250?

M.A.: Yes, I did do the Snetterton 9 hours once with Dave — just for a laugh. It was only in a Villiers I think and we were pretty quick.

J.P.: I can imagine!!

M.A.: But basically we only did it for a laugh. I can't remember any other time I've driven a class 4, and I've never really fancied racing a 250.



Another Hong Kong victory ceremony for a bearded Mickey. In the Orient they nick-named him the "Green Hornet."

J.P.: You were recently on the RAC Kart Committee, which doesn't really seem to be your forte. How did you get on?

M.A.: I think I only went to one meeting, which was dead boring — in fact, I think I fell asleep. Basically I couldn't care less about politics, and I'm just not interested in all the bickering and squabbling that goes on in karting.

J.P.: Are these your sentiments with regard to the proposed 135cc class under which the World Championship is expected to be held this year.

M.A.: Absolutely. Whatever happens, I can't do much to influence events even if I wanted to. Although I don't fancy racing at Jesolo much unless they do something drastic about the track. It's so rough. . .

J.P.: What about tyres and the proposal that looks like being implemented for the Green Man this year of only allowing one controlled compound of tyre to be used.

M.A.: The only way they can ever control tyre compounds, is if the supplier comes to the meeting with a bloody great box of tyres from which everyone takes their quota in full view of all competitors. Otherwise, forget it!

J.P.: Thank you Michael, for your valuable time and lucid comments. I think I can speak for everyone when I say I hope we will see you racing this season and that you will delay any retirement at least until you have had another crack at the World Championship — to perhaps fulfil both our ambitions of seeing you as the World Champion!

Although Mickey is not a gushing over-demonstrative type of guy, what came across most during our chat was the obvious enjoyment he has received from the sport. Far from becoming less enthusiastic, as years have passed, I came away from our meeting feeling that he, if anything, now had more enthusiasm to race. It was as if, with his parting from Sprints, he's got something to prove to the World and by gum, he's going to do it.

It was interesting also, that far from being reticent to talk, it was hard to stop him! Unfortunately many of the comments which Mickey would have been happy to see us print, have had to be left out rather than tempt yet more libel writs.

My wife probably summed him up best by saying "you know, he really is quite a nice guy!" — The nice Man Behind The Iron Mask? . . .

Kart & Superkart



Peter Haywood Ltd., of Royston, offers a new range of karts under the name of Stratos. At present, the range is limited to the 100cc variety, but a gearbox kart is envisaged soon. The 100cc Stratos has one or two interesting features, including a two-rail construction and unique detachable seat supports. Peter Haywood hopes to have "factory" representation in most 100cc classes.



With all the changes going on in 100cc engine design, one part that has remained unchanged for several years is the ignition system — the universal Motoplat. Team Peary Karting are currently marketing an alternative — the Team Peary Power Box — which eliminates the drag due to the normal rotor's magnetic field, the engine just turning a lightweight trigger mechanism.

The Power Box consists of an aluminium box which holds all the main electronic parts, including the rechargeable dry acid batteries. They give about 70 minutes racing time before

needing a recharge (an ordinary 12 volt battery is used). The unit will stand revs up to 18,000 rpm, producing the same spark energy throughout the range.

A light on the box itself is used to indicate the moment when the photo-cell triggers off the spark, the ignition being otherwise set as normal, with a dual gauge.

Team Peary drivers have tested the Power Box over a period of 4 months, and seem confident of its reliability and performance. The firm offers a 6 month warranty covering any type of failure.



Griffin Heatshield visors are now available for Bell Star 2 helmets — thicker, stronger, with a high level of fine resistance, and good helmet ventilation. U.K. distributors, Gordon Spice Ltd of Staines, advise that the visor retails for £11.25 + VAT.

● Norfolk Kart Centre have introduced their new range of Lancer karts, for both Class 1 and Class IV. Both feature multiple adjustments of castor, camber, and even wheelbase, all changes being made within 10 minutes.

● The N.K.C. — run by Andy and Margaret Lovell, and Ian Rushforth — is just 3 miles from Snetterton, which is available for testing. Long circuit karts have a half day test session included in the purchase price, at which the manufacturers will assist in the setting up of the machine.

● Motivation are supplying radiator kits for water-cooled twins, including two radiators, ducting, protection frame and mounting brackets, for £125. Individual radiators are £35. Also available are special aircraft aluminium TZ Yamaha head bolts — £1.35 each, and reversed barrel inlet stubs — £12.50.

With some tracks suffering serious noise problems, a bolt on/bolt off extra silencer, for rearwards and sideways facing exhausts, can be supplied for £19.80.

● Terry Fullerton can now supply Aebi carburettors at the reduced price of £79, with discounts available to the trade.

● Zip Kart have just landed the first huge shipment of new Bridgestone tyres, including the new 250 orientated 7.50 x 11.5 x 5 YBE. The complete range of YBE and YBF (wet) compounds is thus readily available.

● The Company previously known as Tony Smith Racing, based in North London, has undergone major change.

Tony Smith himself is no longer part of the Company. However, operations are continuing under the management of Michael Kyriakides, and the Company will now be known as A K Racing.

All the main ingredients of the previous set-up remain — including a Dino agency, and the Paul Elmore/Calvin Fish Superkart team. Alan Rodgers has been drafted in to look after the engine preparation, and incidentally, it seems as though the team will be on w/c Yamahas at Cadwell after the abortive "double" trip to Daytona.

● Last month's Crossroads Racing ad. for Motul Oil should have read £2.65 per litre — not £26.65!!

## CADWELL CAR AND KART CLUB

Meetings for 1981 season:

February 22nd	National Trophy event (Club Circuit)
April 20th	Club Championships (Club Circuit)
June 7th	RAC LONG CIRCUIT Championships
August 2nd	SUPERKART FINALS
October 4th	Autumn Championships (Club Circuit)

Four round series for Superkarts (C.I.K. engine rules); 125 Championship for Chattertons Motor Trophy; 210 National Mansfield — Wilkinson Trophy; 250 National

ENTRIES TO:—

John Shaw, Armtree Rd., Langrick, Nr. Boston, Lincs.



# ESSEX KART CENTRE

FOR ALL YOUR CLASS 1 NEEDS

## SPECIAL OFFERS

TKM FF99TT .....	£185.00
TKM L90 TT .....	£265.00
FULL ESSEX TUNE .....	£ 80.00

<b>SIRIO</b> 104 MAG .....	£350.00
----------------------------	---------

<b>SIRIO</b> 106 MAG .....	£450.00
(BOTH INCLUDING TYRES)	

LOCKHEED BRAKES .....	£49.95
KART SCHOOL LESSONS .....	£25.00
(ALL PRICES EXCLUSIVE OF V.A.T.)	

ESSEX TUNED TILLOTSONS £30.00 plus VAT  
Very Special — Internally Modified  
Gold Anodised £5.00 extra

COMING SOON — YAMAHA 100cc ENGINE

The Fabulous New

**SIRIO** 104

National/International Kart  
Price: £420.00

Good selection of secondhand karts always in stock.

**Come and see us at**

712 GREEN LANE,  
DAGENHAM, ESSEX. U.K.  
TEL: 01-597 3208

STOCKISTS FOR



## Winter racing engines

Class 1 Engine Tuning and Preparation  
Precision Boring, Honing and Crankshafts

STARTING KARTING? Contact us for help  
in setting up you equipment.

Repairs carried out on a  
WHILE YOU WAIT BASIS

TKM Main TKM Agents 100% Spares



NAME

Secondhand Motors In Stock

Opening Hours:—

Monday — Friday 6.30 p.m. — 11.00 p.m.

Saturday 9.00 a.m. — 5.30 p.m.

EVERY NIGHT A LATE NIGHT



YAMAHA



ROTAX

125 — 250cc

# SPARES

1981 125 ROTAX

ENGINES AND SPARES  
AVAILABLE FROM STOCK

TRADE VAN AT ALL BIG CIRCUIT  
MEETINGS IN 1981

## CHATTERTON'S MOTORS

166 YARBOROUGH ROAD, GRIMSBY S/HUMBERSIDE

TEL: STUART SKINNER

(Workshop) 0472 48318/9 Home 0472 883673



### BALACLAVAS

LINEA SPORT FPT  
Standard £11.32  
Eye-hole £12.95



### 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 £37.40  
palms

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 Tyre Pressure Gauge £ 15.40

Spertex VHT Exhaust Paint -  
white, black, grey, silver, red,  
yellow, blue, green, orange  
Tank Tape - grey, red, black,  
blue, white, green £ 4.60

WD40 - 13 1/2 ozs £ 2.88

Stainless Steel Lockwire £ 6.50

Wire Twisting Pliers £ 33.35

Dzus Fasteners - Screw-in  
-68 £ 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

NOMEX  
Standard £11.44  
Eye-hole £14.38

HAWK NOMEX  
Double layer  
-standard £15.40  
Double layer  
- eye-hole £15.40

STAND 21  
Nomex double  
layer eye-hole £16.10

FORMULA ONE  
Standard or  
eye-hole £ 9.95



### 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

### 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.

### QUILTED JACKETS

SIMPSON  
Jacket £39.10  
Vest - sleeveless  
£23.00

LINEA SPORT FPT

Jacket - white/navy or red/black £40.25

## ROAD & RACING ACCESSORIES (HOLBORN) LTD.

(DEPT. K) 75 MOORE PARK ROAD, FULHAM, LONDON SW6 2HH

# 01-736 2881

Telex: 858334 Ref Road Race

Opening Hours:

Monday to Friday 9.30-6.00

Saturday: 9.30-1.00

Nearest Underground Station

Fulham Broadway (District Line)

Three minutes walk

TO MAIL ORDER SHOPPERS  
Please be sure to state clearly all relevant  
sizes. If ordering Overalls, give waist,  
chest, inside leg and height. Please state  
colour where there is a choice.

CREDIT  
CARDS

Access, Barclaycard, American Express  
and Diners Club cards are accepted.

Please quote your card number by phone  
or by post together with your order.

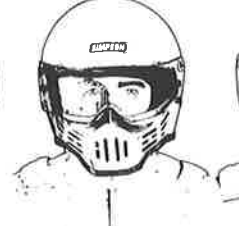
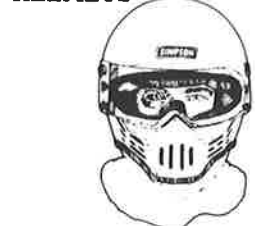
POSTAGE  
On orders up to £10 add 80p  
On orders up to £25 add £1.25  
On orders up to £50 add £1.75  
On orders over £50 - carriage free.

SECURICOR

Goods can be delivered by  
Securicor at a £4 surcharge.

VAT  
All prices include VAT where applicable  
and are correct at time of going to press.

### HELMETS



### SIMPSON

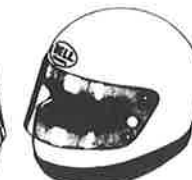
RX-1. Flame retardant lining  
and life support manifold  
Integral bib. Filtration in nose  
piece. White, black, silver. £168.00

RXM-1. Same as RX-1 but  
without bib or l/s manifold.  
White, black, silver. £114.00

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

### GRIFFIN

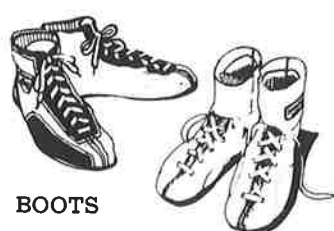
Clubman HP

£49.95

### SUPPORTS

Simpson Harness Pad £18.40

Simpson Neck Support £18.40



### 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 £85.00  
£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



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 £12.95

Over-visor for 2 1/2mm visor -  
brown or yellow £ 1.15

Rip-offs for 2 1/2mm visor - pack  
of three £ 1.15

Peaks - as shown on  
Magnum II £ 1.90

Visor Stud Kits .75

Fog Free £ 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 £1.75

Ear Plugs in canister .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 £ 1.90





# YAMAHA

**YAMAHA TZ"G" WATERCOOLED TWIN.**

**AVAILABLE EX-STOCK: £1,250 + V.A.T.**

**COMPLETE WITH IGNITION AND CARBURETTORS.**

**EX-STOCK: TZ"G" CONVERSION KITS FOR AIR-COOLED UNITS, RADIATORS, PIPES, WATER PUMPS, EXHAUSTS, TEMP. GAUGE.**

**SPECIAL 38mm DEL ORTO CARBURETTORS SET UP TO HERMETITE TEAM SPECIFICATIONS**

**TRADE AND EXPORT ENQUIRIES WELCOMED**

# ZIP

ZIP KART, Pindar Road, Hoddesdon, Herts.

Tel: Hoddesdon 63371/68503 Telex: 817675G TEL EXP 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



# ROTAX

**ROTAX 256 WATERCOOLED IN-LINE TWIN. AVAILABLE EX-STOCK: £1,500 + V.A.T.**

**COMPLETE WITH IGNITION AND CARBURETTORS.**



# HINES QUARTER

**It's All Water Under The Bridge Now! . . .**

At last it has become clear that British Superkarts will be officially water-cooled this year. The message came with an RAC press release a couple of weeks ago, announcing that the British Championship, the Grand Prix, the Cadwell Superkart Championship and of course the Champion of Champions series would be run using CIK 250 International (Intercontinental E) regulations. The meetings not specifically mentioned in the above list are also expected to join in, giving a stable season, governed by one set of rules, even covering overseas events.

The one big shame is that it all happened virtually overnight and so soon before the start of the season — something no-one wanted. The RAC release tried to justify the late decision by maintaining that we had to wait and see what the CIK did, but it seems a little like buck passing. . .

Still, we have basically got what most people wanted, and drivers can convert to water-cooling at their leisure. Maybe now we can get on with the furtherment of the sport. . .

Since last month we've been out briefly at Snetterton with the Rotax 256 in-line twin. It was a nice clear day, but the temperature was Siberian, with patches of ice around the circuit — it was a struggle hanging onto the wheel after a few laps!

This run was thus limited to testing the cooling system. The first thing that needs to be established is the size of the radiator and its positioning etc., to obtain the correct engine running temperature. It seems that while the Yamaha works well at 80 degrees centigrade, the Rotax is somewhat happier at around 70 degrees — therefore the radiator will need to be slightly bigger or mounted in a different position to that for the Yamaha.

We have positioned the radiator between the back axle and the rear bumper to keep everything neat and tidy and offer it good protection. It also allows you to bring a duct up from the tray to the radiator quite easily.

I had 4 radiators to try, ranging from heater core elements to oil coolers, and a purpose built unit the same as that used by Drew Liddle. Incidentally, Drew even beat us to track testing the water-cooled unit (see "Add Water!...") and his advice certainly made our job easier.

Back to the Rotax. Although the weather was freezing, and with fairly big heater cores, the unit still overheated within a couple of laps. However, we have now finished a radiator size for the Rotax which is slightly bigger than that of the Yamaha.

We made up a simple adaptor to plug the temperature gauge sensor into the water hose between the head and the radiator. It will therefore fit any engine and can be left connected even when the engine is removed. The gauge, together with the adaptor and fittings, ready to go straight into the water line, will cost about £18. Incidentally, the radiators should be available at around £45, plus about

£10 for the piping, header tank, clips etc. All in all, not as expensive as we first thought.

Well, the Rotax is sure a bit different to drive — and somewhat difficult to start! First things first — starting — not quite as easy as it seems. With the Rotax firing both cylinders at the same time, the compression is doubled. As soon as it flicks over, you have to dip the clutch and "catch" it quickly. Unless you've got three pushers of Daly Thompson proportions, you ain't going to push it along like a Yamaha! There are going to be a few funny sights until people get the knack of starting. . . It will certainly stop the ex Class 1 drivers (myself included) push-starting themselves in an emergency as is possible with a Yamaha — run, jump, bang into gear and you're off. We may end up with a few high-pitched voice Rotax drivers if they try it! . . .

The Rotax is certainly different to drive, especially mounted on the right-hand side. It has a peculiar note, which initially doesn't sound that impressive, but once you get out on the circuit the torque is very noticeable, especially out of the corners. It feels like I would imagine a dragster feels! As it gets further down the straight it starts to feel more like a Yam., which I can only put down to the engine not quite having the top end of a Yamaha. It's going to be interesting to see which set-up proves best on average.

I'm sure the Rotax will be fairly competitive — the torque should make it hard to bog down, which can be a problem with the Yamaha, and it should certainly come out of the Cadwell hairpin. . .

Well that's the good points, but there's always another side to the coin. One problem concerns those marbles in your "bum" that sends the messages to the brain, which tell you which way to tweak the steering wheel. For some reason, mounting the engine on the right confuses them. Having driven Superkarts for more years than I sometimes care to remember, with the engine on the left, it's amazing the difference it makes having it on the other side — it's not that the handling changes, but things seem somewhat different in those awkward little situations you sometimes get into. . .

After 20 laps or so I slowly started to get the hang of it. So if you're contemplating a Rotax, do get some practice before you go racing, avoiding ice coated circuits — it helps keep the grey hairs away. . .

The near future should see us trying the Rotax back-to-back with a TZ Yamaha which will be interesting. . .

Nice to hear that Derek Rodgers did us all proud out in South Africa by coming second in the All African CIK Championship. Butty was fourth, after suffering carb. trouble. The meeting went to Super-Swede Bohlin. Hopefully we will get him over for the GP this year — he might not find things quite so easy there. . .

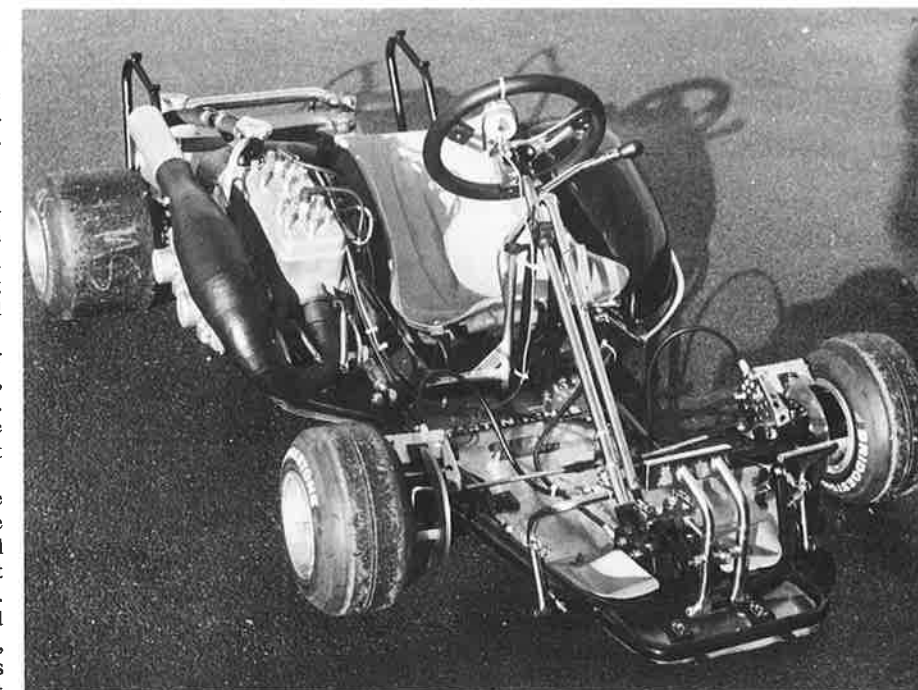
Also pleased to see good friend John Gibson win Daytona, incidentally with the kart I sold him after Daytona the year before. John will be racing his Hermetite sponsored Zip GP with Le Mans body at Silverstone this year, hopefully bringing a few more drivers with him.

From what we hear, the 'doubles' at Daytona were some 6 seconds off the TD3 Yamaha's pace. Apparently the States has banned them anyway, although they've gone water-cooled.

Well, that's about it for now. Off to my first Kart Committee meeting. That will be another story, for another time! . . .

*Martin*

*The Rotax-powered kart that has been tested recently, shown less wings and fibreglass. The in-line Rotax sits very neatly on the right with the radiator tucked in front of the rear bumper.*



## STARTLINE (MOTORS) RACING

We are pleased to announce that Steve Tillett will be assisted in 100 National by us for 1981



**READY FOR 1981 SEASON**  
Our fully equipped workshop is now in operation for

Honing  
Machining  
Welding  
Tuning

Boring  
Re-lining  
Crankshaft  
rebuilding  
and truing

All classes catered for, and work carried out on all engines from 100 Britain to 250 International

**CONTACT US  
FOR ALL YOUR KARTING NEEDS**  
Including:—

*Leathers, Helmets, Gloves, Boots.*

Ring Sandy or Dave on:— **01-552 9772**

**STARTLINE (MOTORS) RACING, 418  
KATHERINE RD., FORREST GATE,  
LONDON E7 8NO.**

**24HR ANSAPHONE**

POSTAL/COD SERVICE





# PEAK REVS

## KART CENTRE

### CLEARANCE SALE

Sprint/Honda 250cc, tuned	£1150.00
Barlotti/Rotax 125cc, tuned	£1150.00
Lynx/125cc Yamaha, extras	£ 850.00
Goff Mustang/210cc Villiers, tuned	£ 495.00
Star/210cc Villiers, tuned	£ 495.00
Zip/210cc Villiers (disc)	£ 395.00
Blow/210cc Villiers (disc), extras	£ 350.00
Goff/Mustang 210cc chassis	£ 250.00
JEB/K88 Class 1	£ 250.00
Barlotti 210cc chassis	£ 250.00
Zip Shadow 210cc chassis, extras	£ 195.00

210cc Villiers engine	£ 199.00
210cc Villiers Power Unit	£ 99.00

Lots of other secondhand outfits and engines in stock

### NEW 1981 TEAM

250 Yamaha	Brian Heerey
125 Rotax	David Calland
210 Villiers	John Burns

ALL RACING THE No. 1 KART – ZIP GP

Look out for our new Team and Trade Van at all meetings in 1981



Steering column fairings complete with impregnated number plate. Base colours available – white, red, yellow, blue and black. State racing class when ordering. (Trade Orders Accepted)

ONLY

£4.99

Inc. VAT and p. & p.

### 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

London & South Agents:

BRIDGE MOTORS (RACING DIVISION)

CALL TOM ON – SLOUGH 20442.

MAIL ORDER. HP.. PERSONALISED LOAN SERVICE

## WIGAN KART CENTRE

The Official North West Agents for:-



YZ 125G	£590.00
YZ 250	£695.00



Zip 125	£550.00
Zip 125GP	£650.00
Zip 250GP	£690.00



125	£620.00
EN250	£1,400.00



125	£650.00
250	£650.00

Orders now being taken for the NEW 1981 DINO chassis  
Specially designed for the 125 ROTAX power  
ALSO 100, 250 NATIONAL DINO STOCKIST

We now have a large comprehensive stock of  
ROTAX and YAMAHA engine spares

Winning kart. Our own Zip Shadow/Yamaha 125 G 3 meetings old.  
Fully T.V.M. tuned. RING FOR DETAILS.

FULL RANGE OF CHASSIS SPARES  
BARREL TUNING AND RECHROMING

Bridgestones latest YBE tyres 710 x 11 x 5 P.O.A.

Kart Trolleys £35.00 plus VAT

PVC Racing Suits £23.00

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.

## Motivation

DESIGN & DEVELOPMENT  
Bagnall, Stoke-on-Trent ST9 9JW

Tel: 0782 503908.

## MOTIV



### MOTIV WATERCOOLING FOR 250 INTERNATIONAL

**TWIN RADIATOR KIT** £125.00  
To fit most existing chassis, including ducting protection frames, brackets & 2 radiators. Separate rads. £35.00 each (for Rotax or TZ motors)

### EXPANSION CHAMBERS

Three years experience on TZ Yamahas has produced top records and Championship wins at the very highest level. That experience is now available to karting.

**TZ 250G EXHAUSTS** Front & rear exit, including aluminium silencers, brackets, isolators & springs £135.00 pr.

**ROTAX 250 EXHAUSTS** A development from our totally unbeatable 125 Rotax exhaust. (8 starts – 7 wins – 4 lap records) £130.00 pr.

**ROTAX 125** Tuning now available. Exhausts (inc. brackets etc.) £60.00

**YAMAHA 125, HONDA 125, ASPES 125** Exhausts including aluminium silencers, brackets, springs etc. £58.00.

**YAMAHA 250, HONDA 250, KTM 250, BULTACO 250** £60.00

TZ reverse barrel inlet stubs £12.50, Hejira MkII big face impulse Tachos £49.00, Blue Mag. flat side carburettors including needles etc., £52.50, TZ/TD3 ignition kits, complete £99.00, Exhaust rubber isolators 80p inc. nuts, Exhaust springs 18p, TZ/TD3 Exhaust sealing rings £1.25, Aluminium silencers £14.00, Silencer refills £1.20, \*NEW\* Additional bolt ON/bolt OFF silencers £19.80, \*\*DAP 125 MOTIV exhausts available soon\* £60.00

!! Don't guess about watercooling. Ask us for prices, performance comparisons etc!!!

All prices subject to VAT. Securicor delivery £4.00 + VAT.

Payment with order. Postage on smaller items not included in price, & subject to VAT.

All MOTIV products are copyright reserved ©

Payment with order. Postage on smaller items not included in price, & subject to VAT.

Once a "copper" always a "copper" – once a racer it is almost impossible to divorce oneself totally from the sport. When you have been hooked by the drug totally, breaking all connection is high impossible.

So it came as no surprise when someone I had neither seen nor spoken to for some 12 or 13 years, rang me up the other day to ask if there was any scope in karting for fibreglass work. The person in question, Rod Scivyer, I first met through bike racing back in 1966. He was then the British 125cc Road Racing Champion, winning the title on a superb piece of machinery, a twin cylinder 8 valve double overhead camshaft Honda. Soon after that time he got married and packed up racing. He made a comeback in 1970 in the 250, 350 and 750 classes. After a couple more years he retired again and started a career both on the Continent and in England as a mechanic, culminating in being the Chief Mechanic at Kawasaki on the then revolutionary in-line 250 Kawasaki for Mick Grant. (This configuration is of course the same as the in-line Rotax 250, which few people wanted in karting, but now are viewing with anxious curiosity!). When the in-line Kawasaki was first built to supersede the "V" layout model, the two cylinders were set up with one piston at the top and the other at bottom dead centre, which to everyone concerned for nearly 12 months appeared the right way to go about things! On the dyno the engine did all the right things, but in the bike frame it most certainly didn't. Scivyer remembers vividly on quite a few occasions the engine being warmed up in the Paddock and watching the frame tubes break around the engine! Not to mention the havoc the vibration caused to carburation. . . . . When it was bolted to a quarter ton of dynamometer and a concrete base, none of this happened, but in the racing frame things were different – so what was the answer? As Rod explained it, the two crankshafts, whilst being geared together, rotate in opposite directions. Whilst one crankshaft was on the power stroke and the other on the compression, the two separate crankshafts produced a bob-weight effect, opposing one another, resulting in a violent and destructive rocking motion of the engine in the frame. After months of frustration it was then thought to be worth a try to fire both cylinders at once – no more problems. It was only then the reason for the new found smoothness, with each crankshaft at the same period in its cycle and working away from each other, and the earlier reasons for such "misery", became apparent. The reason I relate this lengthy tale is to act as a cautionary warning to any of the wealthy new Rotax owners, who may be tempted to try something different, and set their new engines to fire at 180 degrees rather than together! It is comforting to know that the "Land of the Rising Sun" can get things wrong sometimes!! I have to say that when I first became aware that both cylinders fired together, it seemed wrong to me, but now we all know why it is in fact the only way.

After his stint with Kawasaki, Rod Scivyer worked as Sales Manager at Hertford Motorcycles of Oxford. This led to his second comeback to road racing and he won the 125 Honda Championship in 1978 and again in 1979. Why was he always so good on the 125 Lightweight Class? In fighting trim, whilst he is 5' 10", he only weighed in at under 9 stone "dripping wet!" He has now set up in the fibreglass business, together with certain specialised engine services, including crankshaft work. Of particular interest to Yamaha owners, he has a magnetic crack detector which may just spot in time the weak joint of your 250 crank – the "bit in the middle." If his work now, is anything like the standard of preparation that went into his old CR93 Honda, I can highly recommend him. Rod can be contacted at Banbury 810671.



## The Chris Merlin column

One final note about Mr. Scivyer. He made (possibly unwittingly at the time) one particularly significant contribution to all forms of wheeled sport where leathers are worn. Up until the mid-sixties, 90 percent of people wore black leathers. A few people had one colour leathers – a stripe down the arm was positively daring. Then suddenly the gentleman mentioned had the most positively "non-British" set of leathers ever made up until that time – all colours of the rainbow. There was a full front page cover picture in "Motor Cycle News" proclaiming "Rainbow Rod!" The flood gates were then opened and everyone got in on the act. All leather manufacturers owe the fellow a "big quid" for what he started off – if any of them read this, he is at present looking for a sponsor to do the 125 Honda Championship this year! . . .

Periodically, people mutter about making various record attempts in karts. As yet I haven't heard of anyone from karting actually making any successful attempts recently. In the July "Kart & Superkart", Pudney mentioned that Toni Zoserl was considering an attempt with a 250, but of that we heard no more. In 1966, an Italian achieved 135 mph in a 100cc Parilla-engined kart at Monza, a speed I always found difficult to accept. Bruno Ferrari bought this engine and endeavoured to race it at an International at Castle Combe full circuit – however even towing it up to a speed in excess of 60 mph wouldn't coax it into life. Did the Italians tow it up to 150 mph behind a Ferrari and then time it immediately after breaking the tow?!? One shouldn't mock the "wops" – they've had enough problems getting their tanks stuck in reverse gear whenever there's a war! Anyway there are rumblings that Martin Hines might have a crack at some of the records at the end of the season, which as they stand are literally up for grabs – top speeds for four wheeled 250 powered machines being little over 100 mph for the flying mile and kilometre.

For those people like myself, who on seeing a field of 250's charging off on the first lap, no longer only feel the adrenalin stimulated, but also become aware of the possible imminence of another body function, then sprinting and record attempts would be a very pleasant alternative, being considerably cheaper and a lot safer! And of course it presents plenty of scope for the ingenious mind. To make any record attempts doesn't of course necessarily require a kart chassis as such, and in the interests of frontal area a conventional kart is best forgotten.

Every year, in October, at Elvington in North Yorkshire there is a weekend of record attempts for all shapes and sizes of machine – two wheeled, three wheeled and four. One particular enthusiast of this "field of endeavour" obviously influenced by karts is Cecil Wilson. He holds a world flying mile record for the 500cc three wheeled class, using a 352cc RD based Yamaha, with watercooled TZ barrels. He also used a 250cc Yamaha for the smaller class. In the three wheeled class, the machine is considered to be a "motorcycle and sidecar" and you then have to simulate passenger weight with 132 lbs of lead ballast! As can be seen from the pictures, Cecil Wilson lies down head

Rod Scivyer, 1973, on the TD3 with which he finished 2nd in the 250 British Championship. Phil Read won the '72 250 TT with this bike.





continued . . .

first with the engine "honking" away between his legs — obviously having blind faith that should the con-rods give way, they will go into the gearbox and not give him a rude awakening. As he achieved his record without transistor ignition and with only 34mm carbs., there is clearly quite a lot of room left for improvement on his times. The building and development of his "TRIKAT" has been greatly assisted by Wilson Racing Engines of Mike Wilson fame. The problem of engine development and testing is eased by running the motor in a "road bike", presumably on the road! I like it!

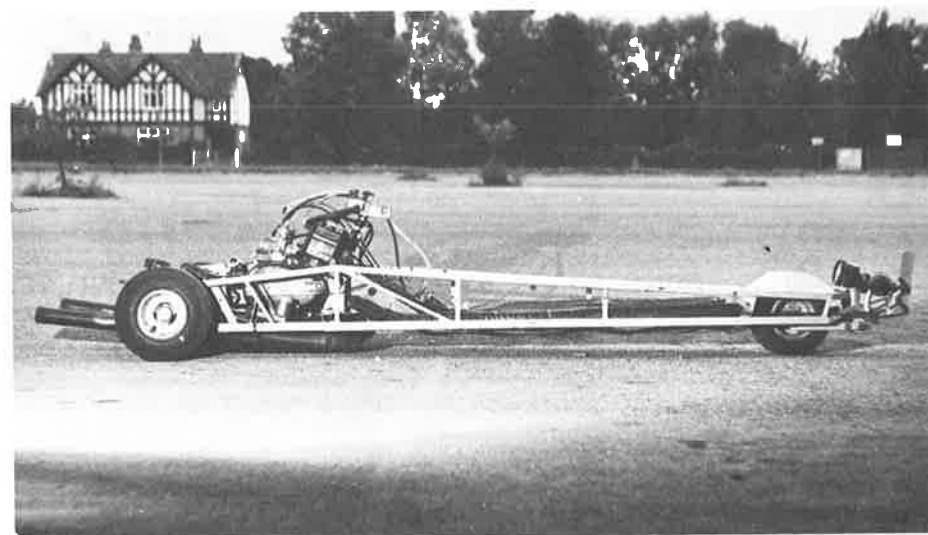
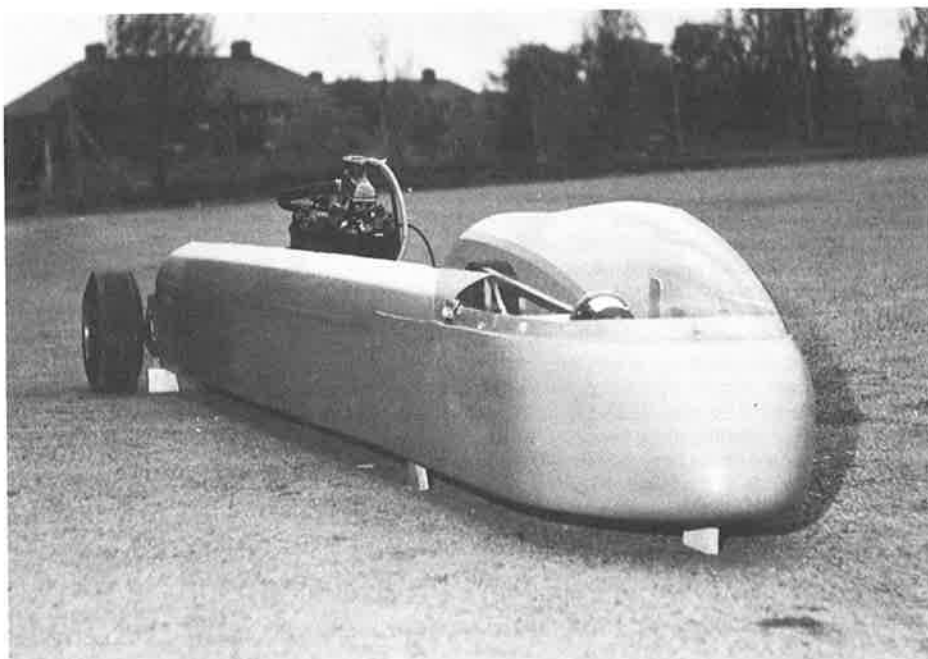
I have been promised more details of the people who organise the various events at Elvington, who would incidentally welcome any kart entries. When they arrive, I shall make further mention on the matter.

For those whose memories go back far enough to 1961-62 era, the man from Chislehurst stimulated, by awarding gold medals, many people to set up various sprint and enduro records. I don't have Karting magazines going back that far, but would be interested to see what they consist of — the fastest ones were largely set up with fairly standard Villiers 9E engines, and probably didn't exceed 60 mph by much. Looking at a fairly early edition of Burgess' Starting Karting book to see if any of the records were mentioned, I was reminded of the rocket powered kart that he bought from the original American owner — the World's Fastest Kart — 150 mph! It was powered by ISO PROPYL NITRATE fuel, a somewhat volatile substance, and I remember lurid tales from Bill Dent who did some work on it, concerning the day when one of the fuel cylinders went berserk in the swimming pool — emptied for the occasion to spare the neighbours during a static test! . . .

Daytona was a long way for Calvin Fish and Paul Elmore to go to evaluate their lovely looking double Honda Dinos. As a result, AK Racing, as the team will now be called, are preparing in time for Cadwell, two TZ Yamahas, which will be built by Alan Rodgers who did some very quick motors for people last year and for Hines the year before. The chassis will be Dinos of course as Michael Kyriakides is now one of the two concessionaires for this marque. This set up, combining two top drivers, a top engine man and Kyriakides 'backing', and the Stylin-Aero-Kerkhoven 'gang' will offer real competition to the Hermetite Zip squad, and promises to develop into a season long, 3 way tussle.

Stylin will be using a Yamaha until the day a Rotax suggests otherwise. I wonder how prophetic the comment will prove to be in the last "Hines Quarter", when he debates the merits of a "top end" power Yamaha against the torque associated with the disc valve Rotax, and the different demands in karting compared with bike racing. One aspect of the design of the Rotax I am not alone in not liking is the two separate cylinders embraced by one cylinder head casting, which must expand and grow considerably more than the crankcases onto which the barrels are bolted. Provided the right hand mounting of the Rotax engine does not prove a disadvantage, it must though be the favourite power for a World Cup chance. . .

Doctor Harvey Postlethwaite is one of the most respected Grand Prix car designers, his most successful examples being the Hesketh that established Hunt's ability and the first-time-out winner Wolf that provided Jody Scheckter with three victories in 1978. It was of course "the Doc" who was an adviser for Hines in the wind



Cecil Wilson's record breaking "motor cycle and sidecar" (top) as it appears ready to go, and (bottom) with body removed to show the chassis layout. Brave man . . .

tunnel testing of his new body. His name doesn't really conjure up the picture of a race car designer but it was in fact his name that first got him into March Engineering and the world of Formula 1 racing. When March advertised for an assistant to Robin Herd, the Chief Designer, they were left, after initial interviews, with a short list of five, without much to choose between them on paper. The decision in favour of Harvey Postlethwaite was made on the basis of "having a name like that he must have something going for him!" A true story, related to me by someone who worked at Bicester at the time.

Before Christmas I went to a party where there was a predominance of racing mechanics and heard many an amusing tale, not many of which can be repeated. But one that I particularly cared for, concerned an Italian karter who has just signed for his first full season of Grand Prix racing. Race mechanics gave new up-and-coming drivers a fairly hard time until they have won their colours, and tend to be very unimpressed by guys who consider themselves Superstars before they have shown their worth. The Italian driver concerned flew into Heathrow for his first car fitting, together with his suitcase and helmet bag. The mechanic sent to

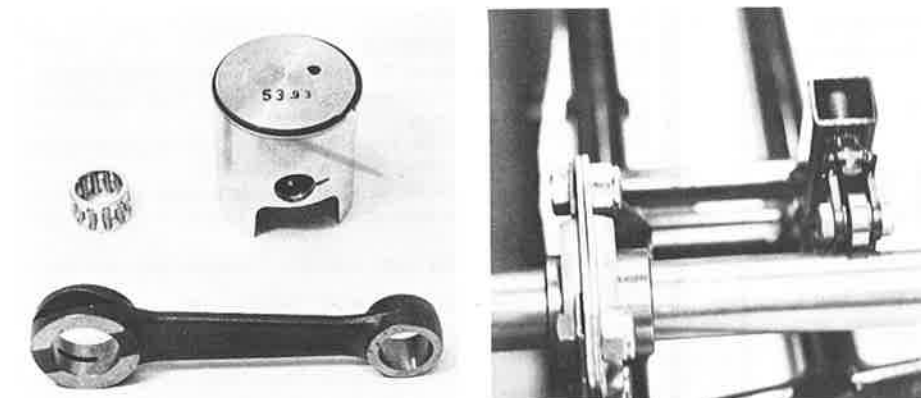
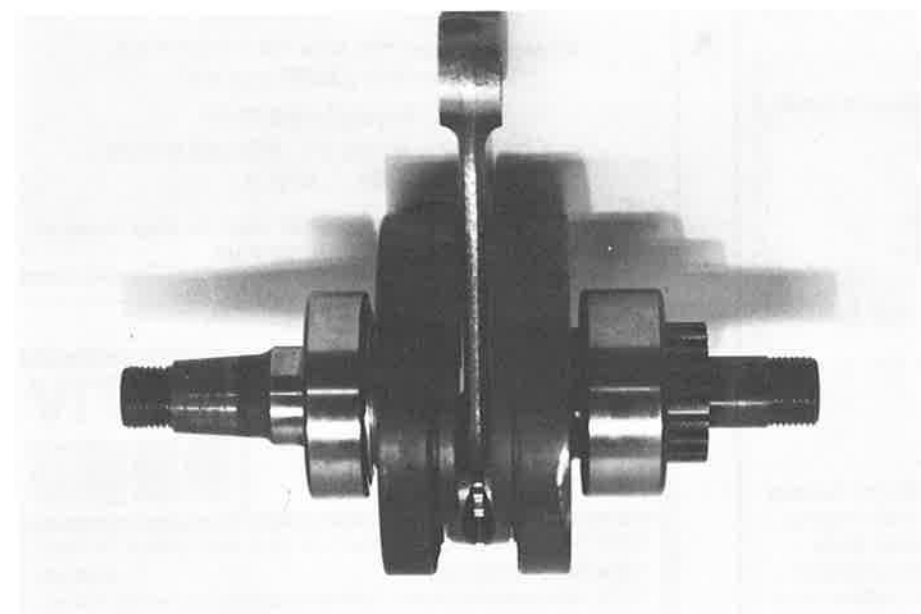
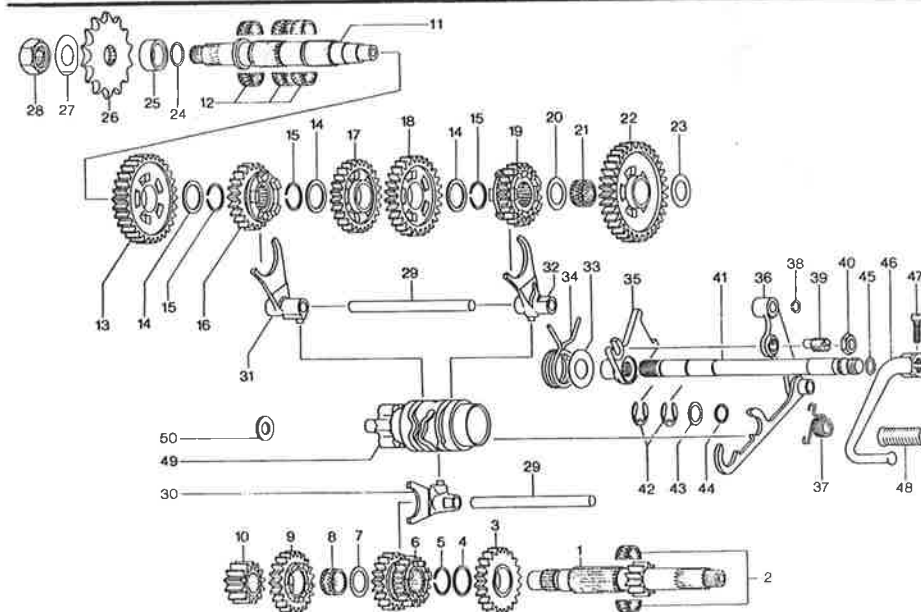
pick him up from the airport, observed the baggage on the floor as the new ace made off to the waiting car. He followed him to the car and thought it opportune to mention "here mate, you've left your cases behind!" There was no way he was going "portering" — not until the young ace had a few Championship points anyway! . . .

You may remember a year ago when I wrote my column concerning the trip to America. I mentioned a Hollywood stunt man I took a great liking to called John Morton, who drives in the Can Am series. The latest news of him concerns a fund raising stunt he intends to perform. We all understand, or partly understand, the ground-effect and down-force principles that surround the racing world today. So, I hope, does John Morton — he intends to have ramps built leading up to the underside of the San Francisco Golden Gate bridge, which will invert his Can Am car, to do the entire width of the central span upside down, relying on the down-force (up!) to hold the car upside down! I suppose it is feasible. It will require down-thrust of at least 750 kg (the weight of the car) plus a lot more traction — rather him than me. Record breaking in a kart, lying on my stomach, sounds slightly more attractive. . .

C.M.

Kart & Superkart

## TECHNICAL



Top: Exploded view of the gearbox assembly. Middle: The crankshaft/rod assembly is very strong and trouble free. Note the wide double roller main bearing on the drive side. Above left: The piston/little end/rod assembly is also a strong point of the Rotax. Above right: With the drive inboard, Roy has devised this neat assembly to prevent axle flex near the sprocket during starts or hard acceleration.

### Re Assembly

Re-assembly is quite straight forward, but watch out for the following things. Make sure that there is a washer between the cam barrel and the timing side crankcase half and that the spring loaded lever is correctly positioned on the ramps of the cam barrel. Check the gear selection with all the cluster in the timing side crankcase half. Warm the crankcases up to aid assembly and use a good sealing compound

between the cases such as 3-Bond. (This is what Yamaha use to assemble their crankcases, while Rotax use a loctite compound) Be careful to ensure correct timing of rotary valve. This is shown in picture as mentioned before, however it can be checked with a degree disc and the valve should close 88 degrees after top dead centre. Double check the correct key slot is used in the ignition flywheel and make sure that loctite solution is used in all the appropriate places.

When fitting the piston, remember that the exhaust port faces the rear, therefore the piston peg goes at the front of the engine. If in any doubt just see Ray Davis — he'll put you wise! Ray wrecked a brand new TD3 cylinder by putting the piston round the wrong way! Sorry Ray.

Also check that the clutch has sufficient free-play in the operating mechanism. There is an adjusting screw in the primary case and there should be approximately 1/2 a turn of free-play on this adjuster screw before it's locked up. Rotax recommend SAE 80 grade oil for the gearbox, but Roy tells us they have quite successfully used TQF for the last season and the capacity is approximately 1 1/2 pints. This serves both the clutch and the gearbox. Roy recommends using Castrol R30 or 40 at the ratio of 20:1 in the petrol.

### General

Now for some useful tips for preparing the engine from new and installing it in the kart.

The clutch operating mechanism inside the primary case is not one of the engine's strongest points and the latest engines have got a lever that is spot welded to the operating mechanism. This has been known to break on two engines so it's worthwhile brazing up as shown in the picture. This merely strengthens the spot weld.

It is worth removing the piston from a new engine and polishing the inside of the skirt as this will help to stop any cracks occurring in it.

When fitting the engine on the kart, be very careful to ensure the maximum amount of clutch leverage possible, by putting the pick-up point for the cable as near to the pivot as you can, because the clutch really is in or out and with the sintered plates in the new engine I shudder to think what they are going to be like.

Pay particular attention to bottom end carburation. The carb. comes with a number 1.5 slide in it which we have found too rich and this must be filed to give satisfactory pick-up from low speed.

In terms of reliability, Roy has been racing the 125 Rotax since Silverstone '79 and the only retirement due to engine failure was one heat at Silverstone 1980, where a piston peg came out and the ring turned and appeared to have destroyed the cylinder. However this was salvaged and is still being run now. Running costs are minimal with this engine as it is so reliable. Piston rings have to be changed every two to three meetings and these are quite expensive — about £7.00.

### Important Torque Values

	Nut size	Torque (ft./lbs)
Cylinder head	7mm	11
Cylinder	8mm	18
Crankshaft (clutch side)	18mm	90+Loctite
Crankshaft (mag. side)	16mm	60+Loctite
Clutch hub centre nut	16mm	75+Loctite
Crankcase	6mm	8
Clutch cover	6mm	6
Clutch spring retainers	5mm	4
Disc valve cover	5mm	4+Loctite



continued...

using a 27 mm socket, after having locked the clutch plates by use of the special tool as shown in the photograph, the clutch nut can be undone. The clutch can then be removed off the gearbox input shaft. On the 1981 engines there are six friction plates which are now sintered bronze (even Robin Stoner shouldn't be able to burn these out!), and seven steel plates. The old engines, that is pre 1981, only had six steel plates and there was one thick one which went on the outside of the clutch pack.

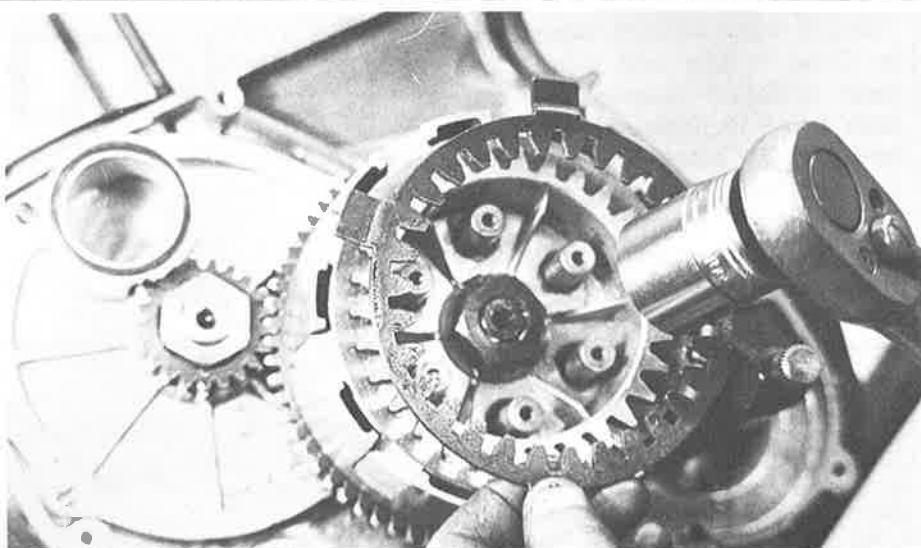
Next remove the 27 mm socket size nut on the end of the crank and take the four counter-sunk head screws, out of the rotary valve cover. Often these have to be 'Impacted' out as once again these are held in by loctite. The rotary valve cover can then be removed bringing with it the front gear pinion. The rotary valve is then exposed, if it hasn't already fallen off. Please note the position of the rotary valve in the picture as this is the correct position for re-assembly with the locating locking plug in the engine at top dead centre. The closing edge of the valve should line up with the small cast end mark as shown by the pointer.

## Ignition Assembly Removal

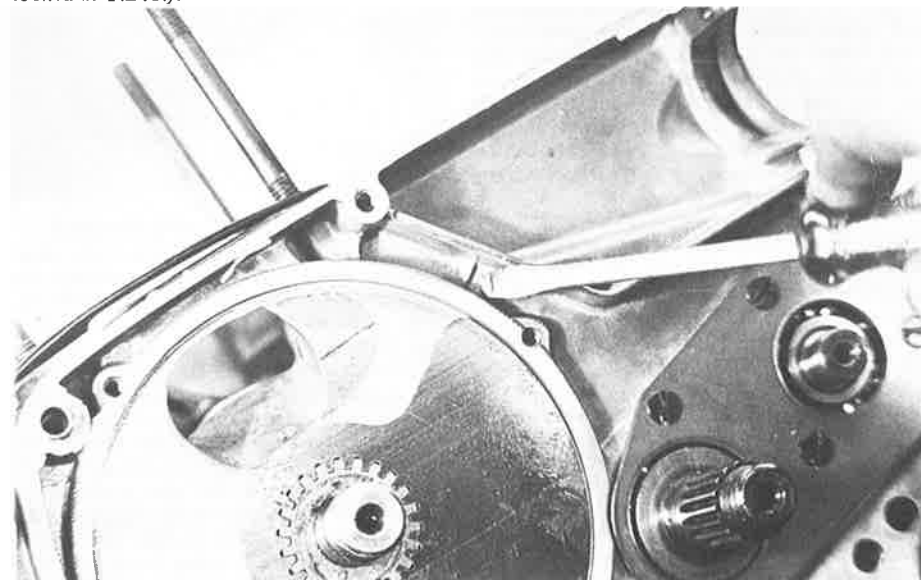
Next, turn the engine around and remove the ignition system. The ignition timing never needs to be set as this has been pre-set by the factory and checked stroboscopically. The stator is mounted on the reverse side of the outer cover and the flywheel is held on to the crankshaft by means of a large nut. A 29 mm socket fits this. An ordinary Motoplat puller will remove the rotor from the crankshaft. Roy pointed out two keyway slots in the rotor. This is a modification, again for 1981. The ignition system has got a built in retard mechanism which the factory say is better at high rpm. Please note which wood-ruff key slot is used (see in picture). Paul Molloy tested one of these ignition systems at the Short Circuit Championship in 1980. It seemed to work okay. Whilst on the ignition side of the engine, the final drive sprocket is worthy of mention. On a new engine this is metric pitch and therefore has to be converted to English pitch. This can be done by Merlin's for £6.50 and you can fit anything up to 24 teeth on it. Prior to splitting the crankcases Roy washes and cleans all the parts that he has removed and keeps them separate from the crankcase assembly.

## Splitting The Crankcases

To split the crankcases, remove all the 6 mm allen screws that hold the cases together and then put the crankcases on top of a stove to warm them up. Because they are magnesium they expand quickly, so a lot of heat is not needed. Being careful not to damage the threads on the end of the crank and the clutch shaft, the engine can be separated, leaving the crankshaft and the gearbox assembly in the timing side crankcase half. The crankshaft can then be tapped out of the timing side crankcase, but before the gear cluster can be removed, it's necessary to remove the cam barrel and fork assembly. Just pull out the rods that the cam barrel forks run on, but note the correct positioning of the forks as they are different. The gear cluster can then be knocked out of the crankcase. Unless any of the ratios are to be changed the gear clusters do not need to be disturbed. If you do take the cluster apart, Roy suggests that you contact him for an exploded view of the cluster, as there are lots of circlips and needle roller bearings which must



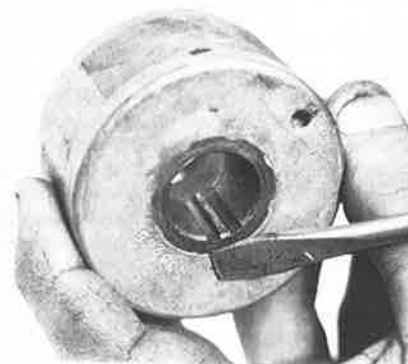
Above: The clutch locking tool is necessary to lock the assembly before removal of the central nut. In the background, the machined lower part of the inlet can be seen, which allows the drive gear clearance. Both must be removed together. Below: The valve timing mark (with engine locked at T.D.C.).



go in exactly the right place. There is an alternative first gear ratio available for those people who find first gear too high and cannot do a standing start. These gears are available for around £40.00, but have the effect of making quite a large jump from first to second gear, not really suited for the Cadwell short circuit hair-pin where you have to use bottom gear. However for standing starts like Oulton Park and Silverstone it really is ideal.

The crankshaft main bearings are held into the crankcase with nylon rings. This is to allow for the vast expansion of the magnesium case compared to the bearing itself. On the 1981 engines, the timing side nylon sleeve has been replaced with an aluminium sleeve. Roy says this is presumably a throwback from the 250 in-line twin where they've had problems with these nylon sleeves being flattened under load. If these nylon rings appear to be loose in the crankcase then replace them. They're not very expensive. The main bearing crankshaft seals appear to last indefinitely, however it is wise to change them every twelve meetings. The crank assembly rarely gives trouble. The big end bearing is a class one silver plated cage type and appears also to last indefinitely.

If the crank is to be pushed apart and rebuilt, ensure that the crank pin is flush on



Roy indicates the correct keyway on the 1981 model ignition rotor.

each side of the crank when it is finally pressed together. This will give the correct side float on the con-rod assembly. Crankshaft end float is adjustable by means of shims behind the main bearings. This is easiest checked by removing the nylon main bearing rings so that the crank moves freely in the crankcases and then the side float can be checked.



AT YOUR  
SERVICE  
24 HOURS  
EVERY DAY  
THANKS TO  
Ansafone

**PETER  
HAYWOOD  
LTD  
KARTS**



MAIN DISTRIBUTORS  
FOR SHELL RACING OILS

**Stratos**  
KARTS



20 years kart racing experience brings a quality kart at a reasonable price, with the following features.

- ☐ New unique 2 rail chassis design
- ☐ Fully adjustable seat for optimum driving position  
And weight distribution without drilling holes
- ☐ Special 2 piece sliding engine mount
- ☐ Up to 2" variation in front track to obtain  
Optimum handling
- ☐ Front bumper assembly detachable
- ☐ Rear torsion bar available to adjust flex
- ☐ Super anodized finishes for wheels and floor  
tray available
- ☐ High quality paint finishes
- ☐ C.I.K. Homologated.

**Stratos 100B:** £305 kit, inc tyres & tubes and VAT

**Stratos 100 Nat:** £325 kit, plus tyres and VAT

**Stratos 100 Nat Super:** £355 kit, plus tyres and VAT

**Stratos 100 Int:** £385 kit, plus tyres and VAT

Now available—210 and 100 dummy gudgeon pins

## 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

**APPOINTED OFFICIAL ROTAX  
SPARES AGENTS.**

**FOR 1981 A HAYWOOD  
PREPARED MOTOR IS A MUST!**

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

**Finance Facilities Available**  
please ask for details and quotation

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

**Tel: Royston (0763) 42942**

**Telex 81613 R. SWANNG**



# THE NEW ZIP 981 KART

THE 981 CHASSIS IS THE SAME FOR JUNIORS OR "BRITAIN" AS IT IS FOR NATIONAL OR INTERNATIONAL. THE 981 WAS USED BY MARTIN SMART TO WIN THE GLOBAL CUP AND SET FASTEST TIME AND A NEW TRACK RECORD AT THE EUROPEAN TEAM CHAMPIONSHIP.

FOR THE FIRST TIME A TRUE INTERNATIONAL CHASSIS CAN BE USED FOR ALL CLASSES.

- \*30 mm high tensile, precision ground, 2 bearing rear axle
- \*NEW 6 mm meonite rear disc to improve braking and greatly reduce pad wear.
- \*NEW improved rear caliper units.
- \*NEW ZIP die-cast components for increased accuracy.
- \*NEW engine mount for improved engine stability.
- \*REDESIGNED stub axles for improved handling in wet or dry.
- \*AVAILABLE as an optional extra on Britain, Junior and National model — Formula 1 type ventilated disc, and High Tensile special tubular axle.



1ST TERRY FULLERTON IN THE MAZDA RACE OF CHAMPIONS

WIN IN THE WET  
on the new Goodyear approved rain tyre.  
Available only from Zip Karts.

**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

**Complete kart with tyres,  
from:**

<b>BRITAIN CLASS:</b>	<b>£305 + VAT</b>
<b>NATIONAL CLASS:</b>	<b>£405 + VAT</b>
<b>INTERNATIONAL CLASS</b>	<b>£450 + VAT</b>

**STOP PRESS: Full stocks of  
new Bridgestone YBE/YBF  
tyres now arrived**

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

## TECHNICAL

### Inside The Rotax

The 125 class is certainly booming in Great Britain and even the most unskilled observer cannot have failed to notice the consistent success being achieved by the Austrian Rotax engine. One of, if not the leading Company behind this success is Merlin Developments. Kart and Superkart recently visited their Isleworth premises to observe the routine stripping and rebuilding of a customer's engine by Roy Wooldridge.

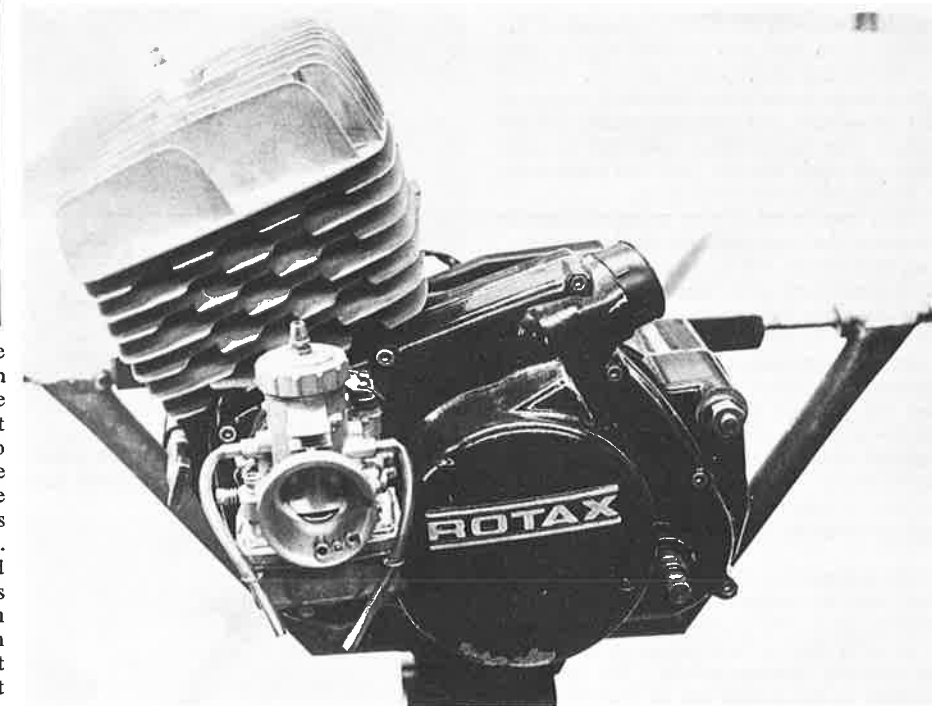
Roy suggests that a suitable stand should be constructed to hold the engine, as can be seen in the first photograph showing the engine mounted. The advantage of this stand is that the engine can be swivelled to allow for oil to drain, various nuts to be made more accessible etc. It is unwise to consider trying to hold the engine in a vice as the magnesium crankcases are rather delicate and do crack quite easily. Roy found this to his cost when he first used the Rotax, when the bolt that normally pushes on the rear of the engine to maintain chain adjustment managed to push its way through the rear of the crankcase. It was fortunate that these could be salvaged as crankcases work out in excess of £100 now.

#### Removal of Head/Barrel Assembly

The first stage of stripping the engine is to remove the cylinder barrel, head and piston assembly. This is done by using an 11 mm 3/8 drive socket. The cylinder head is held on with six 7 mm nuts. These are easily lost so take care. The cylinder head studs are also prone to stripping if the nuts are done up too tight when the engine is reassembled (see torque figures at the end of this article). You will find two cylinder head gaskets. This is quite usual and is how the factory send the engines out. The cylinder itself is removed by four sleeve nuts, located down inside the cylinder, again 11 mm socket size.

At this stage the cylinder itself is quite worthy of mention. It is coated with Nikasil. This is a Nickel coating impregnated with Silicon Carbide and must be one of the hardest wearing surfaces ever to be used in a racing engine. (Porsche were using this as long ago as 1971 on their Le Mans cars) The wear rate of this surface is really negligible and it's quite normal for a cylinder to do a season's work with really no detectable wear. Roy says they also survive quite violent seizures and can be cleaned out with an ordinary hone afterwards. This will remove any alloy deposited by the piston but completely leave the cylinder unmarked.

The piston is made by Mahle and is forged, hence the price of nearly £40.00. It is located on the con-rod by one of two methods. The early engines used crowded needle rollers with two small spacers and the latest engines from about February 1980, use a small end cage with no spacers at all. It is interesting to note at this stage, the first of the detailed changes that have been made in the 1981 engines. After the piston circlips have been removed, the gudgeon pin can be pushed out. On the very latest engines this is a light-weight pin, being taper-bored at each end. Please note the two base gaskets. Again this is standard practice.

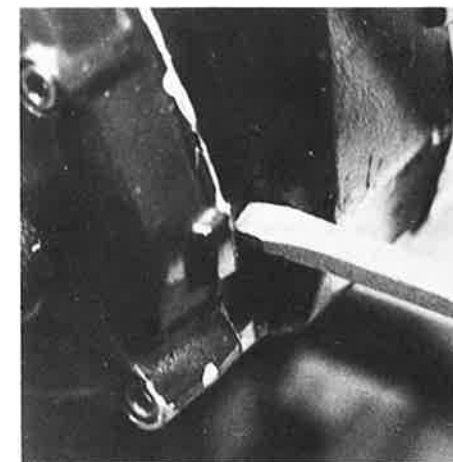


#### Primary Drive/Rotary Valve Removal

Next part of the engine to attack is the clutch assembly. First of all remove the primary case. This again is a magnesium case. It is held on by a series of 6 mm allen screws. There are three long bolts and the rest are short but all the same length. Please note the position of these long screws as stripped threads in magnesium are expensive to repair! There are two lugs on the primary case, at the front and the rear (these are indicated in the photograph). These are ideal for levering the case apart so that the mating surfaces do not get damaged. Again note there is no gasket, in this case straight metal to metal with a sealing compound when the engine is to be reassembled. Don't lose the rubber 'O' ring that seals the rotary valve cover against the inside of the primary case. This sometimes sticks to the inside of the primary case but should really remain in the 'O' ring groove machined in the rotary valve cover.

These edges can be removed as insurance against piston cracking.

Complete and ready to begin, clamped in the mounting stand. Below: Rotax provide lugs for levering joints apart.



Before any of the nuts can be undone on the drive side of the engine, the motor must be locked. Rotax suggest quite a simple method to do this, and that is to remove the pulse pipe adaptor in the front of the engine and screw in a modified 8 mm bolt. This is achieved by taking a long 8 mm bolt and filing or turning a spigot on the end. When this is screwed into the crankcase, it will stick sufficiently far in to touch the crankshaft. If the crank is turned to top dead centre, the spigot on the end of the bolt lines up exactly with a hole in the crankshaft and hey presto you've got the engine locked at exactly top dead centre.

The six bolts that hold the clutch springs are 5 mm and can be undone using an 8 mm socket. Please note these look fragile and probably are. After removing the clutch springs, the clutch centre nut can be seen. This is locked by a loctab and on a new engine has loctite in the thread as well. Bend back the loctab and





# Merlin Developments

NO. 1 FOR 125 ROTAX TUNING AND DEVELOPMENT

## ROTAX 125

- ☐ Latest 1981 engines in stock for immediate delivery . . . £650
- ☐ All tuning and development work undertaken.
- ☐ Comprehensive spares stocks. Molloy exhausts to suit . . . £60

## ROTAX 250

- ☐ Water-cooled twin "in line" engines supplied, tuned and prepared.
- ☐ Molloy exhaust systems to suit . . . £120

(All prices subject to V.A.T.)



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



British Long & Short Circuit 125 Champion  
PAUL MOLLOY

### THIS MONTH'S BARGAINS:



Ray Davis'  
Zip GP/MERLIN TD3

As new, ideal for water-cooled conversion  
**£1500.00**  
Merlin straight cut gears for Yamahas  
**£66.00**



ARE YOU RUNNING A  
TEAM IN 1981?

For friendly, helpful service telephone  
**JILL or NIGEL**  
at **TEAM SCHEMES**  
on 01-394 2228

FOR

- |              |                          |
|--------------|--------------------------|
| Stickers     | Embroidered Badges       |
| T-Shirts     | Adhesive Leather Letters |
| Sweat Shirts | American T-Shirts        |

OR CALL IN AND SEE US AT:-

**5 STONELEIGH PARK ROAD, EWELL,  
EPSOM, SURREY**



21 WEST END WHITTLESEY  
TEL: PETERBOROUGH (0733) 202000  
ASK FOR STAN HARVEY

### DINO KARTS

100 Super — £295  
100 Europa — £365  
100 International — £445  
125, 210, 250  
National — £545

### S/HAND KARTS

Zip 125 Yam. £500  
Dino Parilla £595  
Barlotti 250 Yam. £975  
Dino 250/TZ Yam. £1300  
Zip 250 Yam. £1300  
Dino 100 Int. rolling chassis £325

125 ROTAX kart & 250 International complete with ground effects, floor tray £650. All plus tyres and V.A.T.

For immediate delivery — water-cooled top end kit for Yamahas, including cylinder barrels, cylinder head, pistons & rings, side casing, water pump, pipes and clips, gaskets & O rings . . . . . P.O.A.

All items can be supplied separately

WE CAN NOW SUPPLY ROTAX 125 & 250 ENGINES FROM STOCK — TUNED OR IN STANDARD FORM

We also have in stock 100% DINO spares 100% Yamaha racing spares, plus a range of secondhand karts & Engines.

CHRIS MERLIN  
EXHAUSTS

FIBRE FLARE  
THE BEST BODYWORK  
IN KARTING

MOTIV  
EXHAUSTS

For a while it began to look as if 100 International and 1981 might be incompatible. With the 135 Class looming on the horizon and little hope of any meaningful sponsorship forthcoming without TV coverage, which could have been arranged if these Series and the RAC Title had been combined, there seemed to be no way in which the category could do anything but fade quietly away like the Dodo. A number of Clubs, quailing under a barrage of misinformed and irresponsible scaremongering, have already announced the elimination of International from their meetings, I suspect to the chagrin of potential competitors who could perhaps resent running in National or Britain because of the changes in their equipment.

Against this background I decided it was time to either call it a day, leaving only a tiny handful of events for the International Class in the U.K. calendar, or do something radically different to totally revitalise what I believe to be the pinnacle of karting excellence (and better spectator viewing than virtually any category of motor sport in the world).

To me, and I hope you will agree, true motor racing is about personal challenge. This is the basis on which every sport is originally conceived. It is only afterwards that competitors seek legal ways to out think the rule makers and get ever closer to their target of winning. It is a matter of recent history that the sports which are visibly flourishing at all levels are those that have successfully crossed the barrier between amateurism and professionalism, emerging as strong, contained, thrillers with a professional elite, but with an ever increasing body of enthusiastic participants at Club level. Look at the prime examples — Tennis, Golf, Snooker, Darts — you know these and many others. The current hot dispute between FISA and FOCA is the tip of the motor racing iceberg with virtually the whole of world motor sport balanced on the outcome. This isn't just a clash between two powerful individuals, it's a straight-forward confrontation on how International Motor Sport is organised and the ripples will spread inexorable throughout our sport. Karting is no exception because it is already considered by those who really know, as a prime ingredient in many of today's successful Grand Prix drivers.

Formula One may be about technical innovation, but to the rest of us it's the drivers who really count. It's PEOPLE the spectators want to believe in, not some unseen and misunderstood technical tweak. They want to know, as I do, that success is due to the personal effort of a driver and his team — not just in the race but in fine tuning and preparing his equipment. With very few exceptions modern karting engines can be tuned to give closely comparable performance. Most good chassis can be set up quite easily by a team at the circuit. Tyres on the other hand can negate months of careful and expensive effort just by bolting on a different set! Most of the published tyre criticism has been aimed at International, but in fact the National Classes seem to be substantially worse off. As an example, running Paul South in Junior National last season, in order to sift through the myriad types of Goodyear batches to find a few effective tyres left us having to spend over £40 per race tyre. We are not dealing with the last few hundredths of a second either. Even from the same batch we found repeatable differences of three to four tenths of a second per lap, let alone with different batch numbers. How on earth can you expect any privateer to compete with any regular success?

At last the CIK have acted to control tyre performance stability through homologation, but still saddle the drivers with, in my opinion, silly restrictions on tyre quantities that achieve nothing except scrutineering queues and ingenious methods of defeating the registration markings!

# Green Man 81.

With all this in mind I approached the two U.K. tyre concessionaires, Zip Kart (Bridgestone) and Lane Racing Developments (Dunlop) with an idea. I must confess that I did this with some trepidation about the sort of reception I was likely to get, but to my pleasant surprise both proved to be openly enthusiastic. My original concept was to tie the Championship down to one make of tyre as had been successfully implemented in U.K. motor racing, but having discussed this at length with both Martin and Mark Hines and David Lane they have agreed that Bridgestone and Dunlop tyres can be used in specific sizes and types to achieve the same result. This really is an ideal situation and full credit must go to both of them for making this whole scheme possible, and so very much to the advantage of every competitor.

Basically there will be only the CIK homologated Dunlop and Bridgestone tyres in specific sizes allowed to be used at any round. A reasonable rationed quantity of these tyres will be available through me as the Series Administrator to any registered competitor at very special prices which compare more than favourably with the National spec. Goodyears! For instance rear slicks of either make (7.10 size) will cost £15.25 and front slicks (4.50 size) £13.75 (VAT extra). The whole of the difference between these prices and the special purchase price (about £2 per tyre) will be set aside to create the prize fund for the Series, which will be divided amongst the top twenty points scorers according to the individual points scored at the end of the season.

Registered drivers will be able to buy four sets (16 tyres) of slicks and two sets (8 tyres) of wets before the first event entered, and two sets of tyres per event throughout the seven race Series, at these prices.

As an example, even if only the same number of drivers take part as competed in 1980 join in the 1981 Championships, and providing they all take up their full quota of rationed tyres, then this should put over £6000 into the fund! I am sure you will do your own arithmetic and realise how much this scheme will save every driver during the year (never mind the savings on not having to experiment with trick compounds even if you could get

*The 1980 R&R Champions recently received their trophies. L to r: Tim Sugden, Peter Wardle, Chris Wilson (R&R), and Nick Crabtree.*



For the last two seasons, Peter Wardle has successfully co-ordinated the Green Man and Road & Racing Racewear Championships. 1981 will see some major changes to the structure of the Championships, especially the 100 International series. Peter outlines the 1981 programme:

them) plus you will know that you are racing on the same tyres as everyone else. It could actually be cheaper to race 100 International than 100 National in 1981!

Because of the increased need to administer the Championship effectively and operate the tyre distribution you will now have to register for the Series if you want to take part. The fee involved is to cover the out of pocket costs (printing, postage, collation etc., for the Newsletters and entry form service) and my time in running it all and distributing the tyres. There are two ways to register, either before the 10th April at £30.00, or for each race individually at £10.00 per race for anyone who doesn't want to contest more than a round or two. These fees are extra to individual race entry fees, but in return you will receive the Newsletters as in 1980, entry forms for each round, a full results service, plus a running total of the rising level of prize money less the expenses incurred.

It is intended to have a tyre distribution van at every round to make it as easy as possible for you to get hold of your ration of Championship tyres, though if you find you need extra tyres you can always buy them at the usual prices through the kart trade.

You will by now appreciate that I am making nothing out of the sale of these tyres and I must offer my most sincere thanks to Zip Kart and Lane Racing Developments for offering them to the Championship at such remarkable prices. I believe that this represents a fine example of co-operation within the kart trade and may possibly offer a ray of light on the future of the National Classes. I am now confident that we can all look forward to the most sensationally competitive Green Man Championship since Paul Fletcher thought the whole thing up over eight years ago.



## Fullerton Racing birel

4 TIMES WORLD CHAMPION  
SOLE U.K. CONCESSIONAIRE  
FULLERTON RACING

**BIREL T7 NATIONAL 103** (BRITAIN'S NO. 1 NATIONAL CHASSIS. The very best available). Complete less tyres **£370.00**  
**BIREL T8 INTERNATIONAL 106** (EUROPEAN AND ASIAN CHAMPION 1980). Complete less tyres **£395.00**

Prices held to end of February only

**BIREL - WORLD'S LEADERS IN CLASS ONE CHASSIS DEVELOPMENT.**

Prices subject to V.A.T.

**KOMET** U.K. CONCESSIONAIRE ENGINES/SPARES  
K78/K88/K80

### \* FABULOUS SPECIAL OFFER \*

Bulk purchase enables massive discounts on KOMET and PARILLA Pistons and Rings. **ALL GENUINE I.A.M.E. PARTS.**

**KOMET K78/K88/K80 Pistons** (All sizes 50.6 to 51.2mm)  
Ported **£4.95 each** TT **£5.87 each**

**PARILLA TG14/SS20/TT22/TT23/TT27** (All sizes 48.00 to 48.64mm)  
Ported **£5.40 each** TT **£5.87 each**

**RING SETS I.A.M.E. PARILLA/KOMET** (All sizes)  
Chrome **£3.95 each** Super Chrome **£4.65 each**

**GUDGEON PINS** for KOMET/PARILLA Pistons **£1.40 each**

**ALL PRICES ARE INCLUSIVE OF POST & PACKING & VAT WITHIN THE U.K.**

Also Stockists of PARILLA ENGINES/SPARES

**MICK FULLERTON RACE TUNED  
ENGINES/CARBURETTORS**

**BRITISH CHAMPIONS 1979-1980**

**All Enquiries:- Telephone 01-749 0979**  
Correspondence Address FULLERTON RACING,  
11 Viola Square, London W12 0QF  
Callers by appointment only.

**S.A.E. or phone for details.**

## CROSSROADS RACING SERVICES LTD



- NEW AND SECOND-HAND KARTS.
- SPARES FOR TKM, PARILLA, KOMET, DAP
- FULL ENGINE TUNING FACILITIES
- TRADE ENQUIRIES WELCOME
- DYNAMOMETER TESTING FACILITIES
- TRADE VAN AT CIRCUITS

For Competitive Prices and Expert Advice  
on Class 1 Karting.

Call and See us at

**599, Tanworth Lane, Shirley, Solihull,  
West Midlands. Or Telephone Earlswood 3225.**

## SISLEY

**1979 & 1980 BRITISH CHAMPIONS KARTING  
LIMITED**

Export, mail order, & wholesale specialists

TRADE ENQUIRIES WELCOME

SCHOOLS, SCOUT GROUPS ETC., SUPPLIED

SECONDHAND KARTS & ENGINES IN STOCK

C.O.D. SERVICE, TRACKSIDE VAN, SECURICOR DELIVERY

**1980 British Champions - plus 3rd, 7th, 8th & 9th**



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 with tyres **£305**  
optional twin hydro brake **£30 extra**

**The Cobra Kart**

**1979 British Champions**

2nd, 6th, 12th, 16th, 17th, & 18th in 1980 British Championships  
a completely new kart designed with the softer breed of tyres in mind

Cobra 104 2-bearing, aluminium parts, twin hydraulic brake, high tensile 25mm axle, number plates, engine mount, spun ally wheels, LESS tyres & tubes **£350**  
Cobra 104 2-bearing, International kart new design c/w magnesium accessories **£385**

KESTREL & COBRA KARTS ARE AVAILABLE EX STOCK FROM THE FOLLOWING AREA AGENTS OR DIRECT FROM THE MANUFACTURERS

SCOTLAND: Ace Karts, Station Road, Kelty, Fife, Telephone: (0383) 830264  
N.E. ENGLAND: Dickson Karting Supplies, Hexham Rd, Throckley, Newcastle-upon-Tyne, Tel: (0632) 673227  
F.R.E.D., Beck of the Bakery, Claywells Lane, Wedley Bridge, Sheffield, Tel: (0742) 335918

N.W. ENGLAND: Bike & Kart, 2, Melvern Road, Liverpool L6 6BW, Tel: (051) 263 8528  
L.D. Racing, 3, Bolton Road, Kearsley, nr Bolton, Lancs, Tel: (0204) 75257  
Midlands: Radhill Racing, Unit 29, South Mease Industrial Estate, Pedgetts Lane, Radditch, Tel: (0527) 28263  
Britain Racing, 11, Rosebery Road, Dosthill, Tamworth, Staffs.

LONDON: Essex Kart Centre, 712, Green Lane, Basenore, Essex, Tel: (011) 597 3208  
EAST ANGLIA: Showring Racing, Porch House, Bungay Road, Parigland, Norwich, Norfolk, Tel: (06086) 3595 (even)  
S. ENGLAND: Kart Parts, 87, Beverley, Toothill, Swindon, Wilt, Tel: (0793) 37781  
S.W. ENGLAND: Ron Shone, 323, Chickwell Road, Weymouth, Dorset, Tel: (03057) 86095/71117  
N. IRELAND: Grange Karting, 4, Moyne Road, Conlig, Co. Down, Tel: (0247) 51096

As used by top 4 drivers in British Championships:  
Britain 100cc complete with motoplat, tiltotson, engine mount and aluminium finger guard, including exhaust **£235**  
International 100cc 3 port tt complete with motoplat, tiltotson engine mount and aluminium finger guard, including exhaust **£295**  
International 100cc 5 port tt as above **£305**  
Tuning costs on Britain engine £75  
on international engine £115



**K80TT Nat. K78B Brit. £220**  
Sole U.K. Concessionaire



K78B standard, c/w exhaust bend, flex, ignition and carb. **£220**  
K80TT standard, as above but less ignition and carb. **£250**

K80TT International, super, super motor for use in International only. 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 8.30 - 6pm MON - SAT  
LATE NIGHT THURSDAY TILL 8pm.**

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**  
**Factory: Tower Garage  
Wrotham Hill, Kent.**

bolton and Three Sisters, and fought his way from the B final to an excellent 5th place overall at the British Championship.

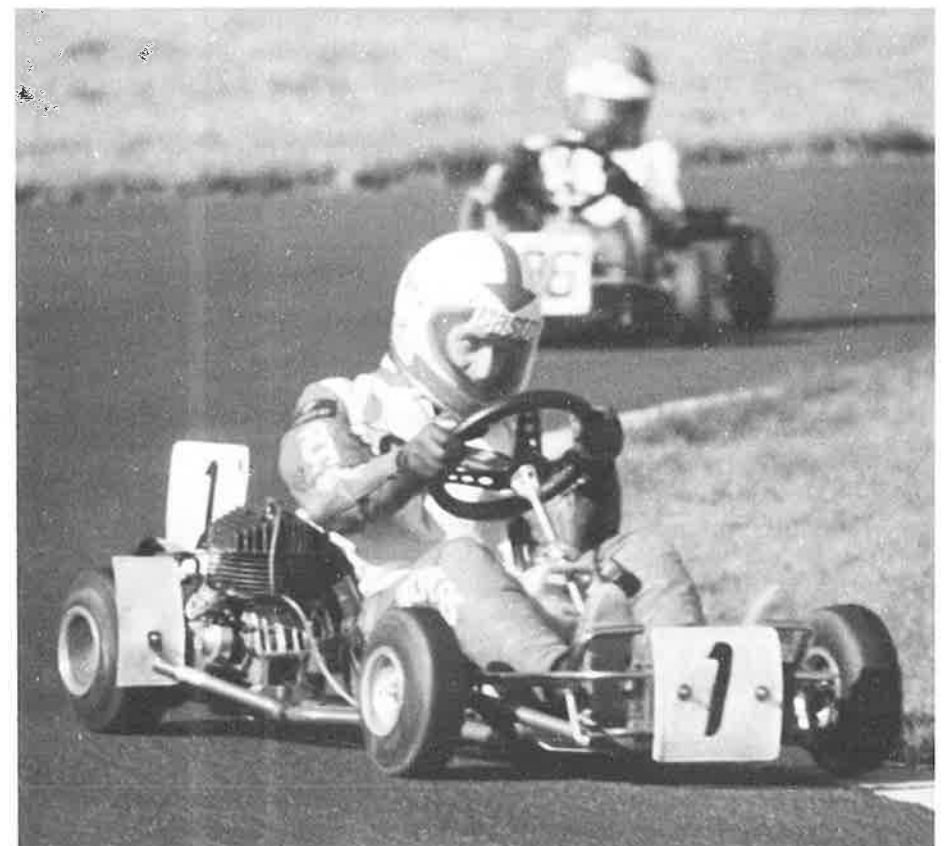
Bill Sisley not only sponsored the Championship but raced in every round (some said to win his own money back). Bill posed the main threat to the Southwest domination of the Class and was very consistent, finishing up with four thirds in SAM and of course 3rd in the monumental struggle with Mills and Williams for the British Championship. Bill's main problem throughout the year was that his ever expanding business interest in the karting world rarely gave him time for proper testing before the meetings and Wombwell marked his last competitive kart race before retirement.

Other drivers who showed up well throughout the year, just finishing behind the top band of drivers, were Tilbury's Trevor Davis and Terry Harris, Fulbeck's Steve Gill, Kimbolton's Nigel Goff, Wombwell's Andy Wood, Clay's Andy Bundy (who many felt would have been a real threat if he had had quicker motors), Clay's John Donovan and Surbiton's Steve Bierrum with his pole position at the Rowrah Championship, the highlight of his year. While on the Club scene in the Southwest, Ron Shone, Derek Cowee and Phil Sheldrake normally shared the honours.

On the equipment front, no one kart gained supremacy, although Neil Hann's MM3 won the Championship in the hands of Terry Williams. In fact the karts seemed evenly matched throughout the series.

On the engine front however, Hewland had it their own way for most of the year with four out of the top five on their motors. The only threat (and a big one) came from the T70 of Adrian Mills. Occasionally Andy Bundy's Manx seemed to fly, but never quite in the Hewland league.

In 1981 however, the Komet K78, Parilla SS20. Sirio ST50 and DAP T80 have been



Peter Rochford was an enigma. Often very rapid, but having to come from midfield after mistakes during the heats.

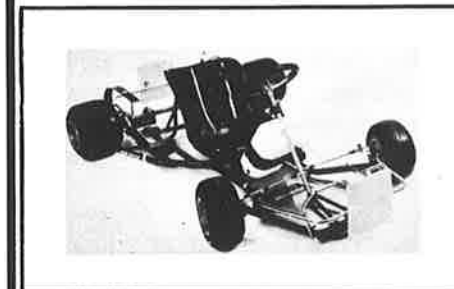
down-graded so things should really liven up. There will of course be another SAM series in 1981 and it will again be run alongside the Kart & Superkart Championship with hopefully bigger and better prizes for the competitors. Roll on Fulbeck on April 5th! ...

N.K.W.

## MICK WORTH RACING ENGINES

ENGINES KARTS &  
ACCESSORIES FOR ALL CLASSES  
TEL: MICK WORTH

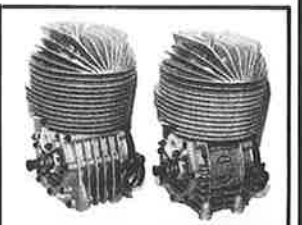
01-573 1963 CABLES: DAPWORTH  
897 UXBRIDGE ROAD  
HILLINGDON, MIDDLESEX  
ENGLAND



**Arrow Britain Motors and  
spares ex-stock. Tuned Arrows  
to order P.O.A.**

MAIN AGENT & DISTRIBUTOR IN  
THE SOUTH FOR THE SUPERB  
RANGE OF BRITISH  
CHAMPIONSHIP **DAP** MOTORS.

ALL MOTORS & SPARES EX  
STOCK.



DAP T72 & T70

**DAP** MOTORS FOR ALL CLASSES. BRITAIN,  
NATIONAL & INTERNATIONAL

**T70 G.B. and T80B**  
With carb, Motoplat and exhaust for Britain classes, but readily uprated should you change your class.

**T70TT and T72**  
Eligible for National and International classes, fitted with factory TT liners.

**SALE OF SELECTED USED EQUIPMENT**  
**DAP T72, 48.3**, fully tuned & rebuilt **£250**  
**SIRIO ST 51 TT, 50.1**, fully tuned & rebuilt **£250**  
**PARILLA TT23, 48.5**, ex Martin Homewood **£295**  
**PARILLA SS20TT, 48.2**, ex Martin Homewood **£350**  
**HEWLAND ARROW BRITAIN MOTORS**. (choice of two)  
Steve Bierrum's own motors as used throughout last year, and generally acknowledged to be two of the quickest in the country. Tuned and maintained by us from new P.O.A.

**SPRINT 1980 104**, 2 bearing National Kart, with fully tuned **SIRIO ST 51TT**, Cost approx **£1,000**, new tyres and little use **£495**  
**PARILLA TT22 48.2** recently rebuilt, exceptionally quick motor **£295.00**  
**Piles and piles of secondhand wheels and tyres all classes**. We will buy good Class 1 motors for cash. Part exchange welcome.  
**New ZIP & T.K.M. Karts ex-stock.**

TUNING TO THE HIGHEST INTERNATIONAL  
AND BRITISH CLASS STANDARDS.  
PRECISION BORING, HONING, CRANK-  
SPLITTING, MACHINING AND  
MAGNAFLUX CRACK TESTING SERVICE

All accessories -- chain, racing oil, plugs, carbs, tyres etc. Time and advice gladly given if you are about to start karting, or need help choosing new equipment.





*Battle of the year was the British Championship final, where Mills (42) finally got through to lead Williams and the ever consistent Sisley (25). (Photo: D. Herrod)*

classic battle with Mills and Sisley at the Rowrah British Championship and many felt that Terry really should have won this one, bar a twisted throttle shaft which restricted his throttle.

Young Adrian Mills was really the surprise of the year, steadily maturing throughout the season after a quiet start. As a Junior Britain Adrian had been very quick, but suffered from a terrible weight problem. However, as soon as he got into the swing of Senior Britain and father John extracted some more power from the DAP, Adrian really came into his own. He walked away with the Fulbeck and Wombwell rounds of SAM and of course won the much disputed British Championship at Rowrah. It is unfortunate for Adrian, as well as for the other drivers involved, that the Club's attitude at that meeting soured his well earned victory. In 1981 Adrian is not certain of his plans, but I expect to see him back on the track for the first round of SAM.

Nigel Cleveley must go down as the unluckiest driver of the year. In practice he always seemed the quickest driver and on real driver circuits he always excelled – his wins at Tilbury and Clay Pigeon emphasising this. However, at the most important times in the season his luck deserted him. At the British Championships he charged up from the back of the grid to join the leading trio when his engine suddenly blew and at Wombwell, after Terry Williams' demise, all he had to do was finish in the first three, which looked likely until a mysterious carburettor problem struck. To make matters worse, mid-way through the year Nigel was struck down with a weakening blood disorder which affected his performance for 2–3 months. This pleasant Southampton man must start as a firm favourite for the honours in 1981.

Peter Rochford, another man from the Southwest, was possibly the quickest of all drivers when on form, but unfortunately his inconsistency cost him a lot of points. You could almost guarantee that Peter would miss a heat through tangling with a slower driver or making a small mistake and because of the competitiveness of SAM this would put him too far back on the grid to win the round overall. However, when he was on form he was unbeatable. He romped away with the rounds at Kim-

*Better consistency throughout the year saw the SAM title go to Williams. (Photo: D. Herrod)*



# Backing Britain

**The SAM 80 Championship, instituted last year, has certainly brought the Senior 100 Britain class a dramatic increase in status and a much larger following. We take a look at the class, the Championship, and the drivers who came to the fore during 1980. . .**

After the establishment of 100 Britain in 1977/78, with an aim of providing a reasonably priced class of racing for the average club driver, the Senior Britain Class had slowly been gaining in popularity throughout the U.K., but had only become really popular in the Southwest of England, where average entries approached 50 at normal club meetings and where it was by far the most popular 100cc Class.

The main advantages of Britain seemed to be the longevity of the tyres and the reliability of the engines which were fitted with a 19mm restrictor, and only basic tuning modifications were allowed.

With the aim of putting 100 Senior Britain on a nation-wide basis, an eight round series was organised in 1980, designated SAM (Sisley and Mistrale). The series was run alongside the popular Kart & Superkart Championship and was backed by generous Trade support as well as being organised by Bill Sisley and Neil Hann.

The success of SAM is undoubted. With an average entry of around 45 runners the racing was always ultra-competitive – and not suffering from some of the barging and boring that seems to afflict 100 National at times! . . .

The equipment and drivers were very evenly matched, and at no one round could the winner be predicted. By the end of the series a great camaraderie had developed between the SAM competitors and they all, I think, held mutual respect for each other's driving abilities. With prizes totalling over £3,000 and going down to 20th place, everyone seemed quite happy.

**continued . . .**

You can get your registrations in to me from now on – send your name, address and phone number with a cheque or cash for £30 (cheques to be made payable to "The Kart Championship Fund").

In return you will receive your registration card, the number of which will be your racing number throughout the Championship, which *MUST* be produced when buying your tyres, plus a full set of the Championship regulations. I am hoping to be able to start to supply tyres from the 15th March so that you can get your equipment sorted out well in time for the first round at Three Sisters on the 19th April.

Paul Fletcher has already generously agreed to repeat his 1980 sponsorship of the GREEN MAN DRIVER OF THE YEAR contest but at an increased level of £100 per round and £300 to the overall winner.

If you have any questions please telephone me on either 01-946 7401 or 01-947 4117 at any time.

## JUNIOR NATIONAL AND JUNIOR BRITAIN

Although we do still have some feelers out for sponsorship of the Junior Championships nothing is yet confirmed so I thought it best in the meantime to tell you that there *will* be a Series for both Classes as last year, on the same dates and tracks as the Internationals.

Judging by the comments I have already received we are likely to find even bigger entries than last year, particularly in the increasingly popular Britain Class, and this does underline that these Championships are now recognised

as producing the highest standards of competition in the Country. It was very noticeable last year that the increased length of the races set a slightly different challenge to regular club racing and indirectly raised the general driving standards of all the drivers considerably as they learnt to pace their race effort. I tried to set the distance for the finals so that every driver knew he had to avoid getting led into making mistakes during the early part of the race and be there at the end, and this seemed to be born out in the results. It also gave someone who had had problems in the heats a chance to redeem themselves in the finals which is often virtually impossible in a Club sprint.

One of the most welcome effects was in the increasing number of newcomers to the Series, some in their first season of karting, who found that not only was the racing more fun than they usually got, but that their own standards of preparation and driving suddenly improved when pitted against the very best drivers. It's surprising the tips you can pick up from just being around experienced competitors – things you could never learn by just racing locally.

Because the Series travels right round the country there is always the opportunity for drivers who don't have the opportunity to travel too far afield to pit their skills against the regulars, and these drivers are always a very welcome addition to the grids. A number of the 1980 Road & Racing regulars were drivers who had taken part in one or two of the 1979 rounds to see how they got on, found that they liked it, and planned a full season the following year. 1981 promises to be more exciting and competitive than ever.

In order to make sure of a prize fund, and to cover the basic costs such as postage, printing etc. on the Newsletter service, whether we finally land a sponsor or not, each driver will contribute £5 per race to a fund, £4 of which

will form the prize fund at the end of the year. This will be distributed to the top ten from Junior National, and the top fifteen from Junior Britain, in the same way as the Internationals (i.e. the points earned by this top group will be added together and divided into the available fund to arrive at a value per point, each driver then receiving a share related to his individual score). As before, the best five out of seven rounds will count and I have amended the points system to increase the emphasis on winning slightly but still keeping the system of attendance points for anyone starting in a final. Also like the Internationals there will be points for getting pole position and grid 2 in the 'A' final to keep things interesting!

Because of the number of newcomers, and quite a number of drivers who have become Seniors, I need to set up a new address list for you all. If you think you want to take part therefore, even if it may only be for one round, and would like to receive the Newsletters, entry forms and Championship regulations, please contact me as soon as possible even if you know I have you on my 1980 list. You can either write to me at 12 Hunter Road, Wimbledon, London SW20 8NZ, or phone me during the day or evening on the numbers at the end of the Internationals section above.

A full list of dates is shown on the accompanying table, and don't forget that at every round the day before the racing will be set aside for unofficial practice as last year. Some tracks are available mid-week as well if you are really keen or prefer doing your testing at a more leisurely pace and full details of all this and everything else to do with your Championships will, of course, be in my Newsletters.

If you have any ideas or questions about the Championships then please tell me. In the meantime, if not before, I will see you all at Three Sisters on the 19th April.

## NORFOLK KART CENTRE

### Proudly introduce the 1981 range of LANCER KARTS

The latest design in karts, superb handling in dry or wet weather. Light, but strong frame constructed of aircraft tubing. Finished to a high standard.

**1/81 Class I:** With these adjustments this kart handles superbly with either Goodyears or Bridgestone tyres. CIK homologation now granted. First senior event for MARK LOVELL – 3 heat & Final wins. Price: from £395. Less tyres.

**4/81 Class IV:** These variations allow the driver to alter the kart to handle in any condition. Price: 250 Long Circuit complete with bodywork and full undertray less tyres. — £830.

Some of the features of both Class I & IV include 30mm 2 Bearing Axle. Adjustable Castor and Camber. Detachable Nurfbar (for easy replacement). Adjustable Wheelbase.

Both classes of kart available for testing. Long Circuit price includes a half day testing at Snetterton.

**REMEMBER:** Come and see us for all your kart spares — we are cheaper than most. Secondhand Class I and IV karts in stock.

*Send S.A.E. for price list.*

**NORFOLK KART CENTRE, Chapel Cottage, 19 Hargham Road, Attleborough, Norfolk NR17 2ES**



# AK Racing

## Developments Ltd

(Formerly Tony Smith Racing)

### DINO

**DINO IMPORTERS** — Full stocks of chassis and spares.  
Orders taken now for the fabulous DINO 100 engine.

**MOTUL** and G.P.A. helmet importers

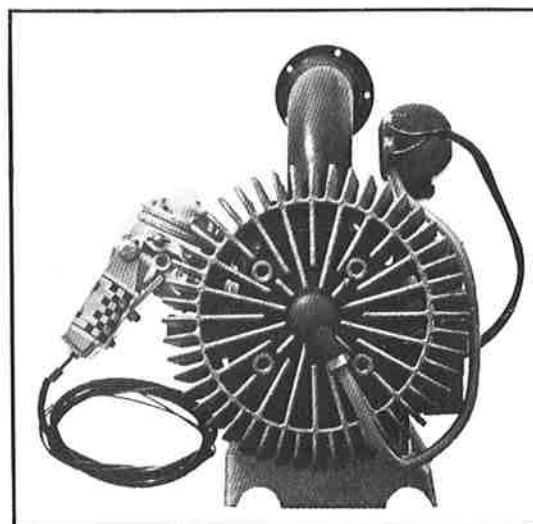
Try us for

- **Rotax** — Yamaha-Honda-Parilla-Komet
- DAP** — Dino 100 Engines
- **NGK** — Motorcraft-Motul-G.P.A.-Locktite

Watch our works drivers in 1981!

- Calvin Fish — 250
- Paul Elmore — 250
- Tim Parrott — 125
- Derek Higgins — 100  
Int. and Nat.

**Special Opening Offer!** Honda CR125, brand new, run-in, ready to race **Only £400.**



### Second-hand Bargains:

Dino Int. rolling chassis . **£140**  
Burgess 801B Britain rolling chassis . **£100**  
Deavinson Sprint rolling chassis with front wheel brakes . **£250**  
Dino Int/Sirio (Deavin tuned) . **£450**

Birel/Parilla SS20 ex-Derek Higgins outfit . **£400**  
Dart/TG14 . **£200**  
Dino 250 Yamaha . **£900**  
Deavinson rolling chassis Class 4 . **£350**

FULL 250 and 100 ENGINE PREPARATION SERVICE

Securicor - Finance Available — Barclaycard.  
2-6 Gourley Place (off Seven Sisters Road)  
London N15. Tel: (01) 8008238 and speak to Mike.

**KARTS**

01-349-2671  
**Terry Fullerton**  
23 Finchley Court  
Ballards Lane, London N.3.  
(Callers by appointment)

**1980 BRITISH CHAMPIONS**

**ENGINE TUNING & REBUILDING**

All makes of 100cc engines modified to the highest standards.

**1980 SEASON TEAM EQUIPMENT FOR SALE**

Fullerton karts & TF modified DAPS, as used by us last season, are offered now at realistic prices.  
Please phone for details.

**BRIDGESTONE, DUNLOP & GOODYEAR TYRES**

All latest compounds available from stock. Also many part worn tyres for sale. Bridgestone and Dunlop at £6.00 each. Goodyear £4.00 each.

THE SWISS MADE

**Ibea** SLIDE CARB. **£79**

AVAILABLE FROM STOCK NOW, AT ONLY + VAT.  
Choose the carb. used by more World Championship drivers than any other

QUANTITY DISCOUNT AVAILABLE

T.F. KARTS:— Sole U.K. Concessionaires/Distributors

S.A.E. or phone for details.

### Team Talasan Kart Racing



1ST in 100 INT. LE MANS, 1980, driving a ZIP/ARROW —LOCKHEED.  
1981 ENGINES

YAMAHA TZ, complete £1,250.00

PARILLA TT22, complete £295.00

PARILLA SS20, complete £220.00

(PRICES EXCLUSIVE OF VAT)

You can buy a ZIP GP, W/C YAMAHA or ZIP 981 now with our finance scheme.

We are Stockists of:—

Yamaha, Parilla, Sirio, Komet, Hewland Engines and spares.

We can also rebuild and tune your engine in our own workshop. All this and more on our monthly budget a/c.

New and secondhand karts supplied, part exchange considered, secondhand karts purchased for cash.

For all your karting needs

Phone Paul Dennis — 01-431 2514  
Mike Coles — 0202 294345

Opening Hours Workshop

10 a.m. to 6 p.m. Tues — Sat inclusive  
(Closed Monday)

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

## HEWLAND

### ARROW

**K. Warner & Company**

Hewland main distributor for the Home and Southern Counties. Exclusive Hewland sales, spares service  
**Special Opening Offer:** On all new Hewland Arrow Britain, National or International engines purchased during the next three months — up to £90 off list price!

£9	6	4	3	2	1
1st	2nd	3rd	4th	5th	6th

Cash refund for every place in each R.A.C. approved race during the ten consecutive weeks from date of purchase.

Consider carefully the excellent and well proven race winning ability of these superb engines — in all three classes — and you will realise what a generous promotional offer this is.

**Britain** - complete with Tillotson carb., ignition, silencer, mounting plates & finger guard . . . . . **£236.50 + V.A.T.**  
**National/International** — 3 port, TT, complete with ancillaries as above . . . . . **£291.50 + V.A.T.**  
**National/International** — 5 port, TT, complete with ancillaries as above . . . . . **£306.50 + V.A.T.**

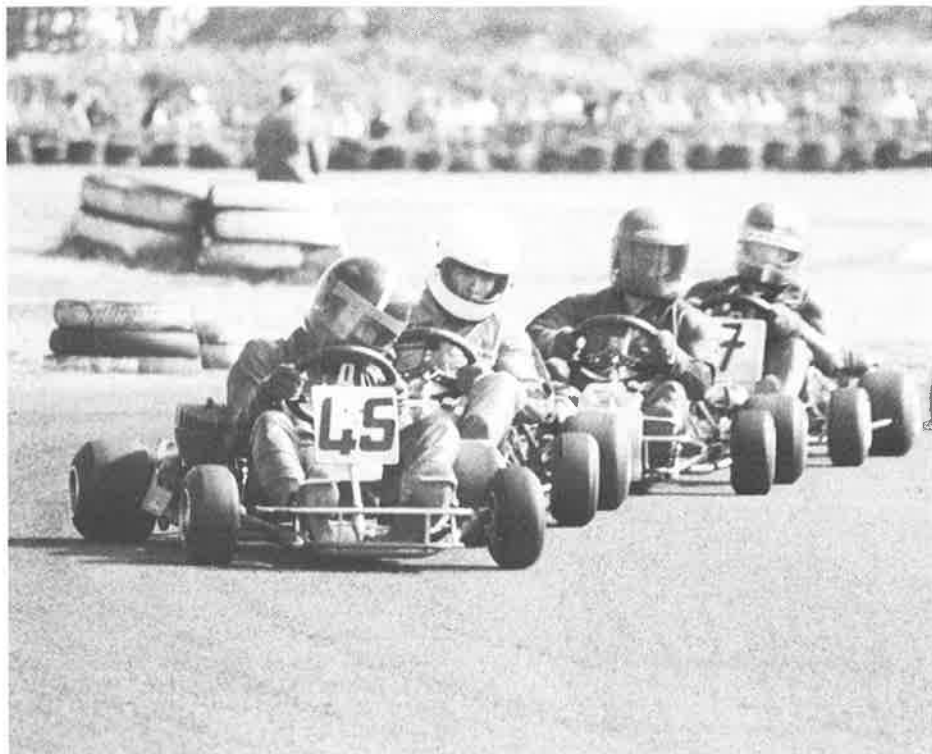
**Full factory tuning**, incl. bored carb, etc . . . . . **£72.60 + V.A.T.**  
**Full factory test & bench run** . . . . . **£40.00 + V.A.T.**

Open Mon. — Fri.  
9.00 a.m. — 10.00 p.m.  
by appointment  
please

Watch for our  
Hewland van at  
meetings during  
weekends

**K. WARNER & COMPANY**  
25 BIRCH CLOSE, SEND,  
GUILDFORD, SURREY  
GU23 7B2  
GUILDFORD  
(0483) 223663





winning the first big event for TKM. A certain very well known driver told me after Wigan "that's the first and last time Wright's going to win this season" and I suppose he was right. Although, like many others, Simon showed flashes of inspiration, he never dominated the proceedings again, although his 4th in the British Championships was the result of a fine drive. Simon was a lot calmer in 1980 than in 1979, and his ability as an engine tuner is unquestioned, so given his limited resources, I think he is yet another driver who will benefit from the new tyre regs.

As Peter Wardle will be telling you all about the new tyre controls being introduced for the 1981 Green Man Series (see elsewhere in this issue), I won't go over the same ground. Suffice it to say I am in full support of the controls being brought in. As long as they are policed correctly and carefully, (as I am sure Peter will ensure they will be) then I feel certain we will all enjoy even better racing from the International class in 1981 - and there wasn't very much wrong with the racing in 1980! The unsponsored drivers will be greatly assisted, so not only will existing drivers benefit, but also the controls may well attract new drivers into the class in addition to the number of good Juniors moving up this year. So despite the economic gloom and doom, there is much to look forward to in 1981 100 International racing.

An apology to all 100 National drivers who were waiting with baited breath for this issue, to see if they have squeezed into the Top 1000! Unfortunately, due to the time involved in the "Mickey Interview" and general space problems (column inch space not intergalactic type!), the review of 100 National will have to wait until next month.

J.P.

**continued . . .**

Terry F. into 5th at the first round. After that he frankly didn't do too much. As you know, I like the Sisley set-up and Richard is a really nice bloke, but he just doesn't quite seem to get the results he should. Perhaps if a bit more team drive was put into supporting his efforts, his rewards would be greater but as it is I feel

Simon Wright's British Championship placing was the result of holding some tough prospects at bay - here he fends off Grice, Lane and Jackson.

a bit disappointed about Richard. I hope the Sisley crowd still talk to me after this and perhaps take note!

Another guy who started the season off well - in fact in the best style possible - SIMON WRIGHT who achieved the distinction of not only winning the first Lockheed round, but also



## F.R.E.D. BEAR

The **NEW**  
100cc NATIONAL Kart  
....A BORN WINNER!

**£350 COMPLETE** (less tyres excluding V.A.T.)



### STANDARD EQUIPMENT

- \* 30mm rear axle
- \* Chrome detachable nerf bars (for easy replacement and to stop cracking).
- \* Glass fibre under-tray for long life
- \* Properly designed petrol tank (no cheap polythene bottle).
- \* Special hard finished paint (to avoid flaking).
- \* Developed and proved throughout the year by F.R.E.D. drivers.

For full details contact Paul Jackson:-

**FLETCHERS RACING ENGINE DEVELOPMENTS**

Back of the Bakery, Claywheels Lane, Sheffield. S6 1LY. Telephone: 0742-335918

\*Expert Tuition at F.R.E.D. KART RACING SCHOOL.

## TECHNICAL

# Add Water!...

With the advent of watercooling now upon 250 drivers, and the inevitable discussion on costs and means of converting previous Yamaha equipment, Drew "on the ball" Liddle's budget conversion should be of interest to those who were fearing the Bank Manager's wrath. Drew tells his own story:

Like all good fairy stories this saga started long ago and far away. It seems like that now, but in reality it was at the Jyllands Ring in October 1979, when in the 125 International event I raced my Yamaha against the pack of water-cooled Rotaxes and a couple of Morbidellis for good measure. In the first event, by some very hard scratching, I managed to hold fifth place for 2½ laps until the inevitable heat expansion and cylinder bore losses caught up with me and the water-cooled karts disappeared into the distance. The light dawned slowly. . .

The message really struck home when at Le Mans two water-cooled Rotaxes (or is it Roti?) blew everybody off with consummate ease. Incidentally, almost all the Scandinavian water-cooled karts had their radiators mounted on the opposite side to the engine, angled back slightly and with built in headers above the level of the engine. As the Rotax 125 has no water pump built in, most rigs used a German washing machine water pump driven by belts from the rear axle. Their reliability was impressive even if the plumbing was primitive.

Drew's "day of decision" dawned at Donington on the 12th October last year when one of my tuned air-cooled TD3 barrels cracked, rendering it useless. Simultaneously circulating round the paddock was a drivers' petition, with what appeared to me to be quite firm support for the introduction of an experimental class for water-cooled Yams in '81. Previous polls from K&S and the meeting at Silverstone helped persuade me that if I went water-cooling I would be one jump ahead. It was probably naive of me to think that the RAC MSA Kart Committee would make the obvious, sensible, cost conscious, and (dare I say it?) 'democratic' decision, to progress towards water-cooling. As a clubman kartist, paying for my sport personally and doing it just for fun I am sure that I speak for many other second and third division kartists when I say that I am disgusted at the petty squabbling, hypocrisy, commercial manipulation, and above all the childish feuding between the two main power groups, all of it directly affecting our sport and causing a lack of forward thinking that is disturbing. It is easy to blame the RAC MSA for changes which affect one personally, but their decisions, rightly or wrongly, are made immeasurably more difficult by the aforementioned nonsense. In Mr. Robert Langford we have a reasonable man who is prepared to come to race meetings, see karting, and I am sure, given help and encouragement, will give fair guidance to our sport. We need it badly. Back to the drawing board, or in my case, chalk marks on the floor.

The easy part of converting an RD/TD3 to water-cooling is buying the bits. All one needs is money! In my case £100 bought a second-hand set of TZ barrels, heads, thermostat, water outlets, head bolts (very important these, as

new ones are £3.40 each) etc. My barrels are 1979 F type and came with four spare used pistons. The interesting and crucial thing is the good condition and lack of bore wear when comparing them with the high rate of wear and piston mortality of the comparably tuned TD3 barrels.

Secondhand barrels are as easy to buy as new ones. All one has to do is to track them down, as most bike lads often uprate their racers every year, or when they can afford to. Interestingly, motorcycle racers, especially at club level, seem to understand the word 'depreciation' which is more than can be said for the "cloud cuckoo land" attitude of many of the karting fraternity trying to sell secondhand gear! "Sods Law" springs up here though, as I have since been offered a set of TZ barrels and heads even cheaper than the first lot, dammit!

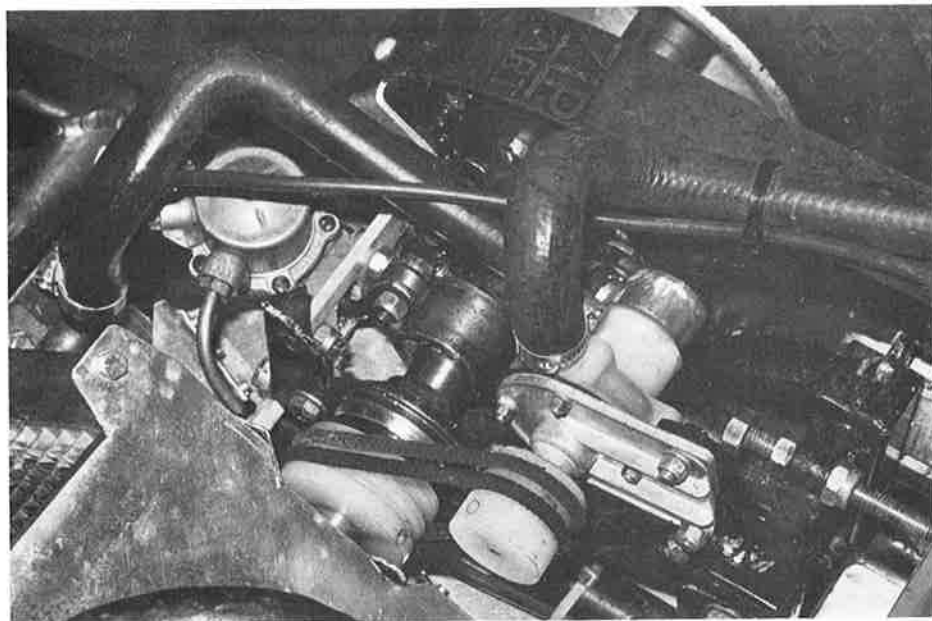
The TZ barrels and heads bolt straight on to the TD crankcases. The lower transfers are wider on the TZ so the crankcases could be ground out and matched by those of us fastidious to detail. New, slightly longer studs are recommended (8 at 86p each), however with copperslip and careful torquing down it is possible to get away with using the standard studs. Manifolds, stubs, exhausts, etc., fitted straight from the TD to TZ without any modification at all.

Now comes the tricky bit, i.e. water pump and rad. A new water pump and side cover, gears, etc., would cost around £103. This would be the quickest and easiest way to go. Whilst not myself a Scot, my dear wife is most definitely a "canny lassie" and I am sure her financial acumen must have rubbed off on me, or perhaps it was the looming of Christmas with its crippling expenditure that persuaded me to do it the cheaper if harder way. A quick visit to the local electrical dealers produced several different water pumps, all from various scrapped washing machines. Some were too big and clumsy and others a little fragile looking. I eventually settled on using a Colston pump. I

Top: the finished result, nestling in the snow! Quite tidy and efficient. Bottom: the ingredients - including "Zip" anti-freeze (Drew's idea of a joke!)







The pump assembly in place.

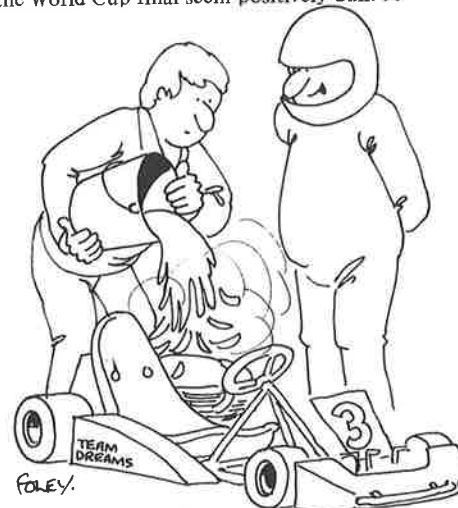
**continued . . .**

quickly welded a lug to the chassis to mount the pump (forgetting about the obvious things like drive belts) and to cut a long story short, and after several mounting positions (no I didn't get the Karma Sutra for Christmas) and various pulley sizes etc., the final result seemed to work — an axle to pump pulley ratio of approximately 2:1, elasticised Hoover (green spot) belts, and moulded hoses from Talbot Sunbeam/Avenger (the cars are hard to sell but the hoses have other uses). A small header tank, looking like a miniature oil refinery with various outlets in it, topped off the cylinder head. However we are now on the simpler Mk IV plumbing arrangement. Incidentally, the photos illustrating this screed are by "Jubilee" Jim Fewster, the well known amateur Ford Dealer and lensman extraordinaire. His intimate knowledge of water bed design and use was invaluable in helping me to determine water capacities. . .

The rad is a special unit made by the ever patient and helpful rad specialist, Serck Limited. Rad size I determined by the simple method of measuring a TZ one and then calculating this to fit into the rear of my old Zip chassis. I think it looks quite tidy and a point of great importance, safe. The Scandinavian method of mounting the rad on the side of the kart is, in my view, very vulnerable to being damaged or swiped off, and could result in a kartist being Kooked in his own Koolant! If my rad gets holed, the water will pour on to the track causing the entire works Zip team to spin off just as I have lapped them (ah well, we can all dream, can't we?!). To be serious, I think that the RAC MSA will have to consider some additional regulation or amendment referring to position or protection of rads (similar to the 82 side tank regulation) in the interests of overall safety, if water-cooling is hopefully allowed in the near future.

The Mk IV plumbing arrangement features a semi-sealed system which I think is a worthwhile idea. The principle of the system is a plastic pressure bottle (commercial break) from an unmentionable Talbot model which just happened to win the 1980 RAC rally driven by an ex kartist, three times Finnish 100cc Champion Henri Toivonen. I have lots in

stock at £6.20 each and cap £2.05p! A Yazaki proprietary water pump gauge fitted the cylinder head with plenty of capillary tube to mount the instrument easily. The gauge retails at £8.25 (part no. 910). Early prototype testing was done on the 110 yds "Circuit des National Benzole" otherwise known as the "Pump Island Ring". With several punters driving in and out to get petrol interrupting the serious business of kart testing, the congestion makes the World Cup final seem positively dull. . .



FOLEY.  
YES, I KNOW YOU'RE THE MECHANIC - BUT THERE MUST BE OTHER WAYS TO WATER COOL AN ENGINE.



The initial testing showed up a major weakness — I had miscalculated the required pump speed. Water circulation is critical, more so than air flow. At this stage, the Mk I, II, III pump and plumbing arrangements were developed, and then, through a system of natural evolution and sometimes despair, they have been refined to the existing Mark IV as illustrated. At this point we had so much water, antifreeze, jubilee clips, hose etc., lying about the garage floor that it looked as if we were rivalling the local Kielder water project in complexity and extravagance. . .

The real test came on January 4th when, through the kind consideration of Bert Hesketh and the officials of the MHKC, I was allowed to race the rig at Heysham, purely experimentally and on the understanding that I started from the rear and didn't get in anybody's way. All three of the ten lap heats were completed without drama, the temperature never exceeding 80 degrees centigrade and the motor performed reliably to the extent that we didn't even look at the plugs, mixture, water level etc. I had previously been warned that cold seizures are a risk with TZ's so we warmed up the motor carefully to around 60 degrees centigrade. However, it was noticeable that the motor pulled better after two laps when the temperature was around 80 degrees centigrade. Warming up was aided by a small rear bumper stand. I can see a problem in some rather crowded paddocks with scores of karts "zipping" (note the plug Martin!) in and out trying to warm up. Obviously when the grids compose of mainly water-cooled karts it would be prudent to have at least two warm up laps. The final of 15 laps caused the only drama when the brass reducer for the temperature gauge came slack. Threads in the head are worn and I should have araldited it in! The water loss was slight and proved the value of the pressure bottle which kept the system topped up and no overheating occurred, the temperature staying around 85 degrees centigrade. It is hard to be objective about the engine's performance, which remained constant throughout the races. A puncture, a mysterious vibration (which turned out to be a sprocket carrier loose) and me spinning at the Morcambe hairpin makes evaluation difficult, but running with used pistons and rings, no tweaking of jets, etc., it had performance only slightly poorer than my air-cooled barrels when in good form.

I am looking forward to being able to race the beast legally, when over a long distance, I am sure that the advantages of liquid cooling will be more apparent and, I am sure, decisive.

Drew Liddle

Testing on the Circuit de Nationale Benzole. . .

Last month's assessment of our top ten International drivers took up so much space that there wasn't even room to mention those that almost made it.

I'm chickening out a bit this year, for apart from that top ten, the only order the rest will be in is alphabetical — which should avoid some arguments. . .

First on the list is ROY AUSTIN, who, after predicting great things of him in 1980, has frankly disappointed me. He came on very strong towards the end of the '79 season and looked to be set fair for a good 1980 but has achieved very little. Perhaps in these days of heavy sponsorship for the better known drivers, it is unfair to expect an unsponsored privateer to achieve too much, but I hope that the new Green Man tyre rules for 1981 will allow Roy to demonstrate his undoubted talents.

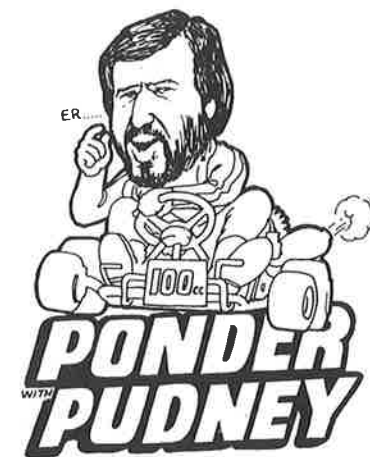
Cheeky JACKIE BROWN started to come on towards the end of the season, culminating in a memorable drive at Rissington when he had a fabulous dice with Grice and Harris before a small end washer broke on his Zip motor. Jackie has shown remarkable fortitude by refusing to be swayed away from his development programme on the Zip motor. It is quite clear that the engine has potential, but I cannot help but think that Jackie would do himself far more good by concentrating on a more proven make of engine. He's still a super driver, and although he's moderated his rather unusual "flick" driving style, remains an easily recognisable personality on the circuit because of it.

I suppose I have also been rather disappointed with the performances of young DAVE EVANS during 1980. One must remember that like the previous two he is still young and relatively inexperienced in the hurly-burly of International racing, 1980 being only his second season in the class. But somehow I expected Dave to show better. He was reported to be brilliant at 2 meetings I did not attend, namely the Felton Lockheed round and the Team Championships at Fulda, so perhaps I am not being too fair. However, despite his relative youth, Dave is now regarded and respected as one of the better engine preparation men, and I have a feeling that his parting from Hewland's to join the ART Kart concern will not do him any harm at all — in fact I think he will show much better during 1981.

PAUL (GRANDAD) FLETCHER impressed me a lot in 1980. All right, so he had some quick motors, and with the mid-season change back to Sprints, the availability of some good tyres, but he was still impressive. I make much of the "Grandad" bit, which is rather unfair on Paul, though taken in good spirit, but nevertheless one must never forget that Paul is easily the eldest person racing in 100 International. I'm only 33 and feel about half as fit and much slower than I did 10 years ago, but Paul is conservatively 10 years older than me — in other words old enough to be the father of the majority of his fellow competitors!! He wound up 5th overall in the Lockheed Championship and whilst not setting the world alight, never ceased to catch me out by producing some excellent finishing places from poor grid positions in exalted company. For his age, super fit, alert and interesting as well, Paul's got a good few years racing left in him yet. . .

PAUL "KOSHER" KNAPFIELD had another of his strange seasons in 1980. With what seemed to be top class equipment and a top notch mechanic, Paul played at the Lockheed Championship when he fancied it, without much success. Strangely enough, when he had a go at the British Championships, both in 100 International and National, he did not fare too badly — finishing 9th in International at Clay Pigeon and a superb 2nd in National behind "that man" Tredwell at Rowrah. You see it

just shows what you can do when you try, which is where Paul lets himself down. If he had a real go at International, despite what I said about him last year being "over the hill", he could do well. After all, he's got the money. One of those men I've grown to like, (I used to hate him when I raced against him years ago!) Paul's special brand of wit and humour never fails to brighten up my day. . .



One of the brighter, more intelligent drivers on the International scene, MARTIN LEACH has improved immeasurably this year. The new one-piece ART kart certainly contributed to his improvement in fortunes, because suddenly from being an also-ran, Martin was right in there with them. What probably impressed me most was his ability to mix it with the very best (some dices with Mickey Allen being very memorable). His grit and determination also improved a lot — he just downright refused to be beaten by Fletcher at Wombwell despite Paul's tyre advantage, to finish an excellent 2nd and gain the Driver of the Day award. Now that Martin has got his confidence, I reckon he will be a real force to be reckoned with in 1981.

Young KURT LUBY started the season in fine style with a 2nd row position for the final of the first Lockheed round at 3 Sisters, but despite early season promise, the likeable Kurt has not really got anywhere since. Basically under-financed, Kurt seemed to lose enthusiasm and although later in the season he got involved with development of the Lancer kart for the Norfolk Kart Centre, I rather think we may lose Kurt to a gearbox class next year.

Now to the real "find" of the season — DAVE MELLISH. Another of those guys whose performances seemed to creep up on you rather than leap out and grab you, young Dave suddenly came to the attention at Wombwell, where he diced away heartily with some most esteemed company. Then of course I realised he was the same guy who got pole for the final at Felton, as well as some good performances on other circuits which helped him to 6th place overall in the Lockheed Championship. This young man isn't a five minute wonder — indeed as I write this he has beaten the likes of Jackson, Homewood and Brown at an early season Rye House! As he develops his race-fitness and stamina, he will undoubtedly become one of the brightest young stars on the International scene.

CHRIS NEEDHAM is one of the hardy perennials of the British "Inter" scene. In 1979 he got within a whisker of actually winning the Green Man Champs, not through any wins but sheer consistency. He had no such luck in 1980. He showed up quite well a few times, but nothing spectacular. With the new 1981 tyre rules, Chris, as a privateer, may well be given the opportunity to shine again.

Actually 6th in the Top Ten last year, DOUG SPENCER falls right out of it this year after a simply disastrous season. The change from Sprint to Zip also included changes of engine and tuner and indeed the season was a chapter of mechanical disasters. Best place Doug could get in the Lockheed rounds was a very, very lucky 2nd at Clay Pigeon. His best grid position, pole at Wombwell, came to naught when he was taken out in a big way, "totalling" his chassis, although he did go well in Hong Kong before spinning out of the main race. Whatever happens, this season must be better than last. . .

SIMON SUTTON made the big move from Junior National to Senior International, and started the season pretty well with some good finishing positions, especially at Fulbeck. But as I've said before, you don't realise how tough this class is until you've tried it, and although Simon showed well at the British Championships, he didn't quite make the impact expected. Another privateer who will gain from the tyre rule changes, we may expect great things from this quiet youngster in 1981.

Representing Bill Sisley in International, RICHARD WEATHERLEY started the Lockheed season quite well, following and harrying

Paul Knapfield's best result came in his one National Class outing — 2nd in the British Champs! (Photo: D. Cullingham)





# 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. ppts. of £7.41 (cr. price £100.79).

**NEW COLOUR CATALOGUE**  
Our finest catalogue ever. Get your copy NOW 25p in stamps for postage etc. appreciated. Post your order or call. Satisfaction or money refunded.

**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. ppts. 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 7-11. £12.20 p.p. & ins. 80p. or £2.50 dep. & 6 mthy ppts. 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. ppts. of £2.88 (Cr. price £22.28).

Dept. KSK 2, 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**

## GOFF RACING Kart & Engine Specialist

### CHAMPIONS

**HUNTS K.R.C. 1980**

Overall Club Champion Junior Britain Champion

Junior Sportsman

**MARK WOOLFORD**

Using a

**GOFF MUSTANG / GOFF TKM**

Senior Britain Champion

**NIGEL GOFF**

**GOFF MUSTANG / GOFF ARROW**

*It could be you this year by using a  
GOFF MUSTANG - GOFF TUNED ENGINE*

Goff Mustang G.B. 100 **£295.00** complete, assembled or the Fabulous new

**MUSTANG SS100 £525.00** complete and assembled using the NEW Kelgate Front & Rear Brakes

### MUSTANG

100 National, complete and assembled . . . . . **£350**

125-210-250 National, complete & assembled . . **£450**

250 International, complete & assembled . . . . . **£475**

**5 PEAR TREE VIEW**

**ELSTOW, BEDFORD.**

Telephone: Bedford 66549

Anglia Agent: F. Elderfield Telephone: Norwich 55317

# REMROD KARTS

**01-571 5770**

## 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**

# Redhill Racing

## CLASS 1 KART RACING SPECIALISTS

**DAP Komet Bm birel srt PARILLA TKM BELL**

- ▲ **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

# THE CHAMPION OF CHAMPIONS

## SUPERKART SERIES

*Prize money is expected to reach*

# £5000

## VENUES & DATES

Cadwell Park	22nd February
Donington	15th March
Snetterton	4th April
Cadwell Park	19th April
Snetterton	9th May
Donington	14th June
Thruxton	5th July
Donington	6th September

6 rounds out of 8 to count

The Championship will be run to 1981 CIK regulations, which are expected to allow watercooling.

Special additional awards will be made to the 1st, 2nd, and 3rd drivers using air-cooled Yamaha twin-cylinder engines.  
*Sponsored by Zip Kart*

*NB. Only single engined karts will be eligible to share in the prize fund.*



# Young Turks...

The end of the 1980 season and the beginning of the New Year has brought to light the "coming of age" of an unusually high number of our leading Junior drivers. Virtually every 1980 National status race-winning Junior National driver can now be found amongst Senior ranks, and several are already making a strong impression.

Most of our current top international drivers came from a lengthy apprenticeship in the ultra competitive Junior world, and with this year's formidable crop of young talent likely to upset a few reputations, we look at the top prospects and their Junior background. Watching their progress through the year will prove interesting...



Name: Kevin Warner

Home Town: Guildford, Surrey

Education/Occupation: Currently at George Abbot School, Guildford, studying for 'O' levels. Hopes to work within karting, with the long term aim of making it as a professional racing driver.

Karting Background: First raced in mid 1977 with a Junior Britain Zip/T70. In 1978 entered 4 Club Junior Britain Championships — Blackbushe, Bovingdon, Surbiton and Rissington — and won them all. Moved on to Junior National and won the 1979 R&R title, followed by the British title in 1980. Best British finisher in the 1980 World Junior event — 6th. About the only thing which did not go to plan was his defence of the R&R title — mechanical problems and an accident at one round keeping his points down. For the last two years, Kevin has been the "works" Junior National Hewland driver, and after using a BM chassis, switched to a Reema in mid 1980.

Plans For 1981: 100 National with "works" Reema, and some assistance from Hewland. Intends to compete at the Junior World Championship, but may have to use a different chassis as the Reema is not "homologated" for CIK events. Hopes for a couple of successful National years, then 100 International.

Early Form: First three National races — 1st, 2nd, 1st!

Our file of recent graduates is made up of drivers who have, especially in the last year, won or placed highly in Road & Racing Racewear Championship rounds and the British Championships. The most significant similarity between them all, is that nearly all have had full 3-4 year Junior careers, which would tend to confirm that experience is perhaps the main element making up a successful driver.

Equipment available to our subjects varies considerably. Some have enjoyed "works" support, others have made it on much smaller private budgets. Although it seems that full "works" backing can make that small difference, enough to produce an outright win, there are one or two classic examples of drivers consistently placing highly due to experience and good use of less exotic equipment.

Academic level seems to have no bearing on ability — while some of our subjects have several 'O' levels to their name, most have not, whilst some have yet to sit them. Some are heading for a professional career — notably in technical fields — while others hope for a future career within the sport or a progression to car racing. One notably successful 1980 Junior, Tim Sugden, is not included in our file, because he has already made that move. His progress on Formula Ford 2000 will be watched with interest, especially by our 9 "Young Turks."

A year from now, it will be interesting to reflect the impact they will have made on the Senior classes. It could be considerable...



Name: John Herbert

Home Town: Romford, Essex

Education/Occupation: Attended Forest Lodge School, but now works for Sisley Karting. Would like to be a professional racing driver.

Karting Background: John began, in Junior National, in 1976, and has since become a regular top contender. After finishing third in 1978, he won the controversial 1979 British Championship, and finished second in 1980 after a stirring drive from the back. In the British Team each of these years. Second in the 1979 R&R series, the 1980 Junior Global and so on. Has driven with assistance from Sisley Karting.

Plans For 1981: Will drive the "works" Sisley 100 International entry, with a few National races as well. Hopes to compete in the Junior World Championship. Fills in spare time with squash and golf.

Early Form: Steadily adapting to International. Good pace in National. Not overawed by Senior "names".



Name: Nigel Mitchell

Home Town: Mexborough, South Yorkshire

Education/Occupation: Currently at Mexborough Comprehensive School, until April. Would like a career in Mechanical Engineering.

Karting Background: Started with a Junior Britain Blow Gnat/T70 late in 1976. 1980 began with Premier/TKM equipment, but in May, Nigel became part of the works assisted TKM team. Won the Junior Global Cup, and the Wombwell R&R round. Picked to go to the Junior World event, but his Father's illness meant pulling out.

Plans For 1981: Will compete in 100 International as part of the works TKM team. Hopes for future British and World Championships.

Early Form: One race — 4th amongst good company.



Name: Robbie Childs

Home Town: Croydon, Surrey

Occupation/Education: Attended Heathclark High School. Now a Motor Mechanic, but would like to be a professional kart driver.

Karting Background: A relatively short Junior career, beginning late in 1978 in Junior Britain with Zip/DAP equipment. Won the Tilbury R&R round in 1979, before going National last year with Lane/Parilla equipment. Finished third in the British Championship, and put up 8th fastest time at the Junior World event, before striking problems.

Plans For 1981: Will contest 100 National, again on Lane equipment. Has no sponsorship or assistance and prepares his own engines (and has recently done one for friend Gary Foster-Jones). Hopes to do the World Junior Championship.

Early Form: Only 1 race, but finished 4th.



Name: Paul South

Home Town: Apperley, Gloucestershire

Occupation/Education: 6 'O' levels. Now at the North Gloucestershire College of Technology working at his O.N.D. in Mechanical Engineering. Would like to be a Development Engineer.

Karting Background: Began in Junior Britain in 1976 with a Zip/DAP T70 set-up. Won the first 1980 R&R round on a home-built chassis before tying up with ART, and subsequently winning the Felton round. Made the front row at the British Championship, but was pushed off during the furore of the opening lap — a major disappointment to him.

Plans For 1981: Competing in 100 International with full ART backing. Hopes to attempt the World Junior Championship.

Early Form: Finding problems adapting to International tyres.



Name: Andy Stapley

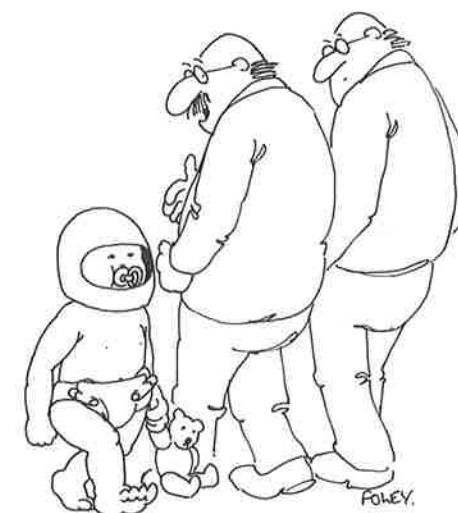
Home Town: Orpington, Kent

Education/Occupation: Educated at Ramsden Secondary School, Orpington. Occupation: Dryliner.

Karting Background: Following his brother's interest in the sport, began in 1978 with a Goblin/Manx Junior Britain set-up. Progressed well, finishing 5th in the 1979 R&R Championship. Moved to Junior National in 1980, winning the Southern Area Championships and finishing 4th in the R&R series with some very consistent drives. Drove Cobra/Arrow equipment.

Plans For 1981: Will contest 100 Senior Britain, especially the SAM series, with a Kestrel chassis and Arrow or Komet engines, and some assistance from Sisley Karting. Wants to win a British Championship.

Early Form: Good steady drives.



I HEAR HE'S APPLIED FOR A SUPER KART LICENCE.



Name: Derek Higgins

Home Town: Old Windsor, Berkshire

Education/Occupation: Still at Windsor Grammar School, with 2 'O' levels at present. Studying English, Maths, Geography, Business Studies for a career in Business Administration.

Karting Background: Began in 1976 with a Junior Britain Zip/T70. A close second in the 1979 R&R (National) Championship, winning the final round as in 1980. Won the 1980 Welsh Junior National title. Suffered a few costly mechanical failures, while third in the British Championship final (engine) and leading the Wombwell R&R round (brakes).

Plans For 1981: Expects to compete in 100 National and International events. Will use Dino karts and DAP or Dino engines, under the umbrella of the AK Racing banner. Hopes to contest the World Junior event. With an ex-F1 mechanic for a Father, would like to go car racing later on, but fully committed to karting at present.

Early Form: Has adapted immediately, beating British Champion Tredwell in his first National race, and winning his next three. Could easily achieve many of his high karting ambitions.



Name: Peter Studer

Home Town: Bourne End, Bucks

Education/Occupation: High Wycombe Royal Grammar School — 7 'O' levels. Now studying for 3 'A' levels with an eye on the engineering line — maybe computers.

Karting Background: Began in late 1977 with a Junior Britain Sprint/DAP. Has remained in Britain throughout. Blackbushe and Surbiton Champion in 1979. Second in the 1980 British Champs, slightly disappointed after starting from pole, third in the R&R series and South West Area Champion, running works Reema chassis and Wyrac Arrows.

Plans For 1981: Full SAM Britain Championship campaign with the Wycombe Racing Team — works Reema chassis and Wyrac Arrows. Would like to do the Junior World, but feels he lacks international experience, and the necessary funds to completely re-equip. Wants to win the British Championships.

Early Form: Finding Senior Britain a trifle rougher!, but enjoying being "on weight" rather than well over.



Name: Gary Foster-Jones

Home Town: London

Occupation/Education: Currently at Claremont High School, preparing for 'O' levels. Would like a career within karting.

Karting Background: First raced late in 1976 with a Zip Mirage/K88 in Junior National. During 1980 raced an assortment of equipment, and had a troubled R&R season.

Plans For 1981: Expects to compete in 100 National with Lane/Parilla TT22 equipment, although lack of funds may preclude him from attempting the World Junior Championship again.

Early Form: Only 1 race entered. Inconclusive.