

March 1983

2.10.
WIN A
SUPERKART

KART AND SUPERKART 70p

A New Dimension in Karts

GP Karts

by **ZIP**

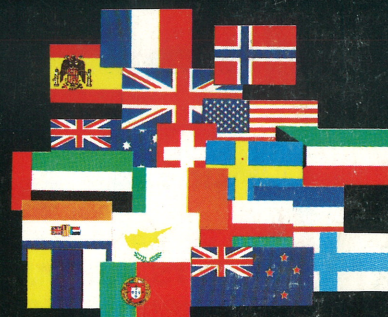


The dominance by Zip Karts in 125, 210 and 250cc racing has been established in no uncertain way over many years of competition — more major awards being taken than by any other make.

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



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



Champions throughout the world use ZIP equipment.

Designed for Champions
by Champions

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

ZIP

KART

Pindar Road Hoddesdon Herts

Hoddesdon 463371/468503

Telex 8176759 Tel EXP ZIP



Interview: Richard Boston

● *Helmet Review*

● *The Sunshine Scene*



1983 SPEC. CTRP RACE PREPARED ZIP TEAM EQUIPMENT e.g. Full spec. Rotax engine fully dyno tested highly modified ZIP GP fitted with the fabulous BREMBO braking system with FI adjustable bias control plus aeroquip brake pipes (new lockheed on test). New Minilight wheel kits, foam filled drivers seat to suit your body shape, rev. counter, temperature gauges. 4 core radiator and Alloy hose fittings, fibre glass any colour in all styles.
All of this race prepared and tested at Silverstone.
NEED I SAY MORE?!

ZIP KARTS & EQUIPMENT — We deal direct, we supply, we prepare. (*unbeatable prices.*)

FULLY TUNED AND DYNO-TESTED ENGINES. 125 & 256 Rotax, P.O.A.

ORDER YOUR NEW ZIP EQUIPMENT NOW, before the prices increase or the waiting list is too long.

Team leisure wear jackets, hats, jumpers, T-shirts, and overalls.

82 CTRP team transporter X-reg. V.W. LT35 (two karts) work bench, side doors all good. £2,000.

HERE IS A SELECTION OF EQUIPMENT FOR SALE.

Phil Hemes CTRP/CTR Rotax, Brembo brakes, slicks/wets and spares	£1,900.00
Pete Miles (Calor Gas) ZIP GP Rotax	£1,850.00
ZIP GP CTRP w/c Yamaha, wets/slicks and spares	£900.00
ZIP GP CTRP 125 Rotax	£1,200.00
ZIP GP 125 Yamaha	£675.00
ZIP Shadow 250 National, D12	£450.00
ZIP Shadow 210, slicks/wets and spares	£475.00
Production LC250 Yamaha, (Prod. racer)	£700.00
HIWAY single-seater Hang Glider, trike and engine	£800.00
CTR works 256 Rotax engine, carbs., ignition and pipes	£850.00
CTR 350 TZ Yamaha, carbs. and ignition	£750.00
CTR 250 TZ Yamaha, carbs. and ignition	£475.00
125 Rotax, carbs. and ignition	£450.00

We are the largest suppliers of engines & thrust packs to the powered hang glider and microlite companies. Any make of powered hang glider or microlite aircraft supplied in kit form start at £1,750.00.

WE SUPPLY AND DISTRIBUTE ALL PARTS ASSOCIATED WITH THIS SPORT

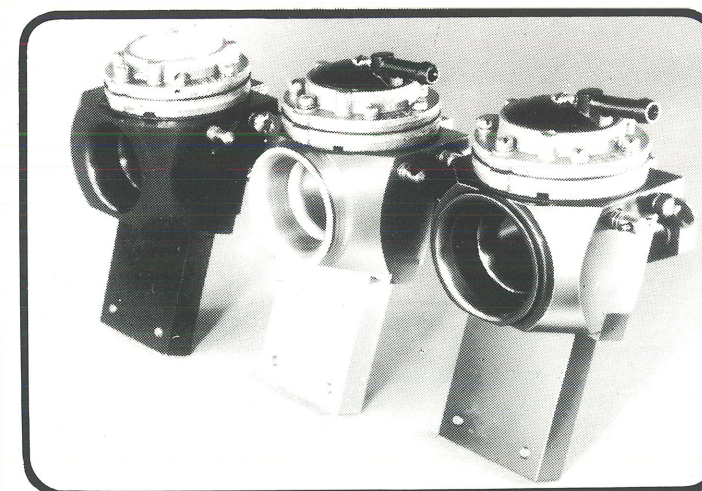
RING US ON (0327) 857458 or 857418 OR CALL IN TO UNIT 3, SILVERSTONE CIRCUIT, SILVERSTONE, NR. TOWCESTER, NORTHANTS.

CONTACT US NOW FOR '83 SUPERKART RACE HIRE. ONE OFF OR FULL SEASON.



Redhill Racing

Fit a Redhill 100 cc or 135 cc Slide Carburettor



Engine Tuning and Preparation our Speciality. Dyno Testing Facilities while you wait, Crankshaft Splitting, Boring and Honing. **REDHILL** Slide Carburetors. Overalls, Boots, Gloves, Visors and Helmets. Agents for Zip, Sprint and Birel Karts and Equipment. Midland Agents for B M Karts and Engines. Spares available for Engines. DAP, KOMET, BM, P.C.R, SIRIO, PARILLA, TKM. Complete range of secondhand Karts and Engines Ex Stock. Mail order C.O.D. service. Trade enquiries welcome.

Main agents for **Bm** Karts

birel

PARILLA

TKM

ZIP

KOMET

DAP

**BELL
HELMETS**

AGENTS FOR DUNLOP, GOODYEAR AND BRIDGESTONE TYRES

Access and Barclaycard

Redhill - sole importers of
YAMAHA 100cc Engines and spares.



PROVED PERFORMANCE PAYS!

For personal service contact: **MARK BARNARD, REDHILL RACING**, Unit 29, South Moons Moat Industrial Estate, Padgetts Lane, Redditch, Worcs B98 0RD, England. Tel: 0527 26263 - 29002. Telex: REDMAT 335693. A subsidiary of Redhill Developments Limited.

THE CHAMPIONS ALL USE MERLIN EXHAUSTS

British Champion 250 -- Dave Buttigieg
British Champion 125 -- Stuart Ziemelis
European Champion 250 -- Dave Buttigieg
European Meeting 125 -- Stuart Ziemelis
World Cup 250 -- Alan Kronow
World Cup 125 -- Stuart Ziemelis
Silverstone GP 250 -- Reggie Gange
Silverstone GP 125 -- Kurt Luby
Short Circuit Champion 125 -- Kurt Luby
Silverstone GP 250. Pole position. Fastest lap (Final). Lap record and 1st, 2nd, 3rd, 4th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th & 15th!

MERLIN EXHAUSTS would like to thank all the above for their help in improving the product.

AGENTS: Chattertons -- C.T.R.P. -- L.D. Racing -- Mark One -- Stuart Ziemelis
Tony Smith -- Zips -- Lennart Bohlin (Sweden) Joe Grubbs (USA)

TELEPHONE: RAVENGLASS (06577) 244

100 NATIONAL -- BARLOTTI Cougar, Kart Pro brakes, K88TT, Merlin tuned, + spares + stand -- £170 o.v.n.o. Also Tillotson carburetors: bored and standard -- £5 each. Ring Charlie 01-575 5960 after 6 p.m.

100 BRITAIN SAM '82 CHAMPION. Race winning Arrow engines. 252, 50.2 bore, new spare liner; 385, 50.1 bore, Dart ways spare liner. Best offers over £180 each. Barloti rolling chassis, excellent condition £180. Spare Barloti frame, resprayed £30. Wets on rims £30. Carbs £8 each. Andrew Colson -- Fleet 4251

WANT TO START KARTING?

Why not try our Kart School? Every Saturday at Tilbury Kartway. Prices from £20 per day. For further details send SAE or ring: -- SISLEY KART SCHOOL, Tower Industrial Est., London Rd., Wrotham Hill, Kent. Tel: Fairseat (0732) 823848

BRITAIN SPRINT, WYRAC tuned Arrow, 50.8, rebuilt with new piston, mains, Carlisle and Dunlop slicks, Carlisle wets. Cover, sprockets, spares. Competitive, trophies to prove. £325. Will separate. Telephone: Tring 5843.

MUST BE '83 PR WINNER -- Brand new Dino 125's, complete with 3 Tony Smith Daytona Honda CR125 engines and new parts to rebuild. Full set new fibreglass plus spares. 3 sets wheels and tyres. Duplex sprockets/carbs/exhaust/seat/rev. counter etc. Everything is here plus many many spares. Fantastic value at £895.00 Paul Wilson -- Hoddesdon 465513

THE Project

Rear engined project, fully complete, to take 250/125 Rotax Complete with all jigs, moulds etc. OFFERS?!!

Tel: Nigel Smith -- 01-394 2228 (day) 01-337 1263 (eves.)

BARGAIN -- Immaculate Zip Shadow Superkart with aircooled Suzuki. Must be seen £350 + VAT or swap for good 100 National. Tel: 035 389 558

TRAILER 7' x 5' 6" x 2' -- ideal for karting. Lightweight, tyre rack, £140 o.n.o. Tel: Stroud 79214

100 BRITAIN PARILLA, exceptionally fast winning engine. An Arrow beater at £125. Tel: 0274 671451 for details.

BARLOTTI ROTAX 125 -- Unused since engine rebuilt by Merlins. Engine and chassis in first class condition. Trailer and spares £700. For quick sale 421 1960 (Eves. only). Watford area.

100 BRITAIN -- TKM -- SISLEY. Never raced. Just used for fun. Some spares and tyres. £250 o.n.o. Phone Medway: (0634) 374313

FOR SALE

Two Wright '82 karts, excellent condition £225 each. Two fully rebuilt K29 135cc Komets £400 each. One Hewland Arrow, 100cc D-port, never raced, as new £295. One T70TT DAP, fully rebuilt, very fast £300. One 135cc DAP £250. One Parilla SS crankshaft, as new £40. Two 100cc slide carbs, four 135cc slide carbs. Numerous wheels and tyres. One LT31 fully equipped karting van as used last season by Gary Ward, £1,500 o.n.o. Tel: Wellingborough 623849.

SPORTAC LEATHERS -- Green with yellow stripe in sleeves. Size 40" chest, 5' 10" to 6' 0" tall. Worn 5 times only, £70. Also Zip kart boots. Black. Size 9, £5.00. Phone Reading 595703

125 ZIP GP/ROTAX -- Full circuit bodywork. Very clean and competitive. Ready to race £950 o.n.o. Telephone: Pontefract 706141

125 GP -- Very quick motor. Long and short circuit trim. Spare barrel etc. Immaculate, £995.00. 250 National, Honda Kestral. Goes well, needs tidying. £400. Telephone: 01-808 4286 or 0992 444681

PRIVATE SALE OF LIQUIDATED STOCK -- Dino 100cc chassis, complete, new, £195.00
Dino 100cc chassis, complete, used, £95.00
Dino 125cc chassis with 30mm axle, £125.00
30mm hollow axles £7.00 each. Class IV spun allys, rears £6.00 set/Dino plastic £5.00 set. 125cc Motiv exhausts £25.00 each. Many other bits. Ray Wilson -- Hoddesdon 465513

MECHANIC REQUIRED FOR FULL EUROPEAN 135cc SEASON

INTERESTED APPLICANTS SHOULD
RING (0279) 814581
(NOT NIGHTS PLEASE)

ZIP GP SUPERKART CHASSIS. Kelgate brakes. Full long circuit equipment. 10 meetings, £650. Telephone: Bedford 66549

GO-KART -- 50cc JAP engine, very good condition. £89 o.n.o. Telephone: West End (04218) 4536

BRISTOL KARTING SERVICES

Agents for: Zip, Cobra, Magnum, Sprint, Lane, Aero

For all Class I and IV Spares and Tuning
Engine Preparation all Class I and IV Engines
CONTACT BOB HUTCHINGS
Day (0272) 822345 Evening (0454) 321399

ZIP/UPTON 210, rebuilt, resprayed, rechromed. Motoplat, also many spares, tools, £300 o.n.o. Tel: 01-508 1488

STAR ELIMINATOR with Rotax plates. Been stored four years. All parts boxed. £165. For details write: B. Patterson, 123 Rycot Road, Speke, Liverpool L24 1US

100 BRITAIN DART ARROW, Mick Worth prepared and tuned. Second place last race, fast, ready to win. Set wets on rims, spares, stand etc. Going abroad. Bargain £250. Tel: 01-991 0191 after 7 p.m.

THE MIDLAND KART SCHOOL for an introduction to the world of karting. Easy to drive racing karts. Saturday courses for people of all ages from 6 years upwards. Prices from £20 per day. For more details telephone: Birmingham 021 350 3258

BRITAIN ZIP/ARROW, Goff tuned and Dported, Kelgate brake, Carlisles and Dunlops, stand, wets, cover, spares £395 o.n.o. Tele: Ian -- Luton 582442 Ext. 257 (day), Flitwick 715555 (evenings)

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.,
6 Woodfield Road,
Welwyn Garden City, Herts.
Tel. Welwyn Garden City 35141/2

KARTING VAN -- MERCEDES VAN. Long wheelbase. Side door. Ideal for transporting karts. Reconditioned engine. £1,450 o.n.o. Telephone: Fleet (02514) 4824

100cc NATIONAL K88 ARROW chassis, hardly used, including stand and few spares £265 o.n.o. Telephone: Bournemouth 524752

210 SALE -- BARLOTTI, new drums only £95. Aero, side tank, new pistons, Motoplat only £295. Both ready to race with Upton engines, Motivs. Also wets, stand, tools, spares. Telephone: (0782) 504134

FOR SALE -- 210 National Barloti Upton with discs, wets, stand, spares, £290 o.n.o. Phone: 0623 882054 after 3.30 p.m.

PHOTO SPEED PHOTOGRAPHY No. 1 IN KART RACING

If you require photographic material black and white/colour on your season's kart racing for press, sponsors or just for your permanent record, have it photographed by Kart and Superkart Mag. Photographer. Both long and short circuit meetings undertaken.

CONTACT: Rodger Calvert
27 Richard Road, Darton, Barnsley,
South Yorkshire S75 5NP
Tel: 0226 382002

Welcome
Manufacturers, Clubs, Organisations.

AERO TZ 250G, Del Ortos, Hitachi, Merlins, with spare TZ crank, bottom end, exhausts. Purpose-built trailer thrown in at ridiculous £800. Tel: 0757 700378 (Redundant!)

100 INTERNATIONAL/NATIONAL with SS20 100 National/Junior National with K88. Wets, slicks, spares. Two helmets, suits and boots. £465 o.n.o. Will split. Universal trailer 6' x 4'. Will carry two karts £90.00. Tel: Rugeley 4103.

QUICK SALE -- 125 Rotax as used by Boyd Barrington for many good results on long circuit and short. Tel: (0728) 723528

250 INTERNATIONAL ZIP/YAMAHA. Frame repainted and rebuilt. Full short circuit trim. Bridgestone slicks and wets. Many spares. First sensible offer. Telephone: Cramlington (Northumberland) 712161 after 6 p.m.

KART AND SUPERKART

Monthly

No.51

It may come as a surprise to many of you to hear that Chris Lambden, who has been the Editor of Kart and Superkart since Issue No. 1, has decided to branch out on his own and conquer fields afresh.

Chris will carry with him in his new venture, the very best wishes from both Martin and myself. We will always remember the effort he put into making sure that the magazine became perhaps the best publication on the sport in the world.

I am sure that all his friends will join me in wishing him the very best of luck in his new venture, and I am sure that any help he may offer to Adrian, the new Editor of Kart and Superkart, will be appreciated.

Adrian is not new to karting. He is the guy who got the 250cc National Championship under way, to the great delight of all those who participated in it. Unfortunately he was involved in an accident at the Silverstone Grand Prix last year and has only just finished with hospital treatment. He is now getting back into working order. I am sure he will soon stamp his own mark on the magazine and I hope you will give him the kind of support you always gave to Chris.

MARK HINES

FRONT COVER:

Although normally associated with the light blue Talasan/LBF colours, Chris Lambden competed in dark blue Lep livery during the recent Lep International Superkart series in New Zealand, in which he and Lep team-mate Nigel Smith recorded a 1-2 victory. Chris looks at the New Zealand Superkart scene in our Sunshine Series feature, beginning on page 15. (Pic: Brian Dawes)

Published by Kart & Superkart Ltd., Pindar Road, Hoddesdon, Herts. Telephone: Hoddesdon 444201 Telex: 817675 G TEL EXP MAG. Directors: M. A. and M. W. Hines

EDITOR: ADRIAN LUMB ADVERTISING: JAYNE SPEIRS
Distributed by Surridge Dawson Ltd., New Kent Road, London. Printed by The Enfield Printing Co. Ltd., Enfield, Middlesex.

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. 1983.

March 1983

contents

- 2 RAC NEWS
The latest from Belgrave Square.
- 3 PHOTO CAPTION COMPETITION
Part of our quest to find the wittiest karter of the year.
- 5 PADDOCK CHAT
News and gossip from the karting scene.
- 7 MARK THE TYRE COMPETITION
Fantastic win a Superkart or two Class One karts in this easy to enter competition.
- 10 RICHARD BOSTON -- Marathon Man
We talk to one of the sensations of the 1982 season.
- 13 MAINLY MERLIN
Chris Merlin on alternative sports, New Zealand, sponsorship and more . . .
- 15 SUNSHINE SCENE
As we freeze in a partially snow covered Britain we give you a look at a 'different' class.
- 21 HELMET FEATURE
Protect your head in the best possible way. A guide to help you decide.
- 29 CLUB SCENE
Latest Dinner & Dance news and racing reports.
- 30 KALENDAR
Where and when?

NEXT MONTH*

CADWELL
PERSONALITY/TECHNICAL FEATURES

PUBLICATION DATE: 7th APRIL

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



LARGEST STOCKS
FASTEST SERVICE
TRADE ACCOUNTS WELCOME



Andover Norton Limited
West Portway,
Andover,
Hampshire SP10 3LF

Telephone:
(0264) 61414

RAC NEWS

NEW CHAIRMAN FOR RAC MOTOR SPORTS ASSOCIATION LIMITED

Sir Clive Bossom, Bt, who has held the position of Chairman of the RAC Motor Sports Association Ltd. since 1978, retired from this post on the 31st December 1982. His successor is Mr. Michael Southcombe.

Mr. Southcombe, who is currently a Vice Chairman of the RAC British Motor Sports Council, has been involved in motor sport for 30 years. His first interest in the sport was as a competitor — he drove an MG TD, a TR2, a Mini Cooper 1071 and a Mini Cooper 1275 — but his involvement soon progressed to the administration side.

Although Mr. Southcombe is currently Chairman of the Kart Committee, his involvement in motor sport has covered most areas. He was Chairman of the Speed Events Committee for six years, RAC Rally area organiser for the south west from 1961 to 1971 and acts as a Steward on all the RAC MSA's major events as well as many club meetings throughout the country.

Mr. Southcombe is a well known figure in motor sporting circles in the Yeovil area where he lives. He has just been re-elected Chairman of the Association of South Western Motor Clubs for the 22nd year and is also President of the Yeovil Car Club, whose Committee he has served on in the past as Secretary and Chairman.

Mr. Southcombe is Chairman of his family's glove manufacturing business in Somerset and lives in Yeovil with his wife Jennifer, daughter Julia and son David. Despite spending so much of his spare time on motor sport events, Mr. Southcombe still finds time for his hobbies of philately, rugby and caravanning.



On the MKM Wheels stand at the recent BRSCC Motor Sports Show, Michael Southcombe, Chairman of the RAC Motor Sports Association Limited and the Kart Committee (left), inspects Dave Buttigieg's European Championship winning Memorex Zip Kart with (from left to right) Steve Carvill, Peter Wardle and Paul South.

Omitted in error from the list of permitted kart engines published in the Yearbook.

Junior Britain and 100 Britain — TKM S 89 3-port Junior National and 100 National — TKM L 90 TT, S 89 TT, RS 98 TT, RL 66 TT.

The following British engines have been homologated by the CIK for international use as from 1st January 1983.

Hewland	Arrow KE	5-port	100cc
TKM	S 89	3-port	100cc
TKM	S 89	TT	100cc
TKM	RL 66	TT	100cc
TKM	RS 98	TT	100cc
TKM	R 135	TT	135cc
TKM	V 135	TT	135cc
TKM	VL 135	TT	135cc

The following British chassis have been homologated by the CIK for international use.

Haywood Limited	Stratos XK2
D Lane	Aerospace Pro 3
Zip	983
Zip	935

The following British chassis, previously homologated have been re-homologated for international use for the period 1983 — 84.

ART Racing	ART 80 CIK 100
Deavinson	Leggero Sprint CIK 1
Tal-Ko	TKM MK 1
S Wright	Wright CIK 01
Zip	981

Restricted Kart Tyre Prices

Due to the weak state of the pound, the Chief Executive of the RAC MSA Limited, has agreed that importers of foreign kart tyres on the restricted lists may include the following maximum rate of exchange surcharge.

List A.	Maximum Surcharge — £1.50
List B.	Maximum Surcharge — £2.00

The tyre price, as listed in the Regulations, has not been changed (it has remained the same since 1981) and this surcharge will be kept under review. Should the pound harden it will be the intention to reduce the surcharge or, hopefully, be able to remove it completely.

LINCOLNSHIRE KART RACING CLUB APPEAL

The Stewards of the RAC met on Monday and Thursday 17th/20th January to hear the Appeal lodged by the Lincolnshire Kart Racing Club against the declaration by the RAC MSA Appeal Court that the Hewland Arrow KEB engine used by Mr. N. Clevelly at Fulbeck on 6th June, 1982 was eligible for Class 100 Britain.

The Stewards considered the opposing views as to the meaning of the word "port" and came to the conclusion that in Karting Regulation S 3.1.3 it referred to the actual openings into the cylinder.

Accordingly they dismissed the Appeal and confirmed the findings of the RAC MSA Appeal Court that Mr. Clevelly should be re-instated in the results.

WORN or DAMAGED CHROMIUM or NIKASIL PLATED BARRELS

Worn or damaged plating replated with ENKOTE* to give a superior wear resistant coating equivalent in performance to the well-known NIKASIL plating process and guaranteed against premature failure.

Prices include plating, precision diamond grinding and finish honing to original size or to suit specified piston sizes.

SINGLE BORE CASTINGS — Rotax, Armstrong, Honda, Fantic, Harley Davidson/Cagiva, Hiro, Yamaha, Suzuki, Ducati, Moto Guzzi, BMW and any other aluminium barrels. Price including return Packing and Carriage and VAT — £39.50

TWIN BORE CASTINGS — Yamaha TZ250, TZ350 and TZ375 etc. Price including return Packing and Carriage and VAT. £68.75

WELD REPAIRS — Most damaged barrels may be salvaged by welding and re-machining prior to plating with ENKOTE. Price per bore £11.50 including VAT.

TZ350 to TZ375 Conversions — Cylinders rebored from 64mm to 66.4mm dia. Price per bore £8.50 including VAT

ENKOTE* is a Trade Mark for Nickel Silicon Carbide plated in England by A. C. COATINGS LTD., Unit B, Knightcott Industrial Estate, Banwell, Weston-Super-Mare, Avon BS24 6JN TEL: Banwell (0934) 820393

100 NATIONAL REEMA — 6 races from new. TKM F99TT and Parilla SS20TT, both fully tuned and professionally maintained. Wet tyres, stand, cover etc., much more. Genuine retirement sale, £550 o.n.o. Tel: High Wycombe 29075 (evenings).

BM PARILLA SS20TT Junior/National. Immaculate condition, 48.2 bore. Tuned and ready to race. Will split. £385 o.n.o. Tel: (0922) 404047

CRAIG BOOTH HAS FOR SALE Dart/Evans tuned Arrow, as used to win Senior Britain Club Championship at Rye House, 1982. £400 o.n.o. Also three SS20's, £175 each. Tel: 01-995 0135

TEAM SCHEMES

STICKERS — BADGES
AMERICAN T-SHIRTS SWEAT SHIRTS
LEATHER LETTERS RACE NUMBERS
TEAM SCHEMES, 5 Stoneleigh Park Road, Ewell, Epsom, Surrey. Tel: 01-394 2228.

SECONDHAND BARGAINS — Secondhand outfits:— Sprint '82/TT22 Parilla £350; Sprint '82/TKM TT £400; Zip/SS20TT £350; Sprint/Komet K88 £320; Lane Aerospace/TT22 £375; Cobra 135/Komet K29, ex John Herbert £500; Cobra KAT/TT £400; Cobra Hewland D-port £400; Zip K78B British £350. Engines — TKM FF99TT £200. Plus many secondhand tyres and wheels. Contact:— Sisley Karting Ltd., Tower Industrial Estate, London Road, Wrotham Hill, Nr. Sevenoaks, Kent TN15 7NS. Tel: Fairseat (0732) 823848 Telex: 957331 Sisley G.

BEDFORDSHIRE KARTERS

Come to us for:—

- * New and reconditioned outfits
- * ZIP and TKM chassis and parts
- * 100cc motors, tuning and parts
- * Friendly advice for newcomers
- * Fast C.O.D. service for NGK, Shell, Goodyear, Kartpro, Tillotson etc.

PEGASUS KARTING,
4c Church Square,
Leighton Buzzard,
Beds. LU7 7AE
TEL: Leighton Buzzard 371324

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.

ARE YOU MAKING THE MOST of your equipment? Does your kart handle properly? Is your engine as quick as it should be? Current British 135cc Champion, British Team member and former Junior Champion John Herbert is available to set up your outfit at any track, at any time during the week. With his experience, advice and personal tuition you could become a Champion. For more details contact Bill Sisley, Fairseat (0732) 823848

DAP T70TT standard bore, 48.2, new rod, mains, etc. Bored carb and Motoplat £135. Tel: Wakefield 896502

ZIP SHADOW/210 UPTON — Super condition, engine just rebuilt by Merlins, bubble, wing, wets, stand £425. Ernie Felix 01-951 0744 or 01 951 3509

100 BRITAIN BORDERS CHAMPION offers 1982 Jeta (16 meetings only, bucket seat, steel floorpan), very fast '81 Arrow, wets, numerous extras £495. Tel: Dunham-on-Trent 243.

TAURUS ENGINEERING

Complete ENGINE TUNING SPECIALISTS

Porting, Polishing, Crank Rebuilds, Head Skimming, Carb modifications, Rebores, Honing, Shot peening of engine and chassis components — makes those highly stressed parts more reliable

1-Off machining, welding & fabrication work undertaken

TELEPHONE: 01-602 2127
12 BARB MEWS, HAMMERSMITH,
LONDON W6 7PA

DINO 100 NATIONAL Jackson tuned Parilla, 48.2, full set brand new mounted wets. Full racing outfit £300. Phone Blidworth 3582

GARY TILL HAS FOR SALE — various karts and engines including:— works TKM, bare chassis £50, rolling chassis from £110, assorted new and secondhand spares. Ring: 01-845 5280 (Northolt, Middx.)

THE ULTIMATE KARTING TRAILER — Combi Camp 2000 trailer tent with full awning, etc. Specially modified to transport kart and equipment. Very good condition £600 o.n.o. Ring Dave Cullimore on 0452 36632

ZIP SHADOW TD3 — Immaculate, very fast, 36mm Amals, Femsas. Ready to race, complete bodywork, many spares for gearbox, engine, chassis and ignition. Bridgestone 2 sets of slicks, 1 set of wets, plus stand, complete £700 o.n.o. Tel: Chelmsford 0245 466034

GO-KART BARGAIN — 210 Villiers, Barlotti frame, very fast, £200. Please call at 34 Abbott Crescent, Farnsfield, Nr. Newark, Notts.

KARTING VIDEO

Re-create the action in your own home with a personalised video filmed race meeting. Why talk about that race you could have won — get it on video and see why. We offer a professional service at competitive prices and cover any meeting in the U.K. and Europe catering for the individual, Clubs and organisations.

Contact me now and beat the rush!

Phone, Telex or Write to:

STUART CLARK
CRUSADER VIDEO and PHOTOGRAPHIC
111, WILLOUGHBY ROAD, BOSTON,
LINCOLNSHIRE. Tel: (0205) 67788
Telex: 37212 HOLBRO'G'

ZIP SHADOW ZIP YAMAHA aircooled 250 twin. Bridgestone slicks and wets, wing, fairing, front and side tank, stand and sprockets. Unused last 3 years. One race only since extensive Merlin engine rebuild. Genuine outfit in excellent condition £550 or might split engine/chassis. Farnborough 50782 (Kent)

Telephone in your Mini-Ads using ACCESS, VISA, or BARCLAYCARD



HEJIRA RACING DEVELOPMENTS ELECTRONIC REV COUNTER

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

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

£56.63 + £2.50 P&P.
Total inclusive of VAT £68.00

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)

EX ROY WOOLDRIDGE 125cc ZIP GP/Merlin Rotax, 1981 British Championship winning outfit, complete with Kelgate ventilated brakes, PMP (blown up) pipe, Dunlop slicks, full length alloy floor tray, full set wets, engine fully rebuilt by Merlins for Silverstone and unraced since. Complete outfit maintained regardless of cost by Merlins £925. Phone Roy at Merlin Development 01-560 0694 or Symon on Pembury 2751 (Kent) evenings.

NIGEL SMITH'S MERCEDES 508D VAN

Long wheelbase. Professionally converted — motor caravan front — six windows. Purchase tax paid. 'S' Reg. Just MOT'd. Low mileage. Must be seen.

SENSIBLE OFFERS PLEASE
Tel: 01-394 2228 (day) 01-337 1263 (eves.)

210 NATIONAL — Merlin tuned long circuit motor, C/R gearbox, Motoplat, 36mm MkII Amal + jets, spare head, clutch spares and tools, very quick £230 o.v.n.o. Also Zip sidetanks and pods £10 — £15 each. Also Motoplat coils £5 each. Ring Charlie 01-575 5960 after 6.

WANTED — 100cc OUTFIT, cheap. Telephone: 021 706 5627 (8 — 5p.m.)

CHANGE OF CLASS forces sale of two Zip 210 National karts. Ready to race £200 and £250. Also several spares. Tel: Lancaster 65543

125 NATIONAL, GOFF KAWASAKI. Very smart and fast. Fairings, side tank, ground effect tray £400. May consider competitive 100cc engine as part exchange. Tel: Tonypandy 439795

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) 821539

CLUB SCENE

continued...

Junior National

Unfortunately only 2 Junior National drivers were taking part in this event, which turned out to be an England v. Scotland clash, Ian McLiesh racing a Zip/PCR for Scotland while Rowan Dewhurst raced a Sprint/Parilla. With these 2 drivers racing within the Junior Britain class, Dewhurst totally dominated the heats and the Final giving England a convincing victory.

1st Rowan Dewhurst Sprint/Parilla
2nd Ian McLiesh Zip/PCR

100 National

1st Nicky Fletcher TKM/Parilla
2nd Andrew Keenan Gillard/Hewland
3rd Paul Fletcher TKM/Parilla

100 Britain

Local Barnsley driver John Aldred totally dominated the 3 heats with 2 wins and a 2nd place in the remaining heat, this heat being won by Lincoln's Scott Banks. Other drivers who were just a fraction off the pace were the likes of Andrew Wood, Tim Pell, Phillip Hogg, Richard Hind and Andrew Wilson.

On pole position for the 12 lap Final was Aldred with Wood alongside. With the race under way Wood took the lead into the Pit Corner from Hind, Aldred, Hogg, Banks and Pell when a coming together by the leading bunch at the top hairpin caused the race to be stopped. From the restart Wood and Aldred tangled at the Pit Corner with only Wood being able to restart at the rear, giving the lead to Richard Hind followed closely by Winder, Hogg, Charlton, Banks, Fauch and Wilson. For the next few laps Banks was working his way through the field until lap 8 when he pulled off the circuit. Also making progress up the order board was Andrew Wood who by lap 10 had climbed up to 4th place with the order being Hind, Pell, Wilson, Wood, Charlton and Fauch. Then on the very last lap Pell found a way past Hind to snatch 1st place.

1st Tim Pell UFO/FRED Arrow
2nd Richard Hind Jeta/T80
3rd Andrew Wilson Wright/Wright Arrow

100 National

The 100 National entry at Wombwell is always very well supported and the first meeting of

the year was no different with a total of 26 drivers listed in the programme. With heat wins going to the Fletcher pair of Nicky and Paul, on their usual combination of TKM/Parilla, while Stephen Sykes took the final heat on a Premier WRE Parilla. Other noticeable drivers worthy of a mention are Adrian Wood, Nigel Edwards, Derek Higgins and Graham Kershaw.

The 12 lap Final had the Fletcher pair side by side on the front row with Sykes and Wood on row 2. From the start it was Nicky taking the lead from Paul with the following not too far away - Wood, Sykes, Kershaw, Keenan, Mulhearn and Blessed. The order stayed the same for 5 laps then Paul Fletcher and Sykes had problems at the top hairpin and began to drop down the order to 8th and 9th places. Due to this Kershaw had taken over 2nd place. So at the halfway stage the order was N. Fletcher, Kershaw, Wood, Keenan, Mulhearn and Dave Smith having his first race of the New Year in the 100 National (usually Senior Britain) followed by Goldsborough and the fast-charging pair of P. Fletcher and S. Sykes. For the remaining part of the race N. Fletcher stayed out in front 'til the chequered flag. Lap 8 saw the disappearance of Kershaw/Wood of 2nd and 3rd places. A. Keenan who had come from 6th place on the first lap had now taken over 2nd place which he held to the finish. The 3rd and 4th places being filled by P. Fletcher and S. Sykes who had come back after having a number of problems.

Buxton & Manchester Kart Club

Notice has come from a revitalised Buxton & Manchester Kart Club to say that they hold a social night every Tuesday at the Fletchers Arms, Ashton Road, Denton.

Due to unforeseen circumstances they have had to change their Easter Meeting on the 3rd April, 1983 from National to Restricted. All RAC classes are welcome. There are camping facilities for those who would want to stay and race at the Cheshire K.C. meeting the following day. In addition to the usual trophies they are giving a Best Novice trophy plus a cash prize for the best points scorer of the day. 125 Class will be split if there are sufficient entries of Rotax and PR.

Entries to: Ms Hayley Jones, 264 Stockport Road, Timperley, Cheshire. Tel: 061 904 0249.

The 100 National field gets away cleanly - poleman Edwards (87), noses ahead



Kalendar

MARCH

6 LINDHOLME (on the A614, 4 miles south of Junction 1 on M180)

FELTON (8 miles north of Morpeth, on A1)

13 SNETTERTON (15 miles s.w. of Norwich, on A11) Full long circuit meeting.

ROWRAH (nr. Frizington, Cumbria)

KIMBOLTON (10 miles s.w. of Huntingdon)

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

20 BOYNDIE (Banff)

3 SISTERS (off Junction 25, M6 Bolton K.C.)

NUTHAMPSTEAD (1½ miles east of Barkway, off B1368 Cambridge-Ware Road)

SHENINGTON (8 miles from Banbury)

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

DUNKESWELL (5 miles from Honiton, Devon)

CRAIL - West of Scotland Club

FULBECK (8 miles from Newark) Winter Series

SNETTERTON (15 miles s.w. of Huntingdon) Opening Round, Super One Series

APRIL

3 WOMBWELL (Dorothy Hyman Stadium, nr. Barnsley) Opening Round of the Bridgestone/Kart & Superkart Series

CADWELL PARK (midway Horncastle and Louth on A153). Full long circuit meeting.

FELTON (8 miles north of Morpeth, on A1)

3 SISTERS (off Junction 25, M6) Bolton K.C.

10 LINDHOLME (on A614, 4 miles south of Junction 1 on M180)

CHASEWATER (Pleasure Park, Brownhills off A5)



COMMENTARY

As the season really starts to get underway I have the task of informing you of the sad news that Chris Lambden has passed on... passed on that is, to bigger and better things in the Printing world. He has also recently been elected to the Kart Committee.

Chris has been Editor of this magazine since its advent four years ago. From Day One the quality, presentation and production of K&S has been equal to any other publication serving Motorsport in the U.K. Besides Chris having a great ability as an Editor, he is also a formidable competitor. He was a National Champion in Class One back in his native New Zealand and through consistent driving he also took the British Superkart Crown under the wing of Team Talasan in 1981, his first season in the class. Chris began his '83 season earlier than most and was rewarded with another new Crown, the Lep International Superkart Championship, after winning the series overall in his Lep/Air New Zealand sponsored Zip GP/Rotax.

A new title is as good a way to start the New Year as any and I hope all our readers will join me and the staff at Kart and Superkart in wishing Chris and his wife Maxine, the very best of luck for the future.

ADRIAN LUMB



WE'RE HAVING SOME TROUBLE WITH THIS 'SPOT THE TYRE' COMPETITION - WE CAN'T REMEMBER WHERE WE PUT IT.

Photo Caption Competition



"God - I'm a handsome fellow"

That's maybe what Butty is saying - maybe not! If you think you know what's been said then write it down and send it in to us at K&S. Best entry wins a fiver. Write to: KART & SUPERKART MAGAZINE, Pindar Road, Hoddesdon, Herts.



ANNOUNCING
THE



BRIDGESTONE

KART & SUPERKART 100 NATIONAL CHAMPIONSHIP

As the established Kart & Superkart 100 National series enters its fifth year, we are pleased to announce backing of the 1983 Championship by the Bridgestone Tyre Company to the tune of

★ **£2,500** ★

ROUND ONE WOMBWELL 3RD APRIL

Entries in now to: Mrs Alice Wright, Rockbank, 19 Clarksfield St, Oldham, Lancs OL4 3AW

All classes are accepted for this Super meeting.

*Besides some terrific trophies and prizes at this meeting, purchase of a programme will entitle you to enter a competition to **WIN a COMPLETE 100 NATIONAL KART.**

*Spectators please note: this competition is mainly for your amusement.

*Important. Late entries may be accepted but the name will not appear in the souvenir programme.

Drivers are asked to remember that the Bridgestone/Kart & Superkart 100 National Championship will be run on the one make/one set per meeting tyre rule, using Bridgestone long life SL tyres and wet tyres as detailed in the 1983 RAC Restricted Tyre Lists.

ROUND TWO DUNKESWELL 24th APRIL

Entries from: E. P. Edgecombe, 2 Southport Ave, Redhills, Exeter, Devon.



Round Three
Round Four
Round Five
Round Six

Snetterton
Little Rissington
Kimbolton
Fulbeck

22nd May
3rd July
28th August
25th September



CLUB SCENE

Wombwell

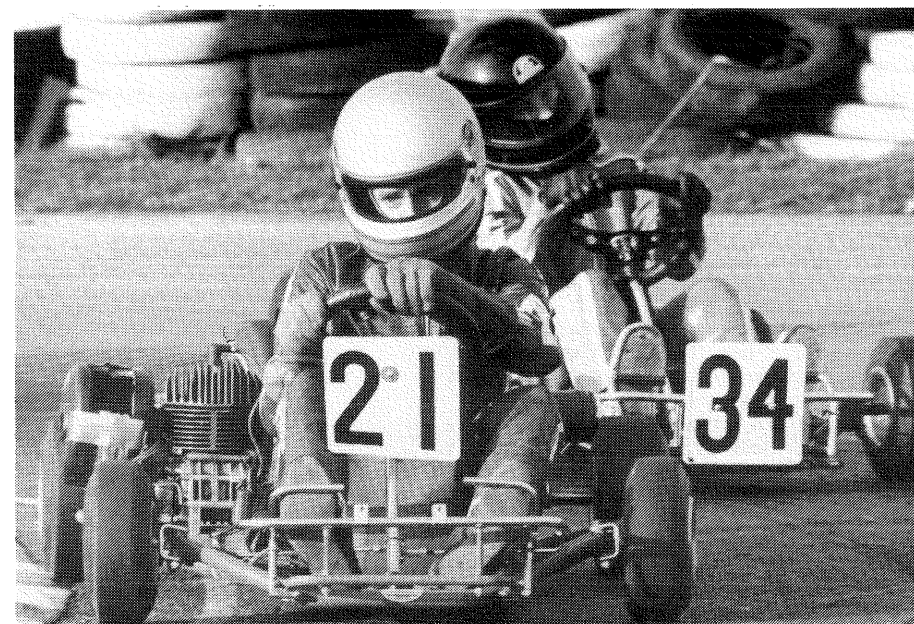
Report: Rodger Calvert

The Wombwell Sporting Association Kart Club presented their first meeting of the 1983 season on the 9th January, this being the first round of the Club's Winter Series with very attractive prize money and cash vouchers for the winners in the different classes, raced for over a total of 3 rounds of the Series. The weather conditions throughout the day's meeting were dry and bright, but very cold which reminded everyone that it was still only the beginning of January.

Junior Britain

The Junior Britains were reasonably well supported in entries for this time of year, with the Premier karts totally dominating the heats and Final. The heat winners were Dominic Connolly, Robert Wilson and Steve Key, all racing on the locally built kart. The only other driver to show any consistency during the heats was Jeremy Griffiths with 2 seconds and a third.

The Finals were run over 12 laps of the very enjoyable Wombwell circuit with Jeremy Griffiths taking an early lead, but he was followed very closely by Wilson, Connolly, Soar, Mills and McNish. The order of the race remained relatively the same until the 6th lap when 2nd placed Wilson found his way past race leader Griffiths who had begun to drop down the leader board for a number of laps. As the finish was approaching Wilson had slowly pulled away from the rest of the field leaving Griffiths who had worked his way back into second place at the closing stages of the race to hold off Andrew Soar who had worked his way up the order board throughout the race. Mills finished 4th and McNish 5th.



Tilbury

Results from the 9th January meeting.

Shenington

On the 4th February, 1983, Shenington Kart Racing Club held its annual trophy presentation and Dinner Dance. The venue was the Regency Club in Shirley and the evening was very merry and enjoyable. Tony Wilkins assisted the Club's newly appointed Chairman, Simon Pain with the award presentation.

Club Champions for 1982

Junior Britain	Adrian Chapman
Runner-up	Jamie Bond
Junior National	Kevin Clarkson
Runner-up	Scott Bevis
Senior Britain	Eric Butler
Runner-up	Paul Rixon
100 National	Stephen Wright
Runner-up	Rob Owen
125 National	Chris Tomkinson
Runner-up	Malcolm French
210 National	Colin Poole
Runner-up	Maggie Dell
250 National	Pat Tomkinson
Runner-up	Gary Kilpack
250 International	Pete Hammond
Runner-up	Paul Andrews

Overall Club Champion - 100 National
Stephen Wright

Most Improved Junior Driver
Dave Jackson

Most Improved 100 National Driver
Robin Chuter

Most Improved Senior Britain Driver
Patrick Wormell

Most Improved 210 Driver
Paul Woodward

Junior Clubman - Guy Wood (Jun. Brit.)
Senior Clubman - Gerino Cook (100 Nat.)

Sue and Tony Wilkins Special Award
Duncan Kier (for service to the Club)

1st	Andrew O'Hara	Lane/Arrow
2nd	Tom Radford	Kestrel/Arrow
100 Britain		
1st	Andrew Colson	Dart/Arrow
2nd	Darren Gibbs	Zip/Arrow
100 National		
1st	Gary Prior	Dart/TKM
2nd	Gary Moynihan	Wright/Yamaha
100 National Novice		
1st	Martin Dennis	Zip/Parilla
2nd	Michael Bennett	Dart/TKM
210		
1st	Ron Bettis	Barlotti/RWM
250		
1st	Keith Allen	Zip/Yamaha

Northumbrian Kart Club

At the Northumbrian Kart Club Dinner Dance, one of the stars of the evening was Miss Mandy Roue, who received the GEP Tuning/DAP Annual Award, for the Junior National Club Champion.

Mandy, besides being the only girl in the Northumbrian Kart Club, has sensationally been the Club Champion for the last three years. - two years as Junior Britain Champ and this year as Junior National Champ.

Mandy receiving her trophy from Mr. George Price.





1982 RAC
BRITISH CHAMPIONS
100 Nat. & 100 International

For your 1983 equipment
consult the Champions with 23
years' karting experience. Be it a
chassis, an engine, a rebuild or just
information.

For the very best equipment see the range of JETA
and DAP chassis and DAP engines for 100 Junior Britain to 135
International, also the superb mono magnesium wheels and
accessories used by the World's top drivers.



SPECIAL OFFER

FEMSA GED 2-3 LATEST FACTORY SEAL-
ED TWIN CYLINDER ELECTRONIC IGNITION
UNITS COMPLETE WITH TWIN COILS £75

MAGNESIUM ADAPTOR PLATE FOR
YAMAHA £7.50

SECURICOR DELIVERY £3.50

U.K. Deliveries plus 15% VAT.

JOHN MILLS (Kart Specialist)

90a Valley Road, Worksop, Notts.

Telephone: 0909 474633 Cables: 'JAYEM' Worksop



BE A
WINNER

TAKE OUR FABULOUS EURO
CRUISERS OR SCHEDULED
FLIGHTS TO WORLD
MOTOR SPORTS EVENTS

LOOK OUT
FOR OUR
SPONSORED
ENTRIES!

FULLY
INCLUSIVE
TOURS



WORLD GRAND PRIX (INCLUDING AMERICAN &
CANADIAN) KART RACES, DRAGSTERS, 24-HOURS
(MOTORCYCLES & CARS) TT RACES, RALLIES
AND INTERNATIONAL SHOWS.

Clip, Write or Call:

Name.....

Address.....

Club International
46, Windsor Road,
Slough, Berks.
0753 75907

SEND ME DETAILS OF RACE PROGRAMME NOW!

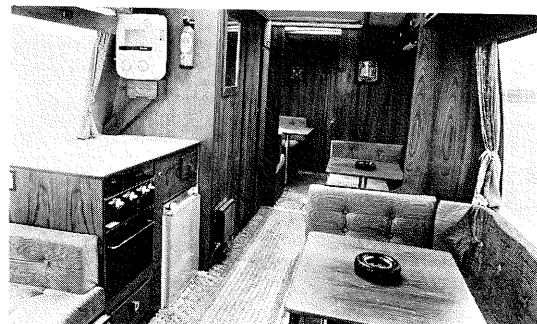
FOR SALE!

TRANSPORTER As used by the Hermetite *ZIP* Team

NO MORE CARS, VANS, CARAVANS
— IT'S ALL IN ONE VEHICLE!



11 metre motorway coaches converted to luxury
7 berth motor home with shower, flush toilet,
hand basin, carpeted throughout, sink, gas
cooker, refrigerator, cupboards, lounge area, gas
heating, etc. Extremely spacious interior, with
reflective dark tinted windows for even greater
privacy!



Separate workshop area, approx. 15' x 8' with
side entrance through large alloy roller shutter
7' wide. Workshop fitted out with 8' workbench
and 2 power points.

15' x 8' purpose made awning that fits immed-
iately outside workshop area.

JUST £4,950 FOR QUICK SALE

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

STATESIDE — Goodyear Eagle

Doug Mayr was on the telephone from America
recently and he told me that Goodyear feel
that they have been left behind in the tyre
chase and to make amends have come up with
a 'hot' new tyre. It's called the Eagle which is
the same name that they use for their Indy
race tyres.

Doug has been testing the tyres in 4.50,
6.00 and 7.00 sizes. All the testing was done in
Class One guise and Doug reported that the
Goodyear Eagle was *just as quick* as the Bridge-
stone YBE's and Burris 75A's. Life is compar-
able and it will also be made in a wet pattern.
Doug is rushing a couple of sets over here for
testing. Terry will try them and K&S will keep
you informed.

Chris re-graduates

250 National Drivers' Champion and RAC
British Champ Chris Stoney, is to make a return
to Superkarting. After a brief foray in 1981
with a watercooled Yamaha, Chris reverted
back to 250 National and claimed his first
British Crown after a long and distinguished
career in all forms of U.K. karting. Chris's
reason for graduating back up to the Superkarts,
is that there will be less pressure on him to do
well. He can go out and tackle the challenge
while still enjoying his racing. However, knowing
how successful Chris has been in all the other
classes he has contested he could well let his
competitive instincts get the better of him and
give the established stars a shock.

Jack Barlow is building a very special
Barlotti chassis to accommodate Chris's Rotax.
Chris has remained faithful to the Barlotti
Marque for many years and feels the chassis
will do justice to the Rotax. Definitely one to
keep an eye on.

Kart School

A new kart school has recently come into being
in the Midlands area. Courses start at £20.00 a
day and involve a variety of different instruc-
tion including a technical session. Called the
Midland Kart School, they are an off-spring of
the Midland Junior Racing Drivers' Club which
began in 1968. The school will be run on a
skid pan area in North Lichfield. Mr. Gilmore,
the Chief Instructor, says that they have a nice
quiet tarmac course and can take drivers from
8 years onwards. The courses have proved
popular as a birthday present!

Contact them in Birmingham on:— 021
350 3258.

ART Karts

The recent Motor Sports Show prompted a
happy report from ART Karts Boss, Peter
Wardle. He tells us Dave Buttigieg will be run-
ning Lockheed brakes and Minilite wheels this
season, while also suitably impressed, young
Steve Murphy has opted for an ART 80/83
outfit. The latter's engine preparation will be
carried out by Steve Carvill exclusively.

Kart Publicity

The March issue of the new magazine Auto-
mobile Sport, includes an article on kart racing
written by Philip Bingham. Philip told me in
summary that the article would cover all the
spectrum of kart racing and it could well be
worth a look. Could it be that the Motoring
Press is finally accepting that we do exist!

GP Display

Richard Boston, featured elsewhere in this
magazine, has purchased two of Chris Stoney's
Championship winning 250 National Yamaha
engines. Richard will again be contesting the
250 National Drivers' Series besides keeping
the GP plates on display in 210 National. I
think 'on display', Richard's own words, is a
bit of an understatement. I believe Ricky has
every intention of keeping the 'GP' plates at
the front this season.

250 National Sponsors

Tony Scottorn, who is a regular 250 National
driver, has generously donated accessories from
his company, *Concours Cars*.

P.D.S. (Potteries Diesel Services) Derek Rodgers,
past sponsors, have also seen the publicity to be
gained from 60 drivers and have contributed
considerably to the prize fund.

Neil Hann at *Sportac Leathers* has agreed a
discount on a pair of his superb leathers and
will offer them for £75.00 as a one-off prize.

125 PR Series

Bob Clowes has reported a tremendous response
to the series for 1983. Over 70 drivers have
registered for the Series and Bob is rustling all
sorts of *goodies* to award the drivers for their
support.

Injured

Alan Cheetham, the famous Northern exponent
of 210 and 250 National racing, is laid up at
the moment with a badly injured eye. This sad
affair is the result of a machining accident
where a jagged piece of metal was thrown into
Alan's eye. Alan is the Boss of Peak Revs and
also an accomplished tuner — witness the speed
of Derek Rodgers' Yamahas.

There is every indication that Alan will
fully recover the vision in the injured eye but
would like me to use this incident as an example
to others. It's not just on the track where you
can get hurt and as I recall, a top motorcycle
sidcar racer was permanently injured in one
eye as a result of a workshop accident. His
career ruined, he also would be only too ready
to say — wear the proper protection.

BRIDGESTONE/K&S CHAMPIONSHIP

72 drivers have registered for the K&S/Bridge-
stone Championship so far and the majority
have enclosed a stamped addressed envelope so
that they can receive confirmation that they
have got the race number they asked to be al-
located for them. The few who did not enclose a
s.a.e. unfortunately cannot be notified as to
what number they have been allocated. If you
wish to know, please send a s.a.e.!!!

STOP PRESS

Snetterton Practice Days

11th March (prior to meeting on 12th)

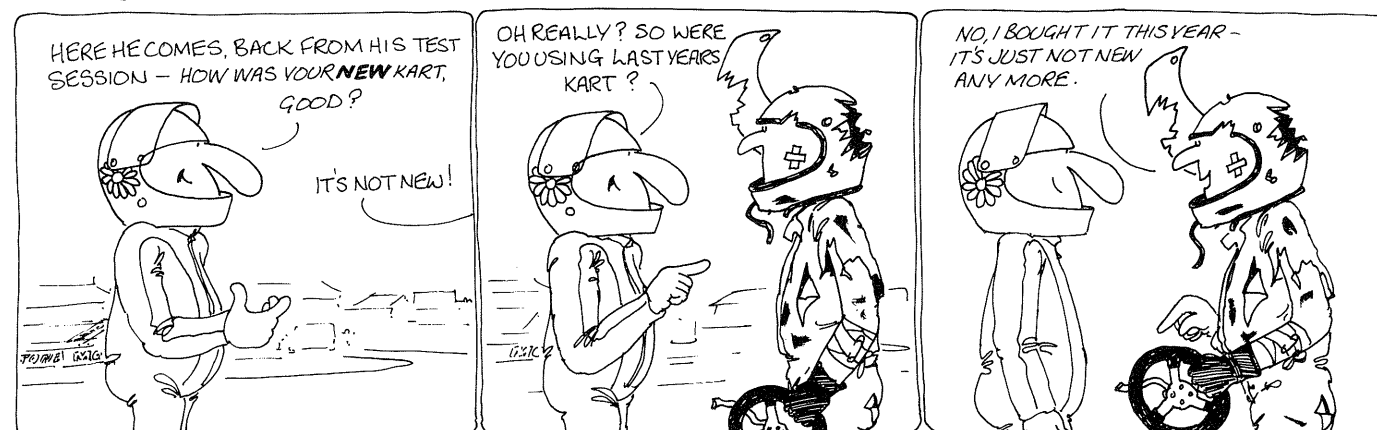
22nd March

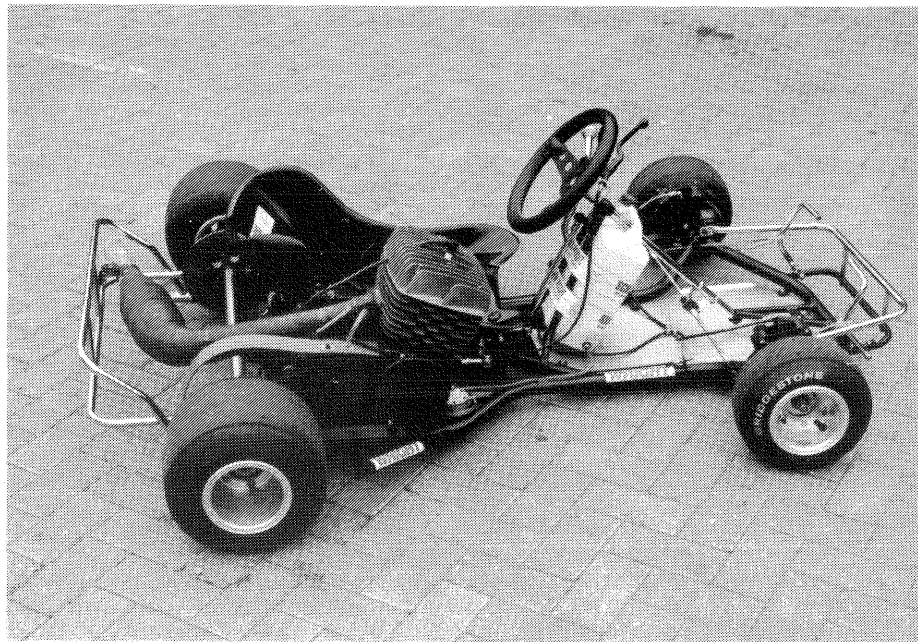
12th April

23rd April (prior to meeting on 24th)

FRIGGIT

BY BARRY FOLEY





▲ Simon Wright Racing Developments has unveiled two new types of chassis aimed at 125cc runners, the '83 SC and LC. Specification of the SC, pictured above, includes a 106cm wheel-base frame of 30mm tubing, sitting on a 30mm two-bearing axle. The makers also draw attention to such features as 'extra wide' engine rails, quick adjustment brakes, a hand clutch, an outboard engine drive sprocket, metalastic engine mounting bushes on the Class One type sliding engine mounting, and low-wear rate PTFE rose joints. We have not yet been advised of prices.

Something completely different . . .

Remember that bold idea from the Plymouth Kart Club, to run a race around the streets near Plymouth Hoe? Well, even the most ambitious of plans cannot always contend with local council politics – but Plymouth K.C. haven't entirely given up. While the in-the-streets hopes have, perhaps predictably, been strangled in red tape, two events will take place on the Hoe this year. These are scheduled for 17th April and 3rd July and, to borrow a well known phrase or saying, will be something completely different: Both will be a kartsprint, with karts timed individually through and around pylons, with penalties allotted for contact with course markers. Rather like the traditional sports club's driving test, of course – although no doubt somewhat quicker!

If that doesn't grab your imagination, the Club's laudable revival of Enduro racing will surely be of wide appeal. Plymouth K.C. has hired the Dunkseswell circuit on 6th/7th August to provide the many drivers who know nothing other than sprint racing with the chance to race in a team for one and a quarter hours. Saturday practice, Sunday's racing, camping, and a Saturday night disco are all thrown in for an entry fee of £12, and sponsorship has been scooped from Conoco, which leads to a tentative title 'The Jet Karmaster '83'.

Fancy Fordsterin'?

Still keep wondering about making that move into single seaters? Stuarts Racing Services will be offering professional tuition plus car hire for Formula Ford this year. If you're tempted by anything from a one-off test session to a full season of racing, more details can be obtained on 0480 860 823.

KART COMMITTEE

The 1983 RAC MSA Kart Committee members will be the following, in alphabetical order: Ron Brasse, Alan Burgess, Den Dubber, Colin Fenwick, Alan Foster, Reg Gange Jnr., Bert Hesketh, Martin Hines, Dave Hockey, Les Jones, Chris Lambden, Michael Southcombe (Chairman), John Sutton and Tony Temple.

Steve's Dino

Steve Stylin is to be the No. 1 driver for the Dino Racing (U.K.) Team, Ed Duckett the No. 2. They will campaign the latest Dino's as seen in South Africa but without the controversial ankle covering bodywork. Fibreglass wizard Dick Rainer has fashioned a completely new bodywork which does not produce as much downforce and consequential drag. This change was commissioned because of the surprising amount of natural downforce the Dino chassis produces. Ed says this is the result of new steering geometry and in-board discs which also give less reciprocating weight at the front wheels.

Another novel feature is the seating arrangement. The seats are to be made Formula One style from foam. The driver sits on a plastic bag and the foam is injected into the bag until it is full, initially it is soft and contours to the driver's body. The foam hardens very quickly and the driver then extricates himself to find that the seat fits him perfectly every time he takes up his driving position.

MOTIV 125 PR Championship

Bob Clowes asks all the 70 drivers who have shown interest in the series to get their entries in early to avoid disappointment. Events are as follows:

20th	March	Shenington
17th	April	Three Sisters
1st/2nd	May	Three Sisters
22nd	May	Fulbeck
5th	June	Rissington
12th	June	Wombwell
17th	July	Three Sisters
7th	August	Lindholme

Other PR events:

Cadwell – April 3rd, October 2nd

Three Sisters – Lion K.C. to run a half hour enduro for 125 PR on September 18th.

Three Sisters – April 3rd, Buxton K.C. are offering to run a special class for those 125 PR's who don't want to go to Cadwell (See Buxton & Manchester K.C.).

125 CHAMPIONSHIP

OPEN LETTER

Dear 125 Competitors,

Thank you for your interest in the proposed 125 National Drivers' Series.

My name is Jean and I am the wife of Mike Smith who writes for Kart and Superkart and Motoring News. In spite of that (!) I am a very keen fan of long circuit karting so when I was first asked to do the initial paperwork on such a series, I readily agreed.

The idea is simple . . . a self-financing Drivers' Series similar to the successful 250 National one of last season. The registration fee is £100 and a points system will be used over five rounds with all prizes paid out at the end of the Series.

The provisional venues are:—

15th May Cadwell Park
23rd July Brands Hatch
31st July Cadwell Park
27th August Oulton Park
17th September Snetterton

With the Grand Prix being in June, I hope the above dates will help to maintain interest for the second half of the season.

Points will be awarded to the top twenty finishers in each of the above finals as follows: 1st – 25; 2nd – 23; 3rd – 21; 4th – 19; 5th – 17; 6th – 15; 7th – 14; 8th – 13; 9th – 12; 10th – 11; and so on down to one point for twentieth place.

The total number of points available over the five rounds (1,125) will be divided into the total cash prize fund to give a value per point. The actual value of each point will not be known of course, until the cash fund is finalised.

Apart from the points system all current RAC MSA Ltd. rules and regs. will be faithfully adhered to.

Drivers' contributions and registrations will be accepted up to the close of the Cadwell Park Easter Sunday meeting, April 3rd, 1983. It is the responsibility of each individual driver to make his/her own entry for meetings as usual.

An independent Bank Account will be opened in the name of the Series and it is planned to have a meeting of all interested, at the Easter Cadwell. This will be your opportunity to elect your own Chairman, Secretary and Treasurer or if you wish me to continue then only a Chairman will be required.

It would be nice to have additional goodies, so if you know of anyone willing to donate them, please let me know. I realise this is another case of the drivers having to support themselves but I hope you will support the idea and make it an excellent 125 season in 1983.

Contact Jean at: 27 Helmsley Street, Hartlepool, Cleveland.

Come on you 125 pedallers – join Jean's Gang!

*Stuart Ziemelis has also been quite prominent in the advent of this Championship. He has secured a sponsor, who has donated £750 and Stuart will donate a free engine tune as a prize.

Ed.

Stocksigns

Nigel Smith will definitely not be sponsored by Stocksigns in 1983. Nigel and Stocksigns parted company amicably, in fact Stocksigns were so happy with Nigel they even presented him with a *thank you* cheque. Consequently Nigel is looking every which way for sponsorship. Peter Berry will look after the engines and that is official. Nigel still has the Waddon-Ehrlich engine but since neither party can decide who should have it, Nigel is hanging on to it, but will not be using it.



CHAINS - SPROCKETS - ETC.

All 100cc sprockets are fully machined and made of L70 material.
219 pitch, 64T-95T . . . £2.50
35 pitch, 56T-82T . . . £2.25
219 pitch engine sprockets
10, 11T . . . £2.75
35 pitch engine sprockets
9, 10T . . . £3.50
DID 219 HT chain (110 link box) . . . £6.50
DID 35T chain (100 link box) . . . £5.00
DID 35T chain (10 metre box) . . . £47.50
1/4" x 5/16" steel machined 4-hole sprockets, 23-36T £2.75
1/4" x 5/16" DID 428H chain (per metre) . . . £6.00
1/4" x 5/16" Rotax drive sprocket 17-28T . . . £7.50
1/4" x 5/16" Yamaha drive sprocket 23T . . . £7.50
Reynold link extractor (new model) . . . £10.50
PJ1 chain lubricant . . . £3.00

ZIP HIGH QUALITY DIE-CAST COMPONENTS

Rear wheel boss, 25mm or 30mm bore . . . £3.00
Sprocket carrier 100cc, 25mm or 30mm bore . . . £3.00
Rear disc carrier, 25mm or 30mm bore . . . £3.00
Zip Super engine mount . . . £11.00

ZIP (Bridgestone approved) DIE-CAST WHEELS

Complete set (100cc) with 15mm front wheel bearings. Available all widths . . . £22.50
Complete set (125cc-250cc) Available in full range of sizes . . . £20.00
All wheel sets supplied less rear bosses. Add £2.50 per set for valves and O-rings.
Die-cast rear wheel 5" up to 8" width with O-ring and valve, less rear boss . . . £6.00
Die-cast front wheel (gearbox classes), less front boss with O-ring and valve . . . £5.50
Die-cast front wheel (100cc) with bearings, valve and O-ring . . . £6.75

PLUGS-IGNITIONS-TOOLS-etc.

Motoplat, 100cc comp. . . £25.00
Motoplat, 125cc Rotax . . . £55.00
Motoplat, 250cc Rotax, with back plate . . . £85.00
Motoplat, 250cc Yamaha with back plate . . . £85.00

Motoplat rpm gauge to suit all above . . . £39.00
Motorcraft plugs . . . £2.00
NGK plugs . . . £2.00
New NGK plugs – 9EG and 10EG . . . £1.60
Zip Professional Tyre Pressure Gauge . . . £13.70
Precision dial gauge + adaptor . . . £11.00
Waterproof rubber plug caps . . . £0.65
3mm 'T' bar Allen key 'genuine Jacobs' . . . £1.00
4mm 'T' bar Allen key 'genuine Jacobs' . . . £1.00
5mm 'T' bar Allen key 'genuine Jacobs' . . . £1.00
6mm 'T' bar Allen key 'genuine Jacobs' . . . £1.00
Allen key foldaway set, in steel case, 2mm - 6mm . . . £2.50
Zip cabinet-type steel tool box . . . £29.50

GENERAL KART COMPONENTS

Zip noise box (compulsory RAC) . . . £10.99
Genuine Zip Ferodo special pads . . . (pr.) £5.00
Zip leather-rim steering wheel . . . £9.00
Zip 100cc glass fibre seat . . . £9.75
Seat cover, foam padded . . . £7.95
Kart cover, special Zip type . . . £9.95
Genuine rose rod ends, 8mm female . . . £2.25
30mm HT ground finish axles . . . £10.00
25mm HT ground finish axles . . . £8.50
Number plates, all colours (100cc) . . . £0.27
Tillotson filters . . . £1.10
Chain guard strips . . . £0.25
Plastic finger guard . . . £1.00
Plastic chain/finger guard . . . £1.50
Plastic continental fuel tanks with special fittings . . . £3.50
Alloy finger guard . . . £2.75

STOPWATCHES

Cronus S.E. . . . £20.00
Cronus 3T . . . £37.50
Cronus LC20D . . . £50.00
Cronus 2D . . . £60.00
PVC case for SE, 3T, LC20D, 2D . . . £2.90

ALL PRICES PLUS VAT

or order direct from ZIP KART, where we are pleased to accept, Access, Visa, or Barclaycard.

ZIP KART, PINDAR ROAD, HODDESDON, HERTS. TEL: (0992) 463371/468503

MAIL ORDER

ADD VAT AT 15%, AND POSTAGE BASED ON THE FOLLOWING SCALE:

GOODS VALUE £1 – £10, + £1 p&p; £10 – £25, + £1.50 p&p; £25 AND OVER, + £3 p&p.

SECURICOR DELIVERY (up to 20 kilos) + £4

SEND YOUR ORDER TO THE CHOSEN CENTRE, ACCOMPANIED BY YOUR CHEQUE OR POSTAL ORDER. PLEASE PRINT YOUR OWN ADDRESS CLEARLY ON THE ORDER.

SPECIAL OFFERS THIS MONTH

PCR 135cc engines complete with ignition and exhaust less CARB
STD. £275.00
FACTORY PREPARED £315.00

KOMET PISTONS 50.6 – 51.2 TT-type with gudgeon pin and rings £3.50 each

DUNLOP 360 x 5 K9 WETS £14.50
450 x 5 K9 WETS £15.00
600 x 5 K9 WETS £15.50

ROTAX 256 WATERCOOLED CYLINDERS £140.00

ZIP RACEWEAR

All PVC suits are available in Red, Green, Black or Blue with contrasting stripes and available in 7 sizes to ensure a perfect fit.
Zip std. PVC suit . . . £26.00
ZIP NEW TEAM SUITS are in the latest fashion with stripes up the side of arm, leg and body and carry Zip logo on back and shoulders . . . £28.00
ZIP NEW CIK SUITS . . . £28.00
ZIP NEW F.1 style CIK SUIT – a new standard in style and comfort . . . £39.95
Zip std. leather suits are available in colours and sizes as per PVC overalls but manufactured in top quality leather . . . £82.00
ZIP NEW TEAM LEATHERS new style with bib effect in true Superkart tradition. In various colour combinations and in 7 sizes, also carrying Zip logo. Manufactured in top quality leather . . . £89.00
Zip PVC racing boots . . . £9.95
New Zip GP boots . . . £16.50
Zip super leather boots
Short leather racing gloves . . . £8.50
Long leather gloves . . . £10.75
Long leather Zip-backed gloves . . . £6.50
Zip equipment bag . . . £5.50

HELMETS AND ACCESSORIES

Simpson type 62 . . . £99.00
Simpson type 32 . . . £135.00
Simpson type 14 . . . £200.00
Simpson type 16 . . . £175.00
Simpson Visor (old type) . . . £5.50
Simpson Visor 14, 16, 32 and 62 . . . £10.50
Bell M.1 helmet, new F.1 pattern . . . £125.00
Bell M.1 replacement visor . . . £10.50
Bell Star helmet . . . £85.00
Bell Star replacement visor . . . £7.50
Bell Star II helmet . . . £70.00
Bell Star II replacement visor . . . £3.75
Zip rotor visor (a must for the wet) . . . £10.50
I.C.L. Vari-clear . . . £1.95

BRIDGESTONE TYRES

(National and Britain Class tyre prices include temporary currency surcharge.)
3.5x10x5 YAK(SL) slick £13.50
4.5x11x5 YAK(SL) slick £13.50
4.5x10x5 YAK(SL) slick £16.50
6.0x11x5 YAK(SL) slick £16.50
7.1x11x5 YAK(SL) slick £16.50
4.5x10x5 YBK slick . . . £18.50
4.5x11x5 YBK slick . . . £18.50
7.1x11x5 YBK slick . . . £18.50
5.5x11x5 YBK slick . . . £22.00
7.5x11.5x5 YBK slick . . . £28.00
3.6x10x5 YBF wet . . . £20.50
4.5x11x5 YBF wet . . . £20.50
6.0x11x5 YBF wet . . . £20.50
7.5x11.5x5 YBF wet . . . £30.00

BRIDGESTONES – SPECIAL OFFERS!

5.5x11x5 YBE slick . . . £19.00
7.5x11.5x5 YBE slick . . . £23.00
3.6x10x5 YAT wet . . . £13.00
4.5x11x5 YAT wet . . . £14.50
6.0x11x5 YAT wet . . . £14.50
4.6x10x5 YBC slick . . . £10.00

GOODYEAR TYRES

All tyres '81 production, not old 1980 tyres.
4.5x11x5 CIK wet . . . £10.50
3.5x11x5 Slick . . . £8.00
4.5x11x5 Slick . . . £9.50
6.0x11x5 Slick . . . £10.50

BURRIS RACING TYRES

450Y-75A . . . £21.00
550Y-75A . . . £21.00
700Y-75A & 82A . . . £25.00

ZIP SPUN ALLOY WHEELS

The original Zip Deluxe spun alloy wheels – not to be confused with pattern types.
Front rim 5" x 2" . . . £1.60
Front rim 5" x 2 1/2" . . . £1.75
Front rim 5" x 3" . . . £2.00
Rear rim 5" x 4" . . . £2.25
Rear rim 5" x 3" . . . £1.90
Rear rim 5" x 2 1/2" . . . £1.75
Rear rim 5" x 2" . . . £1.60
'O' rings for above £0.18

ZIP DISCOUNT CENTRES:

Taylor Racing, 'Monaco', 7 Mansfield Place, Crimond,

Fraserburgh, Scotland. Tel: (03463) 2554

DMA Racing, 41A Oxford Street, Church Gresley,

Burton-on-Trent, Staffs. Tel: (0283) 214489

Andy Kirkpatrick, 15 Port Glenone Road, Ahoghill,

Co. Antrim. Tel: (0266) 878203

Mistrale Racing, 41 Bishopston, Montacute, Somerset.

Tel: (07476) 3910 10a.m.–4p.m. (0935) 822423 7p.m.–10p.m.

I wish to pay by cash/cheque/Postal Order/Access

To ACCESS:-

I authorise you to debit my Access

Account with the amount of £

My ACCESS No. is

Name (as on Access card)

Cardholder's address

Signature



CIK approved for Class One

£39.95 + VAT



Pindar Road, Hoddesdon, Herts.
Tel: (0992) 463371/468503.
Telex: 817675G TEL EXP ZIP.



WHAT IS KARTING!

Get to know some of the racers. They will be happy to discuss the merits of various products with you and give you the benefits of their racing experience.

Due to our recent Change of Editor, and the fact that he lost his snow shoes on the way down here from the frozen North, there may be a slight delay in the delivery of this month's K&S. In anticipation of that happening, we would like to apologise for any inconvenience to our readers.

Jeabor the Swiss engine manufacturer, have just homologated a 100cc International engine fitted with a power valve and it has been accepted by the CIK. Timing for the exhaust is an incredible 190°.

For comparison the new Parilla TT31 is timed at 174°, which is round about the average. The Jeabor is the only engine that the CIK have homologated that is fitted with a power valve.

DMA Racing

210 CHALLENGE (1983)

Dates for the challenge have now been finalized and are listed below. Just enter the meetings to qualify for points in the series – no need to register – best nine results to count.

Competitors will naturally abide by the rules laid down by the organizing club.

13th	MARCH	Chasewater
27th	MARCH	Fulbeck
17th	APRIL	Shenington
1st	MAY	Three Sisters
22nd	MAY	Fulbeck
5th	JUNE	Little Rissington
24th	JULY	Fulbeck
14th	AUGUST	Felton
21st	AUGUST	Three Sisters
11th	SEPTEMBER	Chasewater
18th	SEPTEMBER	Shenington
16th	OCTOBER	Shenington
30th	OCTOBER	Little Rissington
13th	NOVEMBER	Chasewater
20th	NOVEMBER	Shenington

Unfortunately, it has been practically impossible to even up venues with suitable date spacings but we hope it will prove to be a very enjoyable and competitive series.

The prize fund is still expanding so special thanks to:—

SNAP-ON-TOOLS (Tool Chest)
OMEGA PISTONS (Pistons)
MOTIV DEVELOPMENT (Exhaust)
DMW MOTORCYCLES (Gearbox)
CHASEWATER K.C. (Trophy)

CHALLENGE CO-ORDINATOR
Dennis Osborne Tel: Bromsgrove 76391
Andy Martin Tel: 0632 371489 (Felton)

BITS

First Beccles Kart Club meeting is at Ellough on 20th March.

● Circuit Travel, the international race meeting travel agents, will continue to run Clive Childerhouse in 250 International events, and Dean Caswell in Junior Britain. The team's full 1983 plans are to be announced shortly.

● John Mills wishes to remind competitors that the last chance to score points for the free trip to the 1983 World Championships is on the 27th March at Fulbeck.

Dave Evans, well known Southern Class 1 exponent, will be driving for wine-importing and Fruit & Veg entrepreneur Bruno Ferrari this year. Ferrari's own chassis will be used, and two 135cc Komet K29's have been allocated to the team. In the post from Italy is one of the allegedly 'demon' K30's which should see Dave in with a good chance for results this year.

News came in from Norwich about a motorcycle racer who had quite a lucrative sponsorship deal with a local company. It would seem that this was not enough for the young man, and he has recently been cited as co-respondent in divorce proceedings brought by one of the Directors against his wife. However, the company firmly stressed that they were not going to release the rider from his contract!

Latest developments have seen the same company advertising for suitable sponsors for the rider, since they will not be financing him! . . .

Karting's Son's

Calvin Fish, after chasing Ayrton Da Silva around all of last year, has secured a monster-sized Formula 3 budget to hopefully turn the tables on Da Silva, who will also be driving in the Marlboro British F3 Championship. Calvin has secured the sponsorship from BP and will drive a Dave Price Racing Ralt RT3. Will F3 be Calvin's stepping stone to F1? We wait to see...

Mark Newby is one of the lucky lads to get a works Van Diemen drive in FF1600. Mark's Grandad is once again a prominent sponsor, providing some of the finance to run the car properly. Figures of around £30,000 are required to run a top FF1600 these days. Ralph Firman, Van Diemen boss, is running Mark Peters, another Englishman, making it an all Brit team this year. Usually at least one drive goes to a big budget foreign driver. Three cheers for Ralph Firman!

Kevin Warner is yet another of karting's offspring who is climbing the car racing ladder. For 1983 he has the 'works' Crossle drive, and reports that he nearly has all the budget required.

Comments have been made about the new, slimmer, go-faster Kart & Superkart. In fact some heathen went so far as to say that it was starting to resemble a vaguely similar magazine in thickness! Rest assured, your K&S is not shrinking – it has the same number of pages as the last four issues. It is slimmer because, acting in your interests to keep the price down (and because our previous printer went bust), we have chosen a thinner but better quality paper for your K&S. Ed

Watch out for more competitions in K&S.

● More building work has been going on at Wombwell and the infamous Wall is being moved to give drivers better visibility. Alice Wright, C/S, reports that the work is very expensive and that they could do with as much support from Club members as possible. The improvements are being made for the drivers' benefit, so it is hoped that the drivers will support the club in force.

The Bridgestone/K&S round on April 3rd has every indication of being a bumper meeting, and most classes are catered for, including 125 PR's. Entries: Alice Wright, Rockbank, 19 Clarksfield St., Oldham, Lancs.

● Cumbria K.C. have given notice that they intend to run all Class One karts under 1981 tyre rules and Class Four under 1983 tyre regs. but will only accept karts with SL compounds in Class Four. No YBE's, K1 and K2's or Burris 75A - 82A's.

● The Kart Committee will be debating the legality of reverting back two years to run 1981 tyre regs. at the meeting held after we go to print. It may be that they will deem this move illegal and that will throw the cat in amongst a decidedly motley looking set of pigeons!

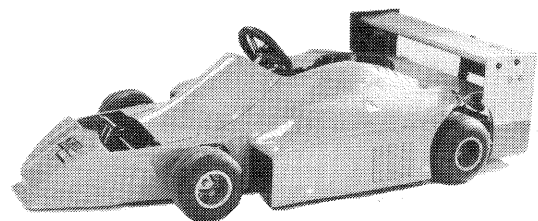
● **DINO RACING (UK)** have two limited sponsors already for 1983. They are to be supported by Champion Spark Plugs and Century Oils. Ed Duckett is still looking for, and talking to, interested parties. Ed can be contacted on (0203) Coventry 665295.

● Snetterton on 12th March is provided with a practice day on Friday 11th March. Cost of a day's practice is £25 (£22.50 to Central Kart Club members) and on Friday night there will be a disco in the licensed Clubhouse.

● Lane Developments have become distributors of the TKM engines. They are carrying the TKM FF993P, FF99TT, L90, S893P and the V135TT while still maintaining their stocks from the Komet and Parilla marque.

● 250 National Midland Series is quickly gathering ground. Registration fee is £18.00 and since short circuit grids are smaller, the organisers suggest that drivers wishing to compete register soon. Contact Stu Eason, 106 Queens Road, Hinckley or John Payne, 2 Snottenden Road, Gillingham, Kent. Tel: 0634 573568.

EXCLUSIVE NEW SEASON COMPETITION FOR K & S READERS **WIN A SUPERKART**

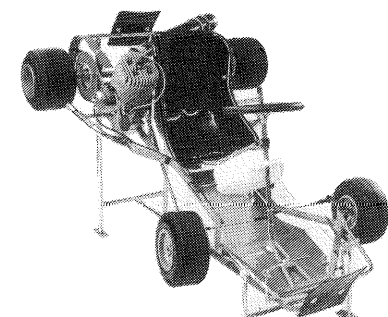
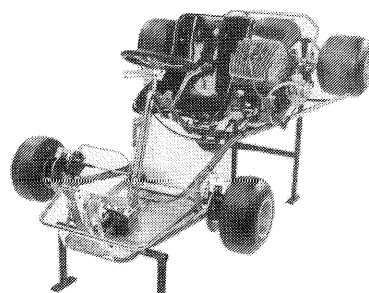


THIS EXCITING NEW ROTAX ENGINED ZIP GP SUPERKART IS THE PRIZE IN THIS EASY TO ENTER COMPETITION.

OR **TWO CLASS ONE KARTS**

Complete with engines.

A Choice of
JUNIOR : BRITAIN
NATIONAL : 135



Adrian Lumb, to celebrate his new Editorship with the readers of K & S is offering this exciting Spot the Tyre competition exclusively to K & S readers. The Rotax engine Superkart is built on a 1983 Zip GP chassis and powered by a 1983 Rotax 256 engine. **Alternatively**, the winner can choose Two Class One Zip chassis fitted with PCR engines, either 135, 100 or Junior specification.

How to Enter

40 crosses for £1.00 100 crosses for £2.00

The picture is a game of Volley Tyre from which the tyre has been removed. Use your skill and judgement to decide from all the information contained in the picture where you think the centre of the tyre is likely to be. Indicate that spot by marking a cross in ink or ball point pen on the picture.

JUDGING

Each entry will be examined carefully and our panel of experts will select as winner, the entry in which, in their expert opinion, the centre of the cross most accurately represents the most logical position on the tyre bearing in mind all the circumstances.

RULES

You may enter as many coupons as you wish. No more than one hundred crosses must appear on any one coupon. Payment should be made payable to ABBA U.P.O. Papers and crossed. Postage stamps are not acceptable. No responsibility can be accepted for late, mislaid or lost entries. The competition Managers decision is final and no correspondence can be entered into. Employees of ABBA U.P.O., Kart & Superkart, Zip kart and their relatives may not enter.



Name
Address
Signature
☐ I enclose cheque/P.O. No.

Send to: **Kart & Superkart, Mark the Tyre No1. P.O. Box. 53, Pindar Road, Hoddesdon, Herts. Entries close 1st Post April 15th.**

FRED'S

CONGRATULATIONS Paul Fletcher, 3 Wins in a row on his new FRED TUNED TT27.
CONGRATULATIONS Nicola Fletcher, Wins first time out on her new FRED TUNED TT27.

January, Wombwell	SENIOR BRITAIN
	2nd TIM PELL
JUNIOR BRITAIN	FROM GRID 24
1st ROB WILSON	100 NATIONAL
2nd JERRY GRIFFITHS	1st NICOLA FLETCHER

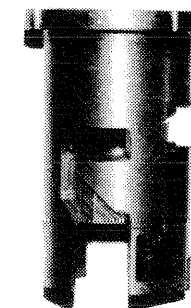
**For The Best In Engine Tuning
And Preparation, Ring.**
NIGEL MITCHELL or
MIKE MULHEARN
SHEFFIELD 335918

CHRISTO RACING ENGINEERS

STOCKISTS OF ALL QUALITY RACING EQUIPMENT
Full Engine Preparation Service i.e. BORING, HONING, CRANK ASSEMBLIES, DYNO TESTING FACILITIES.

Chasewater 13th February, 1983
1st CLOUGH JONES - Junior Britain
2nd PIERS JONES - Junior Britain

Shenington 20th February, 1983
1st TIM KNIGHT - Junior Britain
2nd RICKY CHRISTO - 100 National

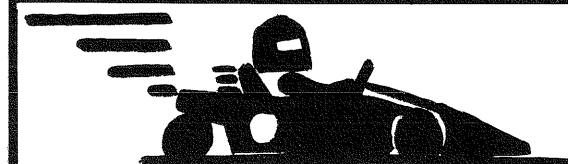


**CHRISTO
END PORT
MODIFICATION £25**

*Essential If You Are To
Stay Competitive*

Office: 021-236 5563
Regent House,
Frederick Street,
Birmingham
B1 3HR

Workshop: 021-378 4292
Highfields,
Withyhill Road,
Bassett's Pole,
Sutton Coldfield
B75 6JU



DALE KARTS

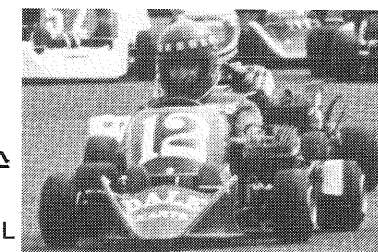
DOROTHY ROAD, OFF WHARF ROAD,
TYSELEY, BIRMINGHAM B11 2EE

TELEPHONE: 021 706 5627 (24 Hour Service)

PLANS AVAILABLE FOR OUR
210, 125, 100 AND FUN KARTS.



MIDLAND AGENT
FOR ALL BARDHAHL
PRODUCTS



FOR ALL YOUR KARTING REQUIREMENTS

Send SAE for free price lists and
leaflets on all our products.
**NEW AND SECONDHAND RACING
AND FUN KARTS IN STOCK**
C.O.D. SERVICE TRADE ENQUIRIES
Fast Reliable Postal Service.

GOFF RACING

BEDFORD 66549

**DISCOUNT PRICES FOR
ZIP KARTS
- SPARES & ACCESSORIES**

Secondhand Karts & Engines available

ROGER GOFF TUNED ENGINES

5 PEAR TREE VIEW
ELSTOW, BEDFORD.

Anglia Agent: F. Elderfield Telephone: Norwich 55317

DINO RACING (U.K.)

WE ARE THE SOLE IMPORTER FOR ALL
DINO CHASSIS & SPARES

We also have available the very successful 100cc motors.

We now offer an engine preparation service.
Crank rebuilds, boring, honing, nikasil cylinders measured for correct diameter distance.

All enquiries please telephone
ED DUCKETT

on COVENTRY (0203) 665295
35, Dovedale Ave., Longford, Coventry.

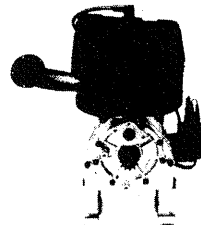
SPARES FOR ALL CLASS I MOTORS,
PLUS TUNING, REBUILDING, CRANK
WORK, BORING, HONING, CRACK
TESTING, MACHINING, ALLOY
WELDING ETC. (Usual confidential
service to the Trade.)

MICK WORTH RACING ENGINES

897 Uxbridge Road Hillingdon, Middlesex, England.
Tel: 01-573 1963 Cables: DAPWORTH



etc.

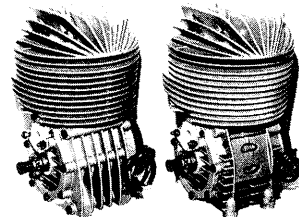


Main Agents and Distributors in the South for the superb
range of DAP motors and spares for all Classes - T70,
T70TT, T72, T80, T60(135cc).

HEWLAND ARROWS for Britain and National Classes
ex stock, with full Spares back-up. Our ultra successful
tuned Arrows speak for themselves. Sometimes available
off the shelf, otherwise 2 - 4 weeks delivery.

The best bored and modified **TILLOTSONS** (even other
tuners have used our carbs!). Individually tested and set
up - MW/52B & MW/52N £25.00, MW/52BS, MW/62N
& MW/72N £35.

Any make of new Kart or Engine supplied, with new ZIP
Karts usually in stock. Part exchange welcome. We will
buy good Class I motors for cash.



TUNING (All Class I Motors)
Tuning to the highest Inter-
national and British Class
standards, as chosen by many
top drivers in both Europe
and the U.K.
Britain Classes £100
Inter./National . £100-£165

**1ST CLASS USED
EQUIPMENT ALWAYS
FOR SALE.**



Tyres for all Classes, special hand-cut rain tyres, (25% more
effective than standard pattern), 35 and 219 Chain, Motocraft,
Champion and NGK Plugs, Castrol, Shell and Miracol Racing
Oils, Chain Lube, plus all accessories, suits, boots, gloves etc.

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

BURRIS

TYRES (U.K.) LTD.



Dave Buttigieg
European Champion
British Champion



Reg Gange
British Superkart
G.P. Winner



Nigel Smith
Fastest ever Suparkart lap
record in the World -
116.1 mph!!

BURRIS TYRES (U.K.) LTD.
WELLED, FRIDAY BRIDGE,
WISBECH, CAMBS.

BURRIS TYRES (U.K.) LTD.,
ARE NOW DISTRIBUTORS FOR ALL
W.P.T. RACING COMPONENTS.

(0945) 860476
(0945) 581582 evenings

MOTIVS



P & A KARTING

THE NORTH WEST LEADING CLASS ONE STOCKISTS

MAIN AGENTS FOR THE ITALIAN FERRARI KART



TILLOTSON CARBS.
Bored & Modified
Diaphragm
Pressure Tested
25.0 mm 25.6 mm
26.0 mm 26.5 mm
27.0 mm £30.00

NEW ENGINES IN STOCK
PCR ex Stock
PARILLA TT25 ex Stock
PARILLA TT27 ex Stock
TKM ex Stock

NEW KARTS IN STOCK
FERRARI - ex stock £440.00
ZIP 982 £400.00
TKM P.O.A.
BIREL Britain kart £330.00

TYRES
Bridgestone
Goodyear
Carlisle
Shell Racing Oil
1 litre £2.75

USED ENGINES IN STOCK
1 Simon Wright SS20, 48.2 £220
1 P.A., SS20, 48.2 £180
1 Parilla Britain, SS20, 48.2 £180
1 Special ex works TKM L90, ex Alan
Gates, very quick, 48.3 P.O.A.
1 PCR tuned, used once £300
1 DAP T72, Fullerton tuned, 48.34,
extremely quick motor P.O.A.

USED KARTS IN STOCK
1 BM 2 bearing 35mm axle, used once only,
immaculate.
1 Zip 982, excellent, only 4 months old.

Contact us if you are contemplating 100 class racing, Junior or Senior. **Comprehensive
Engine Rebuilds to Highest Standards and Kart Preparation.**

Discuss your requirements with:
PAUL, SOUTHPORT (0704) 38160 DAY
SOUTHPORT (0704) 41523 EVENINGS
ANDREW, WIGAN (0942) 44550
Telex 67130



PART EXCHANGE FACILITIES
FINANCE TERMS AVAILABLE

WORLD KARTING CHAMPIONSHIPS

LE MANS, FRANCE -- SEPTEMBER 17/18

This year the World Karting Championships take place at Le Mans on a
track situated alongside the famous 24-hour sports car circuit. It should
prove to be a very exciting and interesting weekend's karting as amongst
Britain's entry we expect to see defending Champion Mike Wilson as
well as ex-Champion John Herbert, together with Mark Bailey and John
Alcorn.

Our tour leaves Dover at 19.00 on Friday September 16th and will
see two days of racing. Hotel reservations have been made on Saturday
and you'll arrive back in Dover early Monday morning. And all for
just £54.00.

- * We guarantee our price against surcharge.
- * We offer bargain rail fares to Dover.
- * We arrange identity cards for non-passport holders.

Want to know more about our tours? Then return the slip below or
phone us on 24-Hour Dial-a-Brochure Service - 0304 204515 - quoting
reference KS1 and we'll send you, by return, our 1983 brochure.

Please forward a copy of your 1983 Motor Sport brochure including
details of your World karting tour.

Name

Address

..... KS1



Maybrook House,
Queen's Gardens,
Dover CT17 9AH.

WILSON

RACING ENGINES

8A STONEYFORD ROAD, WOMBWELL,
Nr. BARNSEY, YORKSHIRE.

Telephone: BARNSEY 753135

PREMIERS WIN THE FIRST ROUND OF FULBECK
WINTER SERIES

1st 100 National, *Steve Sykes* PREMIER WRE Parilla
6th 100 National, *Simon Blessed* PREMIER WRE TKM

1st Junior Britain, *Steve Key* PREMIER Arrow
2nd Junior Britain, *Gavin Fearnley* PREMIER WRE Arrow
3rd Junior Britain, *Jason Elliot* PREMIER Arrow

1st Senior Britain, *Scott Banks* PREMIER WRE Arrow
3rd Senior Britain, *John Aldred* PREMIER Arrow

We are open for business from 9 a.m. - 4 p.m.
and 7.30 p.m. - 10 p.m. every day except Sunday

OBTAINED DIRECT OR THROUGH OUR AGENTS
North East: IND RACING Denis Davison
(0632) 675582

North West: NORTH WEST KARTING Carl Ayris
061 775 3847



MARATHON MAN

Ready to admit that he has little, if any mechanical knowledge, Richard Boston is more of an academic. For this reason, Ricky's first couple of seasons were not exactly full of success. Then under the wing of the more knowledgeable, the Marathon Man was born . . .

Mike Smith recently spoke to Richard about his career so far.

Richard Boston was born in Rhodesia in 1949 and now lives at Marton cum Grafton, near York, with his wife Mandy and a very affectionate Springer Spaniel named Bella. He was educated in Northern Ireland at Bangor Grammar School and went on to train and qualify as a Chartered Accountant. He is Managing Director of Temple Motors of Halton, Leeds and it was through that business that he became involved in karting as recently as three and a half years ago.

His Service Manager at Temple Motors is none other than Robbie Kellett and between them the decision was made to buy a kart. Being an Accountant his initial expenditure was carefully judged and his first purchase was a copy of Karting magazine in order that the ads could be studied with a view to buying an outfit.

The first such machine was an old Blow and after a Saturday afternoon spent thrashing it to pieces on an old airfield the idea probably didn't look such a good one after all!

However Richard and Robbie were undeterred and although success eluded them in their travels around the short circuits, they did meet with Mansfield stalwart Bill Longden. Most of the winning was being done by Bill and in an effort to secure a bit more competition Bill offered to tune Richard's engine. "He also probably felt a bit sorry for me," recalls Richard, "I wasn't having a lot of success!" The Longtune motor certainly made our man more competitive and a fairly good year was enjoyed in 1980. However the lure of the 'big time' was being felt and a move to the long circuit scene was the next step.

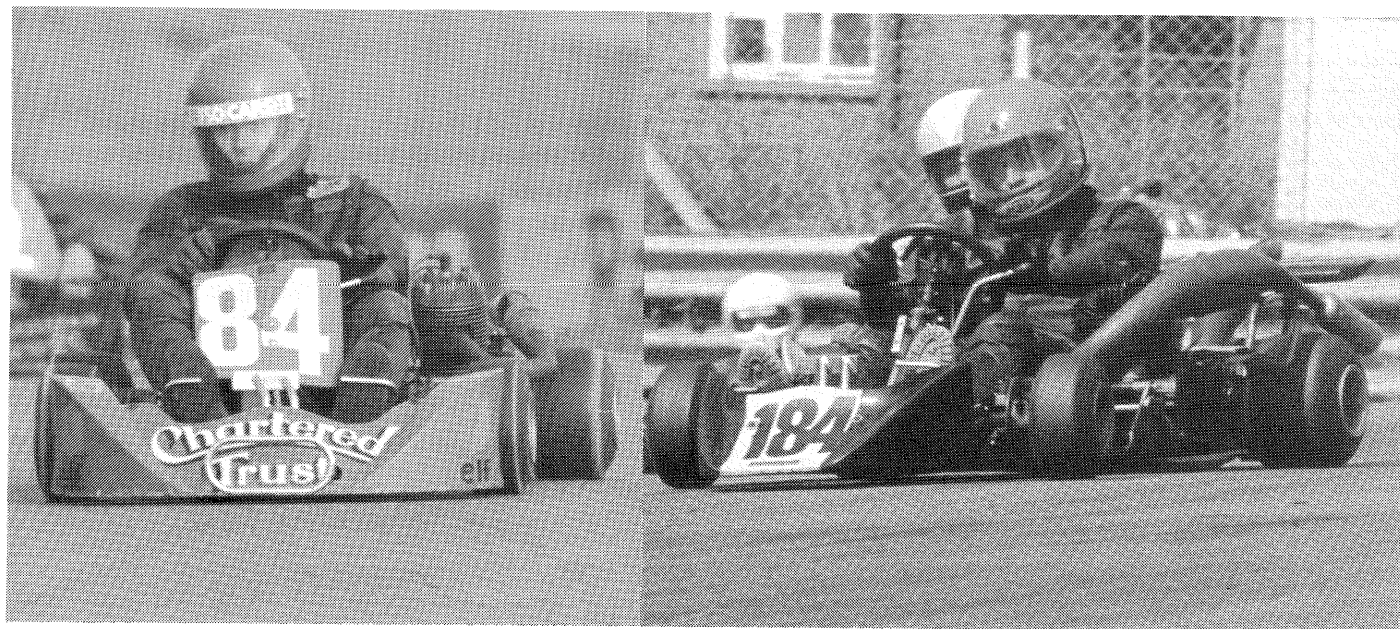


Richard with the 210 GP Trophy.

A pair of Zip GP chassis were bought and Team Temple was formed. 1981 produced few real headline efforts but with reliability and performance increased through the attentions of Bill Longden, 1982 promised to be a very good year. "Second at Silverstone in '81 was the highlight, despite the fact I was a mile and a half behind Newton and Gardiner for the entire race." That, however, coupled with that extra power from Bill made Richard more determined than ever at the start of '82. He also decided to join the swelling ranks of 250 National and compete in two classes. The Marathon Man was born!

Thinking that the 250 might be a bit less troublesome than the 210, he was looking forward to a full racing year with few hassles. Unfortunately that is not the way things tend to work out and having got the Villiers sorted to such a degree that not one seizure was suffered during the season, the 250 let him down and halted progress somewhat. At that point one Steve Stylin stepped in with a valuable introduction to Chris Taylor who took on the task of sorting the 250 and putting Richard in a very challenging position in the class.

"The highlight of '82 was without doubt the 210 GP victory, but the double at Oulton also gave a great deal of satisfaction." The first time he tried running in two classes was at



Richard in 210 - and 250 National.

Boeri, Jebbs, Nava, Kiwi, Nolan, Owen and Premier all have helmets to or above BS2495 Standard and each offers a good product. But - if you are going to buy a cheap helmet up to scrutineering standard then buy a British one. In my opinion, of the cheap helmets aimed at the motorcycle market the British one's are the best.

BELL HELMETS - UK agent, Road & Racing Accessories Ltd., 75 Moore Park Road, London SW6 2HH. Telephone: 01-736 2881.

- UK Karting distributors - Zip Kart, Pindar Road, Hoddesdon, Herts. Telephone: 0992 463371.

GPA International - No UK importer.

SIMPSON SPORTS - UK agent, Road & Racing Accessories Ltd., 75 Moor Park Road, London SW6 2HH. Telephone: 01-736 2881.

- UK Karting distributors - Zip Kart, Pindar Road, Hoddesdon, Herts. Telephone: 0992 468503.

EVEROAK - Everitt W. Vero & Co. Ltd., 31/35 East Dulwich Road, London SE22 9AW. Telephone: 01-693 8182.

STADIUM LIMITED - Queensway, Enfield, Middlesex EN3 4SD. Telephone: 01-804 4343.

TOP TEK or KANGOL - Top Tek Industries Ltd., 3 Commerce Road, Stranraer, Wigtownshire, Scotland. Telephone: 0776 4421.



DOUG EYRE - Racing Helmet Livery Designs, Langham Wks., Langham Place, Egham, Surrey. Telephone: 0784 33411 or 0628 74750

For that final touch of class - take your helmet to someone like Doug Eyre who will work a number on it and hand back your helmet with a really trick paint job. You can have an exclusive colour scheme, designed by him or yourself, airbrushed on the helmet that will make all your pals green with envy.

Warning - Be careful not to let some mate slap some paint on because, without the manufacturer's advice he could be destroying the strength of the helmet and making it as brittle as an egg shell.

. Finally, a thought to ponder . . . buying the right helmet cuts the cost of racing. Any idea how much neuro-surgery is? That's if you are eligible - most are too far gone.

If you are going racing and your budget is low, get your priorities right and spend as much as you can on your gear. If it's a toss-up between a £200 helmet and a spare engine, buy the helmet. Should you settle for someone's secondhand bone-dome and you are involved in a bad accident which leaves you a cabbage because your helmet was not up to scratch - then the spare engine will be of no use to you at all!!! A.L.

CENTURION HELMETS - Mill Lane, Thetford, Norfolk IP24 3DA. Telephone: 0842 4266.

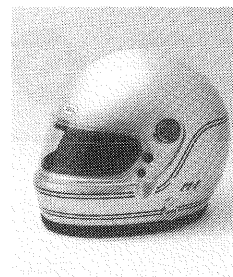
GRIFFIN HELMET SALES LIMITED - Griffin House, Whitehall Road, Halesowen, West Midlands B63 3JR. Telephone: 021-503 0703.

NOLAN HELMETS - Jim Mason Distributors, Orchard House, Victoria Square, Droitwich, Worcs. Telephone: 0905 778 070.

AGV - Euro Helmets, c/- Mr. Charlesworth, Whitesmocks, Kent Bridge, Hawkhurst, Kent. Telephone: 058 053 223.

SHOEI HELMETS - UK agent Ferifax (1975) Ltd., Parkland, Halesowen, West Midlands. Telephone: 0384 64771.

ZIP HELMET SALE



For **One Month Only** save on Bell and Simpson Helmets

BELL M.1. SAVE £30 £120 + VAT

BELL STAR SAVE £14.95 £85 + VAT

BELL STAR II SAVE £10.00 £65 zero rated

SIMPSON HELMETS the full range less 10%

BELL and SIMPSON VISORS less 15%



Pindar Rd, Hoddesdon, Herts.
Tel: (0992) 463371/468503.



125 ENGINE TUNING & REBUILDING SPECIALISTS



ROTAX 125 250

We stock Rotax spares for immediate delivery - just quote your Access or Barclaycard number. Don't get caught waiting for that spare part!

We can supply complete outfits, ready to race.

Quality exhaust systems available.

MAIL ORDER - FAST DELIVERY

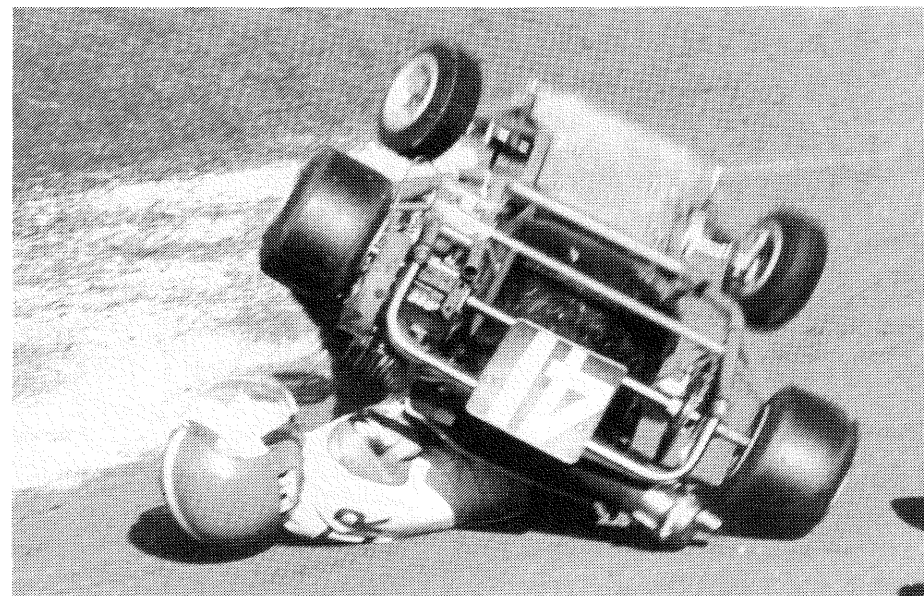
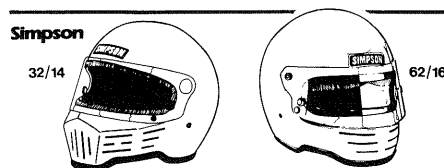
Merlin Developments

R/O The Inn On The Square
Lower Square, Isleworth, Middlesex

Telephone: 01-560 0694



HELMETS



Ouch!

The other impact protective component is the liner. Most manufacturers use a polystyrene foam in constructing the liner which is similar to the styrofoam used in disposable coffee cups. The polystyrene foam absorbs energy similar to a shock absorber by collapsing at a controlled rate. This crushing of the liner absorbs the force of the impact and reduces the acceleration (deceleration in most cases) experienced by the head. Too rapid an acceleration will cause damage to the brain which can be fatal even if there is no penetration of the helmet or skull fracture. Much research was needed to develop a material which would crush at the rate to provide maximum protection. Too stiff a liner would cause the head to stop rapidly, experiencing high acceleration levels, while a too soft liner would allow the head to contact the shell which itself is in contact with totally unyielding tarmac or other objects.

Once the polystyrene liner is crushed it remains crushed, not returning to its original shape and, therefore, is not re-usable. A resilient liner, such as foam rubber, would temporarily absorb energy as it is squeezed, but would transfer that energy back to the head when it springs back to its original shape.

Since a helmet absorbs the force of a heavy impact through its own self-destruction it should be closely inspected any time that you go on your head. Fracture of the laminating fibres can be seen as a crack in the shell and delamination of the shell can be detected visually by a lighter area on the inside of the shell, or sonically by tapping the shell with a metal object; a delaminated area giving a dull thud rather than a ring. Compression of the liner is often harder to find. Contrary to popular belief, the liner crushes on the shell side, not on the inside, making detection difficult. Continuing to wear a damaged helmet is false economy.

Bell Helmets: I guess that anyone who considers themselves an enthusiast will know the name of Bell, the most famous of protective head gear for competition drivers. Top of the range is the XFM1 which retails at £258.75, followed by the very popular M1, the only real difference being that the XFM1 has a Nomex fireproof lining. The M1 retails at £172.50. Next along is the New Star which has replaced the Star and Star II and includes a larger protection area across the face bar, price £99.95. The Tour Star is the cheapest full face Bell tested for competition use and retails at £74.95. It features a larger 'window' than its sister models. Niki Lauda wears a Bell — Niki has been there and back, so what's good enough for him is good enough for me.

Simpson Helmets: Possibly the second most famous competition helmet. Simpson set a fashion trend with the 'Star Wars' design and this has been popular for several seasons. Photographers have even been heard to say that they specifically looked out for drivers wearing a Star Wars Simpson because they made for a more dramatic shot with the sinister looking helmet. Unfortunately, Simpson appear to have dropped this design in favour of a more conservative style. Top of the tree is the Model 14, which has a Nomex III lining and a small window and retails at £258.40. Model 16 follows that and also has a Nomex III lining but has a rounder face bar. It retails at around £225. Cheapest in the range shares its design with the Model 16 and is called the Model 62. It is priced at £126.50.

Everoak: Probably the leading British competition helmet manufacturer in 1983, with their new Kevlar full face helmet called the Race-master. This helmet will retail at £90 and should be a top seller. Everoak have had a tendency to go for a wide window opening in the past and with the increasing number of 'trees' i.e.: catch-fencing posts in front of the armco, race drivers in general are looking for helmets with smaller windows. Everoak's other claim to fame is that they are also famous for protecting the heads of our Police Force.

GPA International: These helmets adorn quite a high percentage of Formula One heads. Unfortunately they are as rare as hen's teeth. GPA's made to BS2495 Standard or the French AFNOR Standard are all hand made and generally go to contracted drivers. It would appear that GPA can make 20 of the lesser standard (below BS2495) helmets in the time it takes to make one hand made helmet. There is no importer for the U.K. and when and if one appears, the helmets will be costly to buy. If you can get one make sure it has an AFNOR 302/303 sticker inside or it won't pass scrutineering. GPA's are being tested by the British Standards people and we are awaiting their passing out day.

Griffin: Another excellent British helmet which was very popular four or five years ago but has recently seen a fall in sales to competition drivers, mainly because of the very wide window opening and the advent of the 'Star Wars' etc. The Griffin is virtually unchanged and is still a good buy with the top of the range helmet costing £75.00.

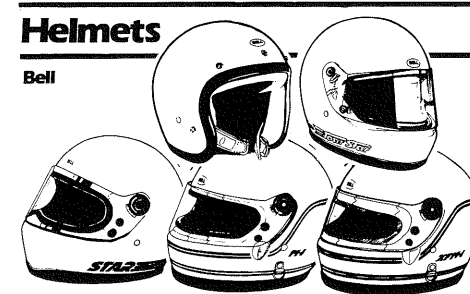
Top Tek: An unfamiliar name to a lot of drivers, that is because it is the new name for Kangol helmets after a recent takeover. The Top Tek is a good quality helmet and a choice of some seven helmets are suitable for competition use. Their thermo-plastic Apache at £30 is the cheapest in the range leading up to the Top Tek Classic at £62.

Stadium: Good, solid British make — Stadium have been around for a very long time and produce a very competitively priced range of helmets around the £50 mark. They are the Mirage at £37 and the range topping Phoenix at £58.

Centurion Helmets: This particular company has a vast experience of helmet manufacturing, so much so that they have acted as consultants to other helmet manufacturers. They also produce a range of Super visors for just about every other helmet made. Prices for the excellent racing helmets to BS2495 Standard range from £26 up to £70.

Shoei: This imported helmet has been aimed at the motorcycle market, but having said that, it is a good quality product with three full face helmets to choose from between £50 and £60. Make sure the helmet has a 'Inc Amend 5' Standard.

AGV: Barry Sheene ran with an AGV helmet a few years ago but like Keke Rosberg's it was not an AGV but a Bell with AGV stickers! AGV have a very attractive range of helmets called the Essepi range which feature custom paint jobs in two styles. Using six layers of textile glass fibre in their construction and three rivet fixings to secure the chin strap, this makes it a very strong helmet.



Cadwell and as everyone knows, that Mountain section of the Lincolnshire circuit is STEEP, especially when you are attempting to push a kart up the hill. "After that one I was almost on my knees but still felt it was worth the effort."

Richard admits to very little if any mechanical knowledge and is more than grateful for the skilled hands of Robbie and the crew. "The simplest job would probably take me hours compared to the minutes taken by people who know what they are doing!"

In the short time he has been in karting he has come to like it very much and the friendliness and general atmosphere appeal quite a lot. He intends to stay in both classes for 1983 and get as many racing miles under his belt as possible. At Cadwell for instance, in two classes he will cover some 54 miles on the Club circuit during two sets of heats and two finals! At Silverstone that figure rises to around 120 miles over the weekend providing he finishes every time and that doesn't include practice!



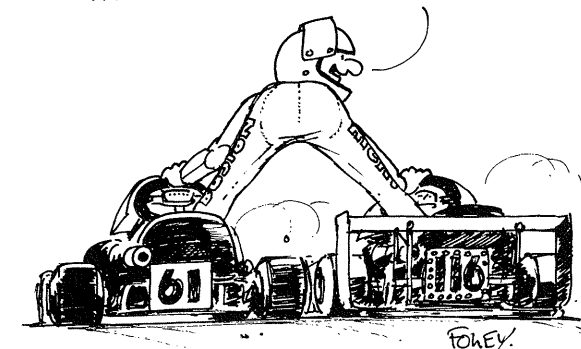
1982 GP Silverstone — Winner's rostrum.

Superkarting did inevitably tempt Richard when thinking of '83 but thoughts of his bald patch and all those 'young chargers' brought him back to reality and the 210 and 250 National Classes. "I do think too many of the 210 GP winners in the past have moved out of the class a trifle quick and I think it only right that the class should be able to show those plates."

This year will see an increase in personnel in the Temple Motors Team for in addition to Richard and Robbie, a kart will be seen in the 125 class together with Ross Hyett in the 250 Nationals. Ross of course, has recently been very much involved with Steve Stylin whom Richard has come to know well and a good season is hoped for by all concerned.

Going back to his accountancy roots Vincent Munday has secured the services of Richard in the role of Treasurer to the

IT WORKS. IT WORKS — **NOW** I CAN ENTER TWO KARTS IN THE SAME RACE AS WELL AS TWO CLASSES!



proposed 210 Drivers' Series. It looks as though it could be a very hectic year.

Away from the pressures of business and the race track he enjoys a weekly get-together with Steve Stylin for a game of badminton, no doubt to build up those reserves of energy needed for his racing. His wife Mandy owns a babywear shop in Harrogate under the name of 'Miss Patchett' so any of you Yorkshire drivers out there planning a happy event, that is the place to be to ensure your youngster is well dressed!

One person within karting whom Richard really admires, is John Brennan from Ireland would you believe. John regularly competes in this country and earns full marks from Richard for his keenness. His wet weather driving hasn't gone unnoticed either. As for the Big Class, the Superkarts, he feels that the pair to watch in '83 will be Butty and Steve Stylin, wheel to wheel, just as they were at Cadwell last year.

On a more general theme and looking ahead to the racing season, he feels that the authorities have made a hash of the Silverstone weekend, both from a content point of view and in the timing of it. The loss of Donington also leaves Richard a little sad as like so many other drivers he really enjoys racing at the Derbyshire venue. One thing is certain though, successful or not, Marathon Man — Richard Boston will enjoy 1983 just as much as he so obviously enjoyed '82. Keep your eyes on the Temple Motors Team — with an entry in three classes and close friend Steve Stylin in Superkarts it is going to be difficult to ignore them.

M.S.

The 1983 Temple Motors' Racing Team. (l to r) Ross Hyett, Richard Boston, Denise Kellett, Dave Waites and Robbie Kellett.



EUROPES' LARGEST



KART ENGINE & SPARES CENTRE

OUR NEW ROTAX SPARES DEPT IS NOW IN OPERATION, WE HAVE EUROPE'S LARGEST STOCK OF KART ENGINES AND SPARES TO BE FOUND OUTSIDE THE BOMBARDIER ROTAX FACTORY, WE ARE NOW EUROPE'S LARGEST DISTRIBUTOR FOR THEIR KART ENGINES. ALL THE NEW '83 ENGINES AND SPARES ARE ALL EX-STOCK.

We also have a full range of Race proven, radiators, headertanks and Merlin exhausts. Be it Moto-plat rpm gauges or 17-28+ Drive sprockets they are all in stock. Zips new dual rear sprocket to give the ultimate in final drive ratio's using STD 1/2" x 7/16" chain.

ZIP DYNAMETER PREPARED ENGINES, A VERY LIMITED NUMBER WILL BE AVAILABLE THIS YEAR, PRICE ON APPLICATION.

JUST TELEPHONE GIVING YOUR BARCLAYCARD OR ACCESS NO. FOR SAME DAY DESPATCH, IF THE POST IS NOT QUITE ENOUGH — FOR JUST £4.50, WE CAN ARRANGE SECURICOR DELIVERY.



Pindar Road, Hoddesdon, Herts.
Tel: Hoddesdon 463371/468503 Telex: 817675G TEL EXP ZIP



GET "KART & SUPERKART" REGULARLY AND BE FIRST WITH ALL THE NEWS! K&S IS AVAILABLE FROM MOST NEWSAGENTS, LEADING KART SHOPS OR ON DIRECT SUBSCRIPTION. DON'T MISS OUT — ORDER NOW!

NAME
ADDRESS

I would like a 12 month subscription, beginning with the issue.

☐ I enclose cheque/P.O./ money order for £.....
☐ Please debit my Access/Barclaycard/Trustcard, No. with £.....

Post to : Kart & Superkart, Pindar Road, Hoddesdon, Herts. EN11 0DE.

SUBSCRIPTION RATES:
U.K. and Worldwide (surface) £11.50
Airmail Rates:
Europe £17.00
Australia, New Zealand, Japan,
Philippines £23.00
Other countries £21.00

HELMETS

"Buying the right crash helmet cuts the cost of racing. Any idea how expensive neurosurgery is?" — (Berggren)

The brain is a very delicate and vital organ whose natural protective mechanisms, the skull and fluid in which the brain floats, are not capable of providing much protection in high speed impacts. Your head needs the best protection available to help ensure against severe or even fatal head injuries. That makes your helmet the most important piece of personal safety equipment in your racing wardrobe.

Since Lou Borelli and Art Ingels built the first kart in 1956, technology has progressed greatly, not only in kart engineering but in helmet design and construction as well. Indeed, the past six years have seen many improvements in helmets and major manufacturers have recently introduced new designs.

Helmets are the only piece of personal safety equipment which have well-developed performance standards by which to measure the level of protection provided.



TECHNICAL REGULATIONS

Competition Regulation S 4.1.1., taken from the RAC Motor Sports Yearbook 1983

4.1.1. Drivers must wear whilst driving a properly fastened and positioned crash helmet which carries a valid approved label issued by the MSA (see QM 10). Existing helmets can be examined by scrutineers who will issue RAC MSA stickers when satisfied that the helmet conforms to MSA requirements.

4.1.2. Goggles or visor, complete gloves (not mitts or with open backs), one-piece leathers or heavy duty PVC suits must be worn. For Short Circuits, suits made of other materials, bearing the CIK homologation label will be accepted. Such clothing shall be securely fastened at wrists, ankles and neck, and shall be adequate to minimise abrasions. Boots or shoes must cover and protect the ankles. Driving suits must be worn at scrutineering and all other clothing presented for inspection by the Scrutineers. Competitors are warned that the addition of non-standard studs to a helmet for the attachment of visors or peaks is contrary to the BSI standards and may produce dangerous weakening of the helmet. Trailing or loose scarves are not permitted.

10. Crash Helmets

Crash helmets to MSA approval must be worn at all times during training, practice and competing with an approval sticker affixed. It is strongly recommended that fire resistant balaclavas, helmet bibs or face masks be worn with helmets.

Helmets must always be a good snug fit. The chinstrap must pass under the chin and be securely fastened to maintain tension at all times. Chin cups are prohibited.

There must be no alteration to the structure of the helmet.

Helmets with life support attachments must only be worn if they are connected to a life support system.

The MSA checking method for the standards of crash helmets gives approval by the fixing of a STICKER to the outside of the helmet in the approximate location of the driver's right ear.

These APPROVAL STICKERS can only be affixed by Scrutineers or at Belgrave Square, after the helmet has been checked to conform with the standard required and is considered to be in satisfactory condition.

mum standard is BS2495. Most of the top helmet manufacturers claim that their own tests far exceed those carried out by the BSI. When buying a new helmet to BSI Standard BS2495, it is advisable to ensure that it has a BS2495.77 with 'INC. AMEND 5' written underneath to prove it is a post April 1981 helmet. For Snell, make sure it is a 1980 sticker, otherwise you will find your helmet ineligible after December 1984.

Snell announced their new 1980 standards, early in 1982. Impact and penetration resistance remain the same although the testing procedure has changed slightly. The biggest changes are a test for impact resistance of the face bar, more stringent test of chin straps and of retention characteristics of the helmet on the head in an impact situation. Helmets with 1980 Snell stickers are in the dealers now.

Helmets have two major components designed to protect the wearer's head: the shell and the liner. Both components distribute the forces generated by an impact over a large area, thereby reducing the amount of force per area, and absorb a portion of energy by deforming.

The shell is constructed of layers of woven fibreglass, sometimes in combination with other woven fibres, laminated and bonded together with resin. In an impact, the shell flexes, developing shear forces within the helmet shell which can cause the resin bond between the laminations and the lamination fibres to break. The energy consumed by the shell breaking, is energy that would otherwise be transmitted to the head if the delamination and fibre shear did not occur. If the helmet were just to flex on impact and then spring back, it would essentially be storing the impact energy and then giving it back to the head.

Some helmets use a shell made of injection-moulded plastic. No helmet constructed with such a shell ever passed the Snell 80 tests. Injection-moulded plastic does not have sufficient impact resistance to solvents such as fuels.

The Law as it is written must be considered as a very basic *minimum* requirement, and we must consider not only how we can pass scrutineering, but also how we can protect ourselves against any eventuality including the possibility of a freak fire. Dramatic! not really, if you turn a kart over and are knocked unconscious while trapped underneath, the possibility of that freak fire is paramount. You'd look pretty daft on the mortician's slab with a completely uninjured body while the coroner pronounces death due to flame inhalation — unmarked on the outside, ashes on the inside.

Case in point here, is how best to protect your nut, and the obvious place to start is by looking at the standards by which the helmets are approved for competition use.

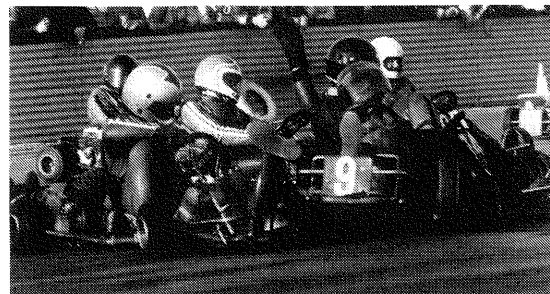
Easily the most extensive tests carried out on a helmet are those done by the Snell Memorial Foundation in America.

The Foundation was formed in 1957 at the University of California in memory of William "Pete" Snell who died in a sports car racing accident of head injuries suffered when his helmet failed. The Snell standards are first and

foremost in measuring the protective qualities of helmets. As technology advances Snell increases the standards for passing. The 1975 standards are about 20% tougher than the older 1970 standards. And so on . . .

In the UK, the British Standards Institute are responsible for approving helmets for road and competition use. Their competition mini-

ARE YOU ONE OF THE 1,000's



of club or national level drivers whose ambition is to win at top international level?

IF THE ANSWER IS YES — THEN READ ON!

The World's top drivers are always the most difficult to satisfy as they require the most competitive equipment. At this year's World 135 Championship, **virtually 10% of the entry chose the 'ZIP 935'**. True, we did not win, but the 935 was the talk of Kalmar — it's impeccable handling made sure of that!

We did however, win the **European 100cc Championship**, the **Jesolo Champions Cup** and the **Global Cup** (again!). At home we took 1st, 2nd and 3rd in the **100 National British Championship** and won the **100 Britain British title**.

The karts that Terry Fullerton has developed for us can be yours — for Junior Britain, right through to 135 International.

THE ZIP 982 AND 935 ARE BRITAIN'S MOST SUCCESSFUL RANGE OF KARTS AT WORLD INTERNATIONAL LEVEL — WILL ANYTHING LESS DO FOR YOU?



Terry Fullerton:
Probably the World's
greatest driver . . .

Josef Bertzen:
European Champion



ZIP's new Super Deal for '83 means you can certainly afford the best.

COMPULSORY

Efficient noise reduction boxes are now obligatory for all 100/135cc karting in the U.K.

THE ANSWER IS THE ZIP NOISE BOX STILL ONLY £10.99 + VAT

ZIP KART



Pindar Road, Hoddesdon, Herts.
Tel: Hoddesdon 463371/468503 Telex: 817675G TEL EXP ZIP



The North West area of England where I live is somewhat starved of motorised sport, but when the tourists have gone home, two lakes (Coniston and Windermere) become active with various types of water sports. This winter Coniston Water was used by the yet to be proved "Alton Towers" World Water speed record contender and Lake Windermere's tranquility was shattered for a week by the annual meeting of the Windermere Water Speed Record Club. There was the multi-thousand pound 'John Player Special' boat and the Toleman craft.

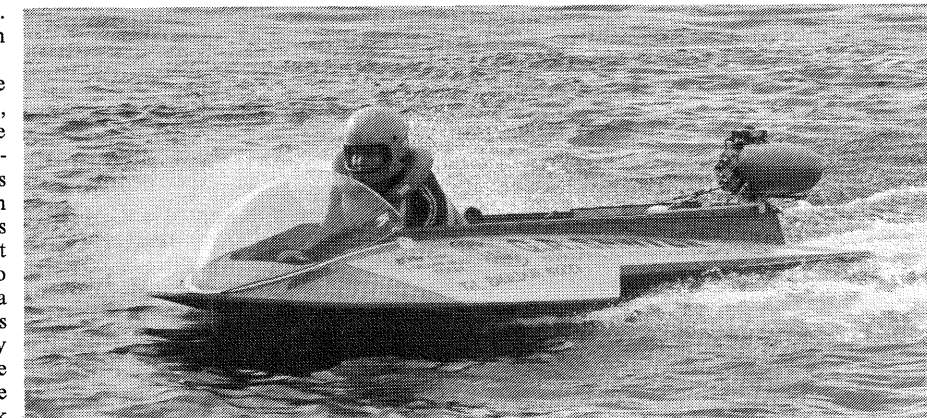
Of far greater interest to me was the more amateur end of the sport, the OB up to 350cc, the OC 500cc and OD 750cc class. All of the engines that power these very basic hydroplanes are two-strokes, Konig and Crescents mainly. The development that takes place in other spheres of two-stroke racing is always worth studying. Firstly, the carburetors that seem universally used are of Konig design, no needle is employed and rather than use a throttle slide or butterfly, a rotating slide is used, which when fully open gives a completely unencumbered passage left to 'gob' in a large quantity of methanol/air mixture. One engine which was in the OD class, had what I think were Crescent crankcases and two of the reed valve type TZ Yamaha barrels grafted on (I presume the same as are used in sidecar racing). Another engine, basically a 500cc 4-cylinder Konig, had been converted to disc valve induction using one disc valve to feed two separate crankcases. All ingenious and interesting stuff.

One chap who competes in the 350 class, Barry Smith, uses a normal Konig 4-cylinder engine, and turned out to be very approachable. He didn't mind at all when I queried the merits of using two expansion chambers to meet the exhaust requirements of four cylinders — I had the cheek to say I didn't think that it could possibly be that efficient! The four exhausts from each pair of cylinders that fired together were then siamesed into one pipe each, and then by way of a sliding joint entered each of the two respective expansion chambers. It obviously does work because Barry went away with a new British record of 92.5mph — only a few mph short of the World Record held by a gentleman from Finland. The sliding exhaust joint is to enable the front pipe length to be increased some 3 or 4 inches thereby increasing the torque of the engine, enabling the very

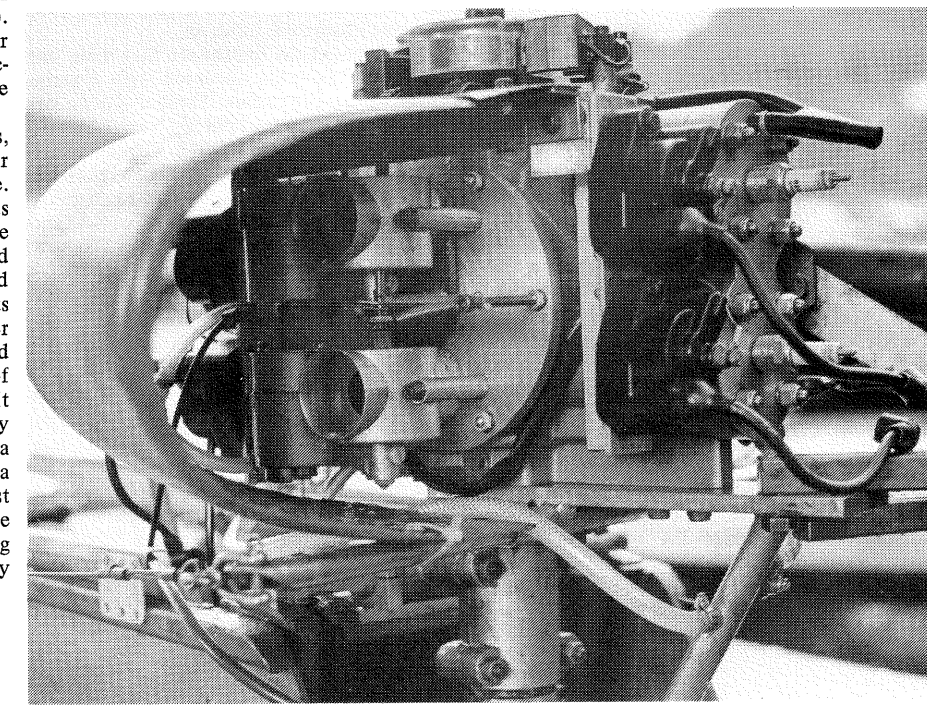
"quick" pitch propeller to start biting the water when pulling away from standstill. Having no clutch, the engine is started holding the back of the boat out of the water, revved to near bursting point then lowered, whereupon the two helpers are drenched as the boat sits up and disappears in a hail of spray and the horny din of methanol exhausts. When not attacking the record books these boats are raced frequently on reservoirs, so next time you find a Konig piston ring in your kettle don't blame the water strike! . . .

A short tale passed on to me the other day, bears repeating. It concerns the efforts of a certain Graham Roscoe to obtain sponsorship. He recently wrote a letter to Pedigree Pet Foods offering his undoubted appeal to what I suppose are the brand leaders in the field of supply to the Mahat Maccoat eating places, as well as being vendors of sustenance to the "pooch" world. His request was unfortunately turned down, politely and regretfully. It was considered that kart racing was not a suitable sphere for exposure (it is amazing how many karters *do* have dogs, but not to worry). Not too surprised by their answer, Graham thanked them for the courtesy of their reply, adding that he quite understood, though the team dog was very upset by their decision. A matter of days later Pedigree Pet Foods, having entered the spirit of the dialogue, sent Roscoe a case of 12 tins of Pal with a covering note, hoping that the team dog would accept them as some form of consolation! Nice to know that in these austere days, large companies still have a sense of humour.

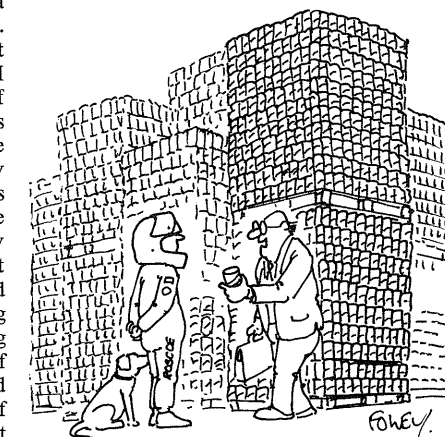
Barry Smith coming back from a run.



The disc valve Konig.



Apart from being a hoarder of many books on Motor Sport, one of the magazines I take is Autocar, which in the winter months carries some excellent articles of racing's yesteryears. Recently it had a two part story on "The Cooper Years" comprising the very readable reminiscences of John Cooper covering Cooper Cars' involvement in motor racing from the start, through their World Championship days with Jack Brabham, to the decline when racing became the serious world of business men rather than sportsmen. For those who don't remember or are too young to know, Cooper Cars started car manufacture at the very begin-



GOOD MORNING MR ROSCOE - I'M FROM PAL - WE ARE NOT INTERESTED IN KARTING BUT, WE'D LIKE TO SPONSOR YOUR DOG, SHALL WE SAY 250,000? - CANS THAT IS.

ning of the post-war era, when the 500cc racing car formula was first conceived, a formula that provided the proving ground for Britain's Grand Prix stars of the 50's. Stirling Moss, Peter Collins and Stuart Lewis Evans were a few of these.

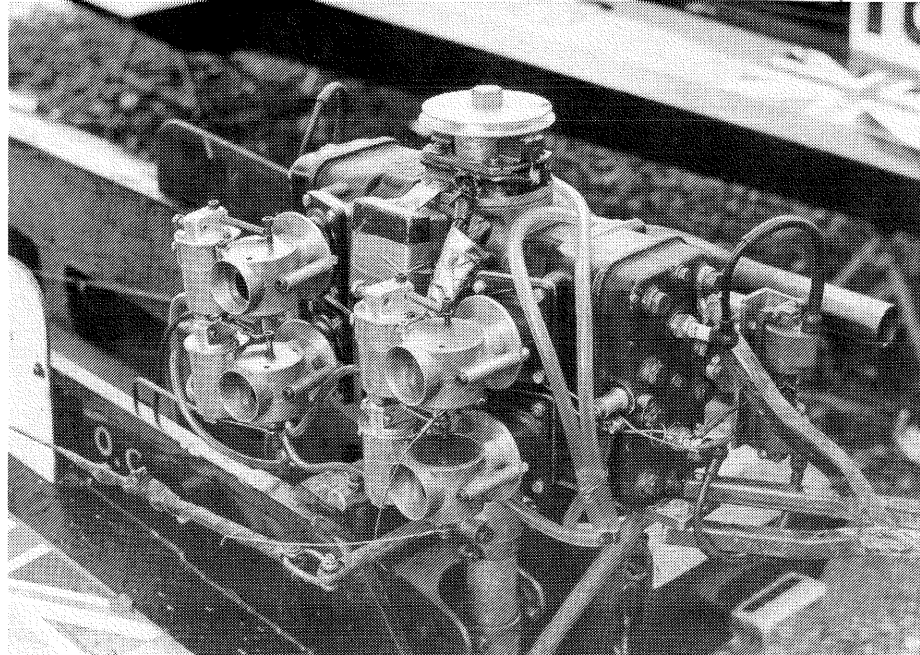
A couple of interesting points that came out of the story is the power to weight aspect of these cars when compared with Superkarts of today. The early cars had J.A.P. speedway engines and later Manx Nortons producing 40 and 50bhp respectively and weighed something like 540lbs – compare that with today's figures in karting! The other aspect of interest is the tremendous leap forward in speed that a fully enclosed body gave the cars. The normal open-wheeled cars had a top speed of about 105mph whereas a streamlined car at the East German Avon track was good for 140mph, though the lay-down driving position was considered unsuitable for short circuit racing. I've heard that somewhere before! My first place of work after leaving engineering college was at Coopers, so the article was of special interest to me.

Streamlined all-enveloping bodies leads me on to the decision of the CIK to tighten up on kart bodies by stipulating that the "bubble" must be separated from the body by a 15cm gap, on safety grounds, presumably to permit the rapid exit of a driver in the event of an accident. In my mind, it is only when a tube or part of the chassis encloses a driver's legs that a hazard is present. I am not aware that such drivers as Gange, Hines or Ball who have used them, have any particular "death wish" – they value their own necks a lot more highly and equate the dangers involved in racing with considerably more thought than the average amateur regulation writer. The same sort of clumsy rule changing has affected Formula One this year, where due to lack of foresight, the new regulations have resulted in many of the new designs leaving the driver totally unprotected due to the abandonment of what was referred to as the "deformable" structure around them.

To make such a ruling for karting without warning is just another example of heavy-handed governing by the ruling bodies. Not only have manufacturers ploughed considerable sums into the development of fibreglas moulds, but quite a number of competitors have spent hard found money in purchasing what is now obsolete equipment. Totally without warning, and presumably without consultation, the word went round at Christmas that as from the New Year certain major aspects of these bodies would be illegal. Since the first Snetterton meeting last March there has been every opportunity to give notice to manufacturers and would be customers.

On the other hand though, and having condemned the manner and timing in which it was done, there is however another long term viewpoint to consider. A kart with a full body resembles the generally accepted image of a kart very little. As one person puts it, a kart can appeal to the uninitiated quite well by looking like a *kart*, put a full body on it and to the layman it looks just like a pedal car – an unforgivable thing to say maybe, but if the future of Superkarting relies upon building an individual spectacle of its own, it must continue to look like a *kart*. It is a fact that women onlookers like motorcycle racing because they can see the shape of the fellow riding the bike in his close-fitting colourful leathers.

Having now talked to both Nigel Smith and Chris Lambden after their return from New Zealand, one aspect of the trip that didn't appear in the brief race report last month was



Yamaha barrelled Crescent – note Konig carbs.

that the Pukekohe meeting, which was also the New Zealand car Grand Prix, was attended by television cameras – not for the cars, but for the Superkarts! Much to the delight of the series sponsors. Apparently last year, LEP had spent £4,000 sponsoring a Formula Atlantic car with little or no return. Their involvement with the Tasman Superkart Championship provided them by comparison, with far greater exposure. So much so that they have extended another invitation to alias Smith and Lambden for 1984. They would also like one other European 'name' from the ranks of Superkarters, possibly Lennart Bohlin, who tells me that as the next South African meeting is to be held in December rather than January, he could fit it in quite nicely! There is also a big race planned in Australia at about the same time – fitting a little time for work in between seems his only problem! ...

Due to the shoddy treatment New Zealand, and Australia for that matter, were dealt out by the U.K. due to us becoming members of the European Community (the Common Muddle), they have now found themselves to be bedfellows with the Japanese – Japanese is now the second language taught at schools! Possibly due to this, the Kiwi Superkart racers were fairly confident that their Yamaha powered karts would outrun the British visitors' Rotaxes on the fastest circuit, so they had a few bets on it – in fact a book was made up. To no avail – their confidence was misplaced, however.

One does get the impression that their "new friends" in trade, are accepted with a certain amount of condescension. There is quite a large bridge that spans Auckland Harbour which was originally built as a two lane job. Greater volume of traffic proved the two lanes to be insufficient, so Japanese Civil Engineers designed and grafted on to the original structure two more lanes. Locals now refer to it as the "Nippon Clippon". See what I mean? ...

A lot of people deeply involved in kart racing tend to think that it is the only significant thing in life, and that everyone else should know all about it – that is what may be called 'tunnel vision'. Mention was made last month of the story in "She" magazine. It led to North East Television wanting to do a feature on karting using Carolyn as the main figure, and some of the Junior racers from that area. Drew

Liddle has got involved to arrange a suitable circuit for the filming which will take place at Felton in March or April. The programme researcher, in conversation with Drew, enquired as to whether karts raced against the clock or against each other? Considering karting is now about 25 years old in this country, and we have fairly regular televised meetings and well publicised races at Silverstone etc., it would seem that there is a long way still to go before the man in the street begins to comprehend what karting is all about. The end product from N.E. Television is awaited with interest!

Quote of the month, though not from karting. Did any of you watch the American Football on Channel 4? – the Miami Dolphins versus the Washington Redskins. One of the recently emerged stars in the Redskins' Team was asked how he felt about now being a Superstar personality, and his attitudes to the pressures that went with his new found fame? The large Negro's reply: – "It's rather like being a roll of toilet paper – you know you are going to get used, but hope you're not going to be flushed down!" Worth watching just for that – where *do* they get the script writers? ...

Chris Merlin



BRIDGESTONE

KART & SUPERKART



BEAUTY QUEEN

Kart & Superkart Magazine are to sponsor a Beauty Queen Contest to be held at Wombwell Kart Circuit on 3rd April 1983.

The Winner will have limited duties to perform at the six Bridgestone/K&S rounds.

Travelling expenses will be paid (within reason).

*Bathing costumes are not compulsory, but body hugging clothes are mandatory.

THE WINNER WILL RECEIVE £50

Prospective Contestants are required to register their names along with suitable photographs if possible.

*All Class One Drivers please note: this contest is open to allcomers (female that is) and not just the 100 National crowd. If the wife, girlfriend or sister is a little shy get her to enter, her expcncsc could be your expenses!



Write to: Kart & Superkart Magazine, Pinder Rd, Hoddesdon, Herts.
0992 444201



PARKER RACING ENGINES

DISCOUNT PRICES FOR
LANE, TKM & ZIP KARTS
– SPARES & ACCESSORIES

Secondhand Karts and Engines available

GARY PARKER TUNED ENGINES
FOR RESULTS & RELIABILITY

34, Oakway, Wellingborough,
Northants. Tel: 0933 677513

TOO FAR AWAY – WE WILL DELIVER & COLLECT



MANGO FUN KARTS

SEVEN MODEL RANGE
– including the Dingo
all terrain kart
(illustrated).

Send for brochure &
stockist details.

TRENCH TRACTORS
Dove Fields, Uttoxeter, Staffs.
Tel: 088-93-3731

Name _____
Address _____
Tel: _____



NANTWICH

CHESHIRE

0270
624293

Factory Backed Agents For;

THE NEW 1983 RANGE OF WRIGHT KARTS

Wright '83 Britain £330.00

Wright '83 National £365.00

Wright '83 GP International £400.00

Wright '83 125 P.O.A.

All Karts Are Fully Assembled

- * Now Available
- * Special CIK chassis for slippery circuits or use in the rain
- * 3 different types of stub axles
- * Various gauges of front and rear bumpers and floor tray for far greater scope in chassis set-up.

A complete range of CLASS ONE spares from split pins to complete outfits – all at realistic prices.

YAMAHA KT100 AX Engine & Spares in Stock

HEWLAND TKM PARILLA DAP KOMET LANE ZIP

Visors available for any helmet £1.74 + VAT

We can guarantee in stock items will be on their way to you within hours of receiving the completed order.

QUALITY SECONDHAND OUTFITS ALWAYS AVAILABLE

Sunshine Scene

CIK All Africa International

Zwartkop

Report: Berni Orphan



Once again the All African CIK meeting at Zwartkop near Johannesburg proved to be a trip of a life-time for those European drivers who undertook the long journey out to South Africa.

Karl Heinz Peters, who promoted the meeting, laid on a splendid reception for the visiting drivers and teams. Karl is a German who is now resident in South Africa. All the drivers and teams were met at the Airport and transported to free accommodation, with race officials and local drivers. They were also presented with free transport for the duration of their stay. The weather was fantastic, though a touch hot for racing but the reception, weather and atmosphere together set the scene for what must surely be a memorable meeting.

CIK 100 INTERNATIONAL

55 drivers took part in 100 International which was the blue ribbon class due to the fact that there are only about three 135's in South Africa. Of the 55 drivers, 30 were German competitors who were backed by an equally strong contingent of followers, numbering 40 in all. The meeting was run to 1982 tyre regs., and hassle over tyres was kept to an almost unnoticeable level, most being happy with their lot.

The Italians were conspicuous by their absence and it was evidently the result of politics invading our sport. The Danish governing body went one further and laid down an outright ban on their national drivers competing, refusing to issue A.S.N. permission. Unfortunately several other European countries followed suit. Nevertheless, a comparison could be drawn with the San Marino F.I. Grand Prix. When the FOCA teams withdrew, the racing was expected to be a little unexciting but it turned out to be the opposite – e.g. Gilles Villeneuve's last epic race tussle with Didier Pironi.

Josef Bertzen, 100cc European Champion, was driving a Zip 935 but had changed engine allegiance and was using a TKM which gave the German driver an all English outfit. Josef drives for expatriate Yorkshireman Berni Orphan who is the German Zip Importer. Berni is a respected tuner and a wizard when it comes to putting trick carbs together, a major asset in South Africa. The circuit is 6,000 ft. above sea level and big bore carbs were the order of the day as the engines gasped for more oxygen. Bertzen was running the largest that Berni had brought, 28mm!

South African driver Barry Taylor was driving a kart powered by the new R100 Rotax. The 4-port twin TT ported engine ran very strongly and was within 3/10ths of a second of the fastest lap put up by German Hartmut Feyhl driving a Dino/Yamaha. Taylor had an unlucky day and was involved in a number of shunts which stopped the Rotax making a

potentially sensational debut. The Rotax was box stock standard, straight from the crate and gave a good impression of things to come from this marque.

Swiss driver Paul Gudel, Swiss Hutless/REFO ran strongly the whole meeting and was favourite to take the 100cc honours. German driver Bernd Schneider was second favourite on a Kali/Parilla. But sensation of the meeting was Frank Schmickler, Dino/Yamaha who in only his second Senior event having only recently left the Junior ranks, was challenging for the lead throughout the meeting. Bertzen collected two second places in the heats with a DNF in the third due to a minor engine problem.

At the start of the Final, Gudel sat on pole and Schneider was alongside. In the first turn Gudel led from Schneider and they commenced from that point on to have a ding dong battle, changing places constantly as they jostled for the lead. Schneider moved into third and pulled away from the pack but could not move into contention with the leaders even though they were slowed by feverish dicing. Gudel and Schneider maintained their battle until the end and as they came out of the last corner, Schneider led from Gudel as they charged for the flag. Schneider just clinched it by half a length from Gudel with Schmickler third. Klaulfe, another Junior having his first Senior race finished fourth in front of Baumgartner who was later disqualified for being too wide at the front wheels of his kart. The European Champion Bertzen was lying 6th when he experienced a mild seize but he continued to finish 11th.

Ex World Junior Champion Bernd Schneider stamped his mark on the All Africa 100cc title and announced to the world that he is a driver to be reckoned with in 1983.

CIK 250 FORMULA E

Controversy was prominent before the meeting even got under way. Lennart Bohlin arrived to compete as a Swiss driver and laid a scathing attack on his Danish governing body for refusing to grant him permission to compete.

When the racing began it was equally controversial. South African driver Derek Irving was racing the works Dino and in the first heat was disqualified after winning. As mentioned elsewhere, the bodywork (see Merlin's Column, Feb. '83) was deemed illegal because the drivers' ankles were covered. In the second heat Irving was disqualified again. After feverishly remodelling the Dino's bodywork i.e. hacking bits off, he found that he was underweight! In the pre-Final, Derek Irving was consequently awarded a back row grid position and stormed through the field to take up second place to 'Swiss' driver Lennart Bohlin, who was leading by the proverbial mile. Irving then had the race handed to him on a plate when Bohlin's engine expired, the result of a broken piston circlip.

On to the Final, and it was Bohlin's turn to take up a back row grid position and as Irving had done, charge through the field – a feat not easily accomplished when a South African driver is leading the race. Bohlin eventually attained third place and then came up against his most formidable opponent, who was determined that Lennart should not pass. Bohlin became more and more frustrated as the South African driver weaved from side to side as the race went into its final stages. Eventually the inevitable occurred and the offending driver disappeared in a cloud of dust, but it was too late to catch Derek Irving who took the flag comfortably.

African Calypso

When expatriate German Karl Heinz Peters throws a 'do' for the lads when they visit his meetings in South Africa, you can be assured that hospitality is the last thing that is in short supply.

Throughout the fortnight that most of the drivers were 'in residence' not a day went by when Karl's house was not over-run by his visitors. The pool was the centre of attraction and the lowest number of drivers found there during the 14 days was 18! Wine or Bee-ar flowed readily and Josef Bertzen, soundly 'under the influence', clipped the gate post while leaving Karl Heinz Peters' house. Berni Orphan, Josef's sponsor, says that 'clipped' is an understatement – he knocked 700 bricks down.

South African drivers and teams supplied the visitors with free accommodation, free transport, tools and whatever they needed. Josef Bertzen, besides pranging his car also had it towed away by the Police for illegal parking and just to get him in the right frame of mind found that he had been relieved of 2,500 marks (£600) by a thief, at a party the night before the final. The party was held for just the kart teams! So there was a bad apple in the party.

During the 14 days a trip was organised to Sun City, South Africa's version of Las Vegas. Hans Lafrans, Germany's version of Mr. Bernard Dewhurst lost £300 and Emil Klassner won £300, probably Hans'. Then to add insult to injury Lafrans van was broken into in the Paddock, a Yamaha 100cc engine and £600 worth of toolbox disappeared. So to console himself Hans treated himself to a £10,000 watch at Paris International Airport on the way home to Germany. His racing result by the way, was 7th in the final, which was quite good to say he weighs 12½ stone.

The All Africa event was made much more enjoyable by the lack of trick tyres, their lack of availability allegedly due to all the sources having dried up until the season gets underway again, when they will once again appear for the *chosen ones*. Dunlop carried the winning kart of Schneider, chased by a horde of Bridgestone and Dunlop users.

Sunshine Scene

1983 Middle East Kart Championships

Kuwait

From a cold and frosty Britain to the sunny and dry climate of the Middle East is some contrast, but for the last three years in February I have been privileged to travel with John and Roger Mills (DAP/JM) to Kuwait for the Middle East Karting Championship.

A visit to a new country is always exciting, but Kuwait is really something else. The Airport, resplendent in white marble, is kept in immaculate order and certainly provides a special welcome to all its visitors.

Progress in Kuwait is fast and furious although there appears to be an overall lack of planning. Buildings and roads are being built everywhere but a lot of them do not get completed e.g. the 4-lane motorway to the kart circuit ends abruptly nowhere and "U" turns are required to reach ones destination. European influence is evident everywhere, with drive-in movies and sports stadiums scattered through the desert and multi-storey buildings everywhere.

The weather and temperature in February are rather like a pleasant summer's day in England, but just to show that it happens, even in the desert, on Thursday evening following the heats it rained!!

The circuit used by the Ahmadi Kart Club is up to the standard of the best British Clubs and has plenty of run-off areas and well positioned curbing. The circuit is maintained by the Kuwait Oil Company (K.O.C.) who play an active part in kart racing in the Middle East.

The Club is run in a similar manner to our Clubs with a Committee at the helm. Sandy and John Longley are the figureheads of the Club and with the other Committee members do all the hard work, both on and off the circuit, in order to present professional kart race meetings. In fact John's karting experience goes back many years and his karting aspirations are being given the opportunity to flourish within the Club. Although his ambitions for the Club are of the highest, his undoubted enthusiasm and personality keeps the Club on the boil.

Kart racing in Kuwait is like turning the clock back 10 years in the U.K. A friendly rivalry exists, with every member offering help and assistance as required. Circuit manners are of the highest order and driver infringements are dealt with severely. (Each Marshal's Post has an observer and these officials can issue "tickets" which are monitored by the Clerk of the Course and any necessary action taken.)

Unfortunately this year we had major custom clearance problems and the bulk of our equipment was withheld and even now clearance has not been given. Despite this major setback our many friends at the Club rallied round and lent us engines and frames, plus the use of their tools and accessories, (Phil Catterall and the Bradley brothers in particular helping with karts/engines). The help from all our friends was fantastic and without their help we would not have been able to compete.

Another big thank you must go to our sponsors – Kuwait Electric Wiring Accessory Co. (K.E.C.) who made it all possible – in particular the hard work done by Haidry Zoab. K.E.C.'s hospitality was exceptional and I hope they felt that we gave them good exposure.

1983 Middle East Kart Championships – Kuwait (February 3rd and 4th)

The 5th running of the Middle East Championship took place at the Kuwait Oil Company circuit, Ahmadi and attracted a varied array of competitors. Numerous local drivers were present as well as participants from the U.K., Cyprus, Bahrain, Saudi, Dubai, Oman, Jordan and Denmark.

The UK drivers were Nigel Edwards and Roger Mills, who have been previous Champions and were contenders for overall honours in 1983. Assistance for these drivers was given by Kuwait Electrical Wiring Accessories Company (K.E.C.) who are the assemblers of electric products supplied by the UK giant M.K. Electrics.

Racing commenced on Thursday with the heats, six in all, each driver taking part in three. From the heats the highest placed 10 would gain automatic entry into the finals, the rest contesting the repercharge.

Edwards had claimed a second place in his third heat which gave him pole for the Final. (This gave him a hat-trick of pole positions as he started from grid 1 in 1981 and 1982.)

Report: Nigel Edwards

FINALS

Friday proved to be a warm, sunny day which brought out the spectators (an estimated 1800 paying public and VIP's etc.). The first race was the repercharge from which only six drivers would qualify for the main Finals, these being Wittenborn, Gladdish, Gurrey, Harvey, Sharp and Blight.

The third and deciding Final held the key to the Championship, Mills having to win in order to take the overall honours, but Rossel only had to be well placed, he being the obvious favourite. From the flag Rossel led from Abdullahad and Lange. Mills' hard worked engine only lasted one lap before a major seize saw him flying backwards into the desert. Cochrane and Harvey were chasing the leaders, with Edwards progressing forward from a lowly grid. Rossel now only had to finish well to win, but like a true racer he pressed on to the finish and the spoils of victory. Lange finished second with Edwards pressing on into third.

1st	P. Rossel	Dino Karts
2nd	O. Lange	San Bouk
3rd	N. Edwards	KEC/MK
4th	F. Abdullahad	San Bouk
5th	L. Cochrane	Sheraton
6th	D. Harvey	Sheraton

The winner Paul Rossel



Sunshine Scene

Lep International Superkart Series

New Zealand

The recent inaugural Lep International Superkart series provided former K&S Editor Chris Lambden with not only a return visit to New Zealand after six years' absence, but also a chance to assess how the sport is progressing there. Chris reflects on the series and the general karting scene "down under" . . .

There have to be quite a lot of worse ways to spend what would otherwise be a wintry January. A thirty hour Jumbo Jet flight courtesy of Air New Zealand, leaving London on Boxing Day, probably isn't everyone's cup of tea, but at the end of it began a month in the South Pacific sun, a three round Superkart series and a great holiday. For me it was one large dose of pleasant nostalgia – for Nigel and Jill Smith it was more a glimpse of a different way of life and a slightly different approach to racing karts.

Kart racing Kiwi-style is a very sociable form of motor sport. Most kart clubs own or have a long term lease on their own land, and so are prepared to invest heavily in providing themselves with high standard facilities – most sprint circuits have extensive, some almost plush, clubrooms, and "after match" functions can often go on until the small hours . . . Per head of population, karting is very popular, New Zealand's small 3 million population containing nearly 800 licenced kart drivers (compared with 60 million and 3,500 in the U.K.). The sport fits in with the lifestyle and is there to be enjoyed.

There are problems though, the main one being the punitive import duties levied by successive governments on incoming luxuries – notably including karts, kart engines etc. This effectively killed off 100 International in the

late '70's – with standard, out of the box Italian engines reaching over £500 a time. It has however been replaced, very successfully, by the Japan/U.S. originated 100cc Yamaha class – using solely the reed valve KT Yamaha engine in basically stock form. The engines cost around £270 new and are very robust and reliable, producing an economical formula, which has now taken over as the country's main category. Engine performance can be equated to good Britain class engines, and on International tyres (one set per meeting only) the class provides very close, competitive racing.

New Zealand's isolated location has meant that international competition takes some organising. The '70's saw a policy of sending leading drivers overseas – to Asian Open or World Championship meetings – to gain experience. This has now been replaced by an almost reverse policy – "bring the stars to N.Z." These days, this means an annual South Pacific International series for the Yamaha class, with leading American/Australian/Japanese drivers flown in to provide the international flavour.

The 1983 South Pacific series has in fact just taken place and as if to demonstrate that N.Z. has well and truly mastered the intricacies of the class, local Superstar Graeme Harrison (known to his fans as "the Great GR" . . .) took the title, defeating leading U.S. specialists Scott Pruett and Lynn Haddock as well as top Yamaha pilot Suzuki.

"Superkarting" has, in its own way, existed in New Zealand for many years. In fact, the very word "Superkart" was coined and in use at my local club a while before the late Sydney Taylor introduced it at Cadwell.

A "Superkart" in those days was literally anything that added up to 250cc of motive power! The Kiwi ingenuity ran wild – apart

Scenic Pukekohe background as the two "Poms" head the rolling lap from series co-ordinator John Gordon. (Pic: Brian Dawes)

from pairs of 125cc McCullochs, weird "beasts" developed incorporating a 135cc BM paired with say a bored out Parilla, mounted in line astern, with centrifugal clutches, and all on pure methanol . . . With quite a disparity in performance between some of these machines, races tended to be won more on technical grounds than pure driving, but over the last few years the class has tended to drift more towards the Superkart as we know it – predominantly watercooled Yamahas, but now with a fair sprinkling of Rotax engines.

The high cost of importing karts into New Zealand results in some interesting and unique one-off designs. Perhaps the most successful is the machine driven by top ex-motorcycle star Ginger Molloy (second in the 1973 World 500cc Championship) to third overall in the Lep series. It features two dead straight main rails of some two inches diameter, gradually rising to go over the rear axle assembly at the rear, with the driver sitting down between the rails over a low-hung under-section. The front axle assembly is simply grafted on each side, while the entire rear axle assembly clamps to the main rails and can thus be moved forwards or backwards to give a variation in wheelbase. A Yamaha 'H' engine was used, in a machine which looked simple but efficient, seemed to handle well, and whose only obvious (but curable) failing was a virtual lack of straight-line speed-assisting bodywork. Wait 'til next year . . .

Perhaps the fastest of the local drivers in the Lep International series, piloting a more conventional Rotax powered N.Z. built chassis, was John Gordon. An expatriate Englishman, now running a successful aquasuit/wetsuit manufacturing business, he was also the motive force behind the whole series. Having obtained personal backing for himself and a team-mate by the name of Mark Gregory, John then convinced Harald Dittmer, Lep's Executive Manager in Wellington, that what was really needed was an international series to get N.Z. Superkarting off the ground.

After much talking and cajoling, the perfect solution was found. Every January, N.Z. hosts its international Formula Pacific (i.e. Atlantic) series, over four weekends. With the backing of the circuit promoters, the Lep International Superkart series would run over the first three,

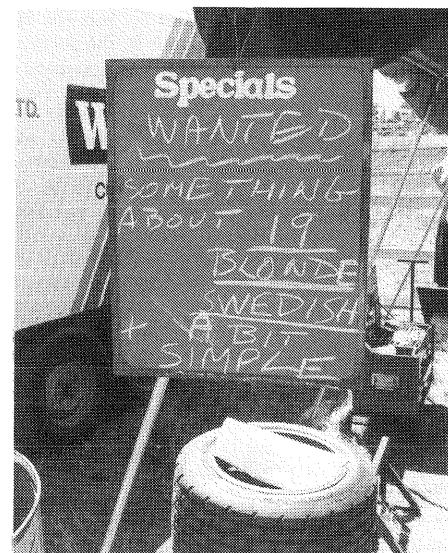


Race one – the grid waits in the Bay Park heat: Smith (69), Lambden (23), Molloy, Williamson, Gordon and Gare (18) head the queue. (Pic: Brian Dawes)

as the major support to the main event, with two races at each meeting. In relative terms, this is equivalent to a series in England containing the British F1 GP meeting and two other major meetings, and as such represented the biggest public boost that Superkarting or karting for that matter could get in New Zealand.

As a publicity exercise, the whole series could hardly have gone better. Glorious weather and a large holiday crowd of 30,000 greeted the 35 entries for the opening round at Bay Park, a circuit ideally suited to showing off Superkarts, with fairly slow 180 degree corners. In fact Nigel and myself, on timed practice results, would have shared the third row of the main Pacific grid! The promoter was pleased, and this set the tone for the rest of the series. The media were interested, and so the newspaper and television coverage blossomed – to such an extent that television covered the N.Z.G.P. Superkart events rather than the main Pacific Formula Championship . . .

Social considerations are important in N.Z. motorsport – seen in one Pacific team pits . . . (Pic: Brian Dawes)



The racing itself proved entertaining, and results-wise was dealt with last month. A format similar to our BRSCC meetings was used, with a timed practice session deciding the first 2 x 2 x 2 grid, and the result of the first race giving the second grid. Starts were rolling, although with one of the "Pommie" drivers occupying pole each time, they were relatively sedate, first gear jobs . . .

As was perhaps to be expected, "the Poms" were consistently that little bit quicker than the local competition, but even during the series the quicker New Zealanders were learning the tweaks. At the final meeting, John Gordon was only two-tenths off a front row time, and it was only an unlucky ignition problem that prevented him from putting in a serious challenge. Apart from the consistently placed Molloy, several other Kiwi drivers had some good moments. Recent U.K. visitor Phil Williamson snatched a good third at Pukekohe's second round, some compensation for end-over-riding his new Zip/Rotax at the opening round. Nigel Smith's ex "aide" Richard Tapper had returned to N.Z. one month earlier and immediately set to work building a Yamaha powered chassis to his own design. Mechanical sorting kept him down early on, but at the final race he was in a titanic scrap for second. This place went however to Jim Rouse, an enthusiastic South Islander, who having grafted a Rotax on to a borrowed four year old GP, gradually got the hang of it, to surprise even himself at the final meeting!

New Zealand karting is, given its sociable outlook, endowed with "characters", of whom Mark Prowse deserves special mention. In his mid-twenties now, Mark was a very promising moto-cross rider, but a serious accident, necessitating amputation of a leg, finished that. Within weeks of his operation, Mark was in karting, and now using a mixture of hand and one-foot pedals, is generally regarded as the top pedaller in Superkarting out there. A series of problems with his Yamaha made for a disappointing Lep International series for Mark but, in typical fashion, it didn't affect his sense of fun. Given some reliable horsepower, he would be unstoppable – especially with his hollow "lightweight" leg on! . . .

As I said, racing is only half the story of a New Zealand tour – the general hospitality and social scene leaving little time for such diversions as actually driving a Superkart. In addition, series co-ordinator John Gordon had arranged several promotional evenings at kart clubs, radio stations etc., and so our little troupe was kept fairly busy. But it was all fun. What made everything so enjoyable was perhaps the lengths people had gone to make it so. Apart from the overall Lep/Air New Zealand effort, the team was met at Auckland Airport, provided with a free Hertz transporter, petrol vouchers and all our racing fuel/oil needs from Shell, and accommodated by karting families wherever we went. How could you not enjoy it?

The non-racing highlight of the trip? Take your pick:

- "yumping" Rod Skinner's high-powered speedboat over Pacific breakers at over 50mph?
- Nigel or Jill Smith, floating (temporarily!) above the same ocean clinging to a speedboat-towed parachute . . .
- the sight of Les Brown self-starting his own Yamaha powered Superkart while seated in it! Rear wheels off the ground, lean back, quick flick of the wheels, and broom . . . Little "Brownie" is 6½ feet, and is the smallest of 7 brothers! . . .
- sponsor of the year, backing jovial Jerome Gare: "Countrywide Repossessions". As Jerome said, "anyone doesn't pay you for any bits, come and meet the sponsor. No problem! . . ."
- the author inadvertently passing a leading Pacific car under braking, after the Pacific were accidentally let out early . . .

BLOODY POMS-COMING OVER HERE AND LORDING IT OVER THE NATIVES.



Next year's Lep International series is already taking shape, with more "imported" drivers on the programme. The inaugural series certainly achieved its aim in boosting interest in Superkarting in New Zealand, and sponsors Lep International were extremely pleased. The situation is not unlike that in which Hermetite found themselves as British Superkarting came of age. They were there at the start and are now synonymous with the sport. Lep (NZ) intend to take that role in New Zealand. Superkarting looks set to go well there. The 1984 Lep International series should be good. As I said, not a bad way to avoid a wintry January . . .

