

1981 JUNIORS CUP-LOCARNO



BRIDGESTONE Tops on the Kart Chart.

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



DRY



DRY SL



WET

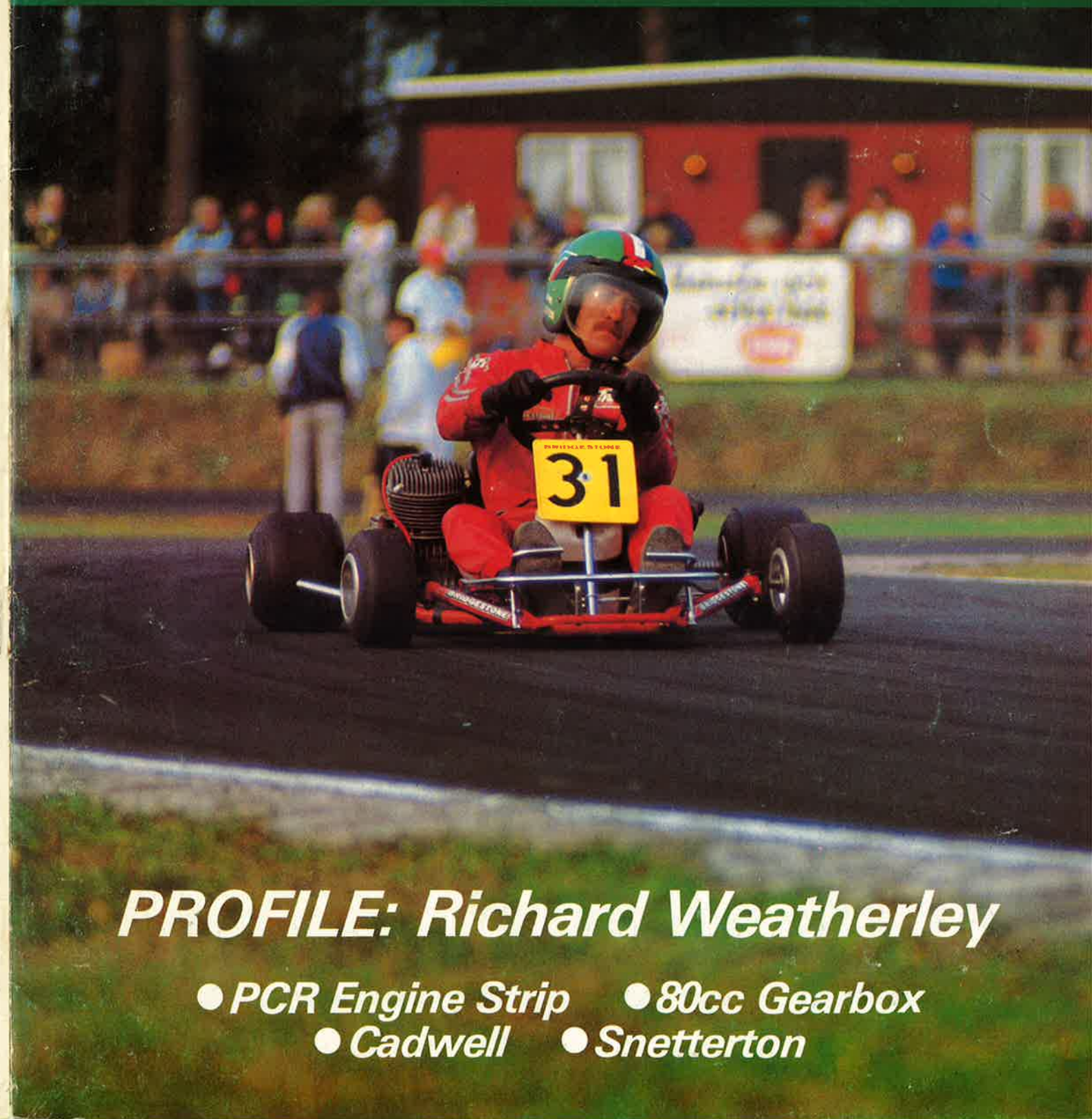
BS BRIDGESTONE

Bridgestone Kart Tires. They bring in the champions.

April 1983

KART AND SUPERKART 70p

WIN A SUPERKART



PROFILE: Richard Weatherley

- PCR Engine Strip
- 80cc Gearbox
- Cadwell
- Snetterton



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

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.

ZIP GP CTRP 125 Rotax	£1,200
ZIP Shadow 250 National, D12	£450
ZIP Shadow 210, Slicks, wets & spares	£475
Production LC250 Yamaha, (Prod. racer)	£600
HIWAY Single-seater Hang Glider, trike and engine	£800
ZIP GP 250 Rotax, plus spares	£1,600
DINTO TZ 250 Yamaha	£950
ZIP GP TZ 250 Yamaha	£1,050
STAR 210, plus spares	£275
CTRP Works 250 Rotax, ignition, carbs & exhaust	£800
CTRP 250 Yamaha, carbs, ignition & exhaust	£450
125 Rotax engine, carb & ignition	£450

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.

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



CHAINS - SPROCKETS - ETC.

All 100cc sprockets are fully machined and made of L70 material.
219 pitch, 64T-96T . . . £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
1/2" x 5/16" steel machined 4-hole sprockets, 23-36T . £2.75
1/2" x 5/16" DID 428H chain (per metre) . . . £6.00
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Reynold link extractor (new model) . . . £10.50
PJ1 chain lubricant . . . £3.00

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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
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Kart cover, special Zip type . . . £9.95
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30mm HT ground finish axles . . . £10.00
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Tillotson filters . . . £1.10
Chain guard strips . . . £0.25
Plastic finger guard . . . £1.00
Plastic chain/finger guard . . . £1.50
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Alloy finger guard . . . £2.75

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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

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

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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.

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ROTAX 256 WATERCOOLED CYLINDERS £140.00

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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
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New Zip GP boots . . . £16.50
Zip super leather boots
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Zip equipment bag . . . £5.50

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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
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3.5x10x5 YAK(SL) slick . £13.50
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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

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Long wheelbase. Professionally converted motor caravan front — six windows. Purchase tax paid. 'S' reg. Just MOT'd. Low mileage.
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250 NATIONAL KTM/BARLOTTI in long circuit trim. Ex-Dave Cullimore's winning outfit, complete with spare engine. £1,200 or will split. £895 for outfit, £445 for the spare engine. Telephone (0706) 849084.

125/210/250 NATIONAL BLOW MISTRAL rolling chassis. Discs, bubble, nose fairing. Ideal beginner. £100 ono. Wilmslow (0625) 525693.

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Honda, Kestrel Chassis.
Fastest Honda at Silverstone.
Make an ideal short circuit outfit.
Hyper competitive in the right hands.
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MERLIN EXHAUSTS would like to thank all the above for their help in improving the product.
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Tony Smith — Zips — Lennart Bohlin (Sweden) Joe Grubbs (USA)
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CLASS 1 KART SPECIALISTS
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Chassis, Leathers, Engine Spares, Hubs,
Wheels, Sprocket, Chain
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Contact Paul South
Tirley 278 evenings

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MORE ADS

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ZIP SHADOW 250 INTERNATIONAL/TD3 DX YAMAHA. Very competitive, very clean. Engine and chassis always been looked after. New front Bridgestones, fibreglass, ready to race, has been advertised at £875 but will consider any reasonable offer. Telephone Aldridge 52246 or 52863.

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ZIP GRAND PRIX/WATERCOOLED 250 TZG New Bridgestone slicks and wets, 1 set National wets, 2 sets spare slicks, spare carbs, air cooled barrels and heads, leathers, Bell Star helmet, kart trailer, gearbox spares, 2 Tranny ignitions complete. Ready to race. £1,150 ono. Tel: 01-660 6618.

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DAP T70 (winner of '82 G.M. Round 1)
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All successfully used at Junior International level and in the 1982 Green Man series
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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

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IMMACULATE RACE WINNING 125 AERO as used by Chris Anderson. Spec. includes 10 meeting old 1982 chassis, Bridgestones, pump, engine plates, gear linkage, etc. Only needs Rotax engine £520 ono. R/W side pods for sale. Offers? Worksop, Notts (0909) 481864 after 6pm.

BRITAIN SPRINT, rolling chassis, Carlisle and Dunlop slicks, Carlisle wets. Cover, sprockets, spares. Good condition £175. Telephone Tring 5843.

SUPERKART, Yamaha TD3/TZ. Motiv pipes, Fensa, 38mm Del Orto's. Very reliable £450. Deal 66370 after 2.30 pm.

250 NATIONAL ZIP GP/YAMAHA YZ(H) spec. Spare exhaust, wets, sprockets and more. £750 ono. Church Stanton 206.

KART AND SUPERKART

Monthly

No.52

START WITH A LAUGH



Last month's winner

"Look at this Nije — Made in Hong Kong"

£5.00 on its way to:

M. WILLIAMS
70 MOORLAND AVE.,
PLYMOUTH,
DEVON.

Worth a mention. . .

"..... MARTIN WHO?"

from Mark Burrell, Keynsham.

"I told you I could speak without moving my lips."

from Dave Haughton, Stockport.

FRONT COVER:

Terry Fullerton — Super Star. This month Terry sets off for France in his 1983 attempt to bring the European and World crowns back to England.

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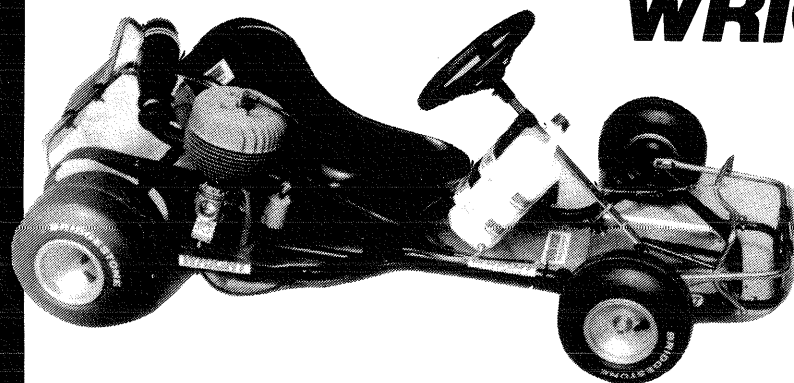
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- ★ New IBEA Plastic Fuel Pump 135cc Carbs.
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1982 KESTREL BRITAIN OUTFIT. Excellent condition. Very competitive. 2 quick Arrows. Regularly maintained and tuned by Sisley. KP Brake. Drilled Kelgate disc. 30mm hollow axle. 2 sets once-used Dunlops. 1 set Carlisles. Some used 'wets'. Many spares including wet stub axles (wide), sprockets etc. Cover and leathers (medium size). £550 ono (will split). Phone Mr Bennette, Ross-on-Wye 63757.

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100 SENIOR OR JUNIOR BRITAIN GOFF KART, TKM engine. Ideal for novice. £245. Also TKM S89, Sisley tuned. Only used five times £265. Telephone: Newark 74718.

WANTED for 100 Britain. Carlisle wets and dries on rims, kart cover, M PVC suit, Whirly visor, 25mm B and T carb, 35 pitch sprockets. Must be v.g.c. Telephone Ralph, Newcastle (0632) 869253.

BRITAIN BARLOTTI. Superb handling, three seasons old — £120. Also second chassis, Zip Euro — £85. Quick tuned DAP T70 for above — £85. All ready to race. Tel: Swindon 762652.

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VERY COMPETITIVE 100 NATIONAL EQUIPMENT. UFO kart c/w slicks, wets, sprockets (small pitch) etc. £200. Hewland Arrow "D" port, original bore, special carb, very rapid £295. T70 TT £225. Also small purpose built trailer and stand for sale. Further details on requires. Tel: York (0904) 488341.

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1982 ROTAX 125 engine. Fully works tuned. PMP pipe. Powerjet carb. £450 ono. Also race tuned 9E Villiers engine. Phone Bourne 422953.

125 ROTAX OWNERS — for sale, 1 Motoplat rev counter, 1 PMP 'Blown Up' pipe, 1 ordinary pipe plus GP sidetank and side pod, all little used. 061 737 4578.

IMMACULATE 1981 DINO/ROTAX 125cc

Complete with: Nose, Bubble Wing, Rev Counter, Leathers, Dunlops, Wets, Goodyears, Sprockets and Jets. £950. Phone Nicky on Spalding 820144 after 6.00

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BARLOTTI 210. Rebuilt, tuned, engine. Many trophies last season. Complete spare standard engine, carb and exhaust. Little used plus loads of spares, sprockets, tyres, stand, fairing, side tank etc. £550 or might split. Telephone Derby 32588.

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PADDOCK CHAT contd.

Instant Form

Derek Price had not driven a kart for five months when he got into his Wigan Kart Centre Zip GP/Rotax Superkart at Snetterton. Derek proceeded to break up the Hermetite Zip steamroller by twice pushing the Hermetite team leader Martin Hines into third position. Naturally Derek was very happy about his engine and his own form.

Ball's Dilemma

Ex-Grand Prix winner John Ball is temporarily enjoying the bliss of married life, having given up hope of raising the monster sized budgets which are required for a top Formula Three drive. John's parents Moma and Papa Ball were at Snetterton and they personally reported that they were not impressed with F3 — it lacked the spectacle and apparant speed of Superkarting. It appears that unless you are called Da Silva, the race is virtually won in practice, when the fastest man ends up on pole and leads from there. John, being a close friend of Reg Gange's has been told by Reg to get back into Superkarting and forget the rest! So it's very likely that we will see hard charging Ball once more back in the foray, albeit later in the season.

BITS

● STRANRAER KART RACING CLUB are to observe the 1983 tyre rules and will be running meetings on APRIL 17th, MAY 15th, JUNE 19th, JULY 17th, AUGUST 14th, SEPTEMBER 10th/11th and OCTOBER 16th. These will constitute the Galloway Open Championship Series.

● Yet another ex-Superkart pilot was out in 250 National at Cadwell and caused a sensation with a first time out heat win. Paul Sadotti is the name and he was out on a Zip/Yamaha.

● Dale Karts have recently become agents for Deavinson Kart chassis and will carry a full range of the Deavinson goodies. So if you're in the Birmingham area, nip in and check out the 1983 range.

● Further to Cumbria K.C. mention last month in Bits. They telephoned to say that the Burris 75A will be accepted since it is on the RAC tyre list — provided a receipt can be shown to prove the tyres were bought within the price list.

● Another karter who is a member of the Porsche cliche, Paul Fletcher, called in at Lindholme, "just to see if it's still in the same place." Paul had been flying his private plane at nearby Finningley and stopped to renew his acquaintance with the circuit. He started to give his age away by saying it was 20 years since he had last raced at Lindholme.

● Tim Parrott, the frustrated 125 exponent has taken a step up into Superkarts. He was out for the first time at Cadwell and drove a Dino UK machine with Rotax power, but no official announcement was made as to whether it was actually a works drive.

● Trevor Peach, ex-Steve Stylin spannerman and former Superkart pedaller, returned to the driving seat at Cadwell and tried Ricky Boston's 1982 250 National outfit with a view to buying it. Collecting a second place result probably made his mind up which way to go for '83.

Seven Month Battle

The Middle East Kart Championship is not the easiest thing in the world to organise according to John Longley, the Ahmadi Kart Club's Competition Secretary.

The track this year had been approved by Robert Langford on behalf of the CIK and the scene was set for a truly international meeting. The Club decided to take a conservative look at the international scene before trying to attract the top Internationals to the Middle East.

In the lead up to the event the Mills Team, John and Roger, were contracted and they said they would make their own way out there, but on the 28th January, telephoned requesting help because the Kuwait authorities had refused to issue visas on the grounds that the Mills' and Nigel Edwards' passports would soon be out of date. John Longley had to call in a few favours and by the 2nd February the Mills Team had their visas. The flight was then booked for passengers and cargo but the numbers got mixed up for the cargo (read Karts). John Longley flew into action again and after three days' of investigation traced the karts but they had got stuck in Customs and they were not letting them go because they thought DAP was an Israeli Company.

The Ahmadi Kart Club had a great wish for the Dubai racers to take part in the meeting and sent out the invitations. The answer came back from Dubai saying that they were virtually on their way and had chartered a plane but had nowhere to park it when they landed in Kuwait. J.L. zooms into action again and visited K.W.T., C.A.A. Kuwait Airways and even the Ministry of Defence but had no joy. The two racers coming from Dubai were the actual pilot and co-pilot of the plane. So when they landed with the greatest optimism, they were very disappointed to be turned around and launched back in the direction of Dubai. No Dubai karters. Another Middle East Team had their problems and ended up with one driver visa-less. Underhand methods were used to obtain a visa and the said driver arrives 20 minutes before the end of scrutineering with the kart in a hundred bits.

The trophies arrived in bits and one driver missed practice while he drilled 27 marble plinths on which to mount 5 and 7lb images of karts in bronze. All were finished 10 minutes before presentation.

The British Team arrived to learn of the disaster surrounding the karts. That was the day before the meeting and suitable karts and engines had to be found for Nigel and Roger to drive. The same day the Managing Director of the Printing Company doing the programme, skipped the country with his Secretary and all the Company's assets. Unfortunately, he also still had the copy for the programme in his case. Panic J.L. dons his Superman cape once again and sorts out a printer and after an all night session John delivers the copy to the printer for printing in time for the meeting. Also during the night, John discovered that the officials entrusted with marking the tyres had distributed the tyres one week earlier — so he also had to re write the regs., final instructions and print a 100 copies of those as well. The drivers signed on at 9.30 and all was ready.

As if that was not enough they also had to rebuild the track fencing when plant contractors had bull-dozed it away — by mistake — and they also had to re-wire the electrics in the control tower after they were condemned.

After the meeting the final mistake occurred and even the dynamic John Longley could not put it right. In the lobby of the hotel where the post race dinner was held, the direction sign read: AHMADI FARTING CLUB DINNER.

Kalendar

APRIL

10 CLAY PIGEON (Midway Yeovil/Dorchester on A37) Super One Series Round 2

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

CHASEWATER (Pleasure Park, Brownhills, off A45)

ROWRAH (Nr Frizington, Cumbria)

KIMBOLTON (10 miles s.w. of Huntingdon)

TILBURY (Dunlop Road)

17 SHENINGTON (8 miles from Banbury) 100 International Eastbourne K.C. Series, Round 1

NUTHAMPSTEAD (1½ miles east of Barkway, off B1368 Cambridge — Ware road)

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

24 SNETTERTON (15 miles s.w. of Norwich, on A11) RAC Long Circuit Championships, Round 1

DUNKESWELL (5 miles from Honiton, Devon) Kart & Superkart Series, Round 2

FULBECK (8 miles from Newark)

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

CRAIL — West of Scotland Club.

MAY

1 RYE HOUSE (Hoddesdon) 135 Int/Junior Global Cup

LITTLE RISSINGTON (Air Force Base, nr. Stow) Super One Series, Round 3

BRANDS HATCH (nr Farningham, Kent) Superkart BRSCC Cup, Rd 1

HEMSWELL (6 miles east of Gainsborough)

FELTON (8 miles north of Morpeth, on A1)

1-2 3 SISTERS (off Junction 25, M6) Bolton K.C.

8 WOMBWELL (Dorothy Hyman Stadium, nr Barnsley) Eastbourne K.C. Series, Round 2

CHASEWATER (Pleasure Park, Brownhills, off A5)

ROWRAH (nr Frizington, Cumbria)

KIMBOLTON (10 miles s.w. of Huntingdon)

TILBURY (Dunlop Road)



COMMENTARY

The RAC MSA have set up a working sub-committee to investigate the possibilities of making junior kart racing more attractive resulting in an increase in competitors.

The first proposal being considered is the 80cc gearbox class à la B. Clowes. Already letters have started to arrive at this office, now the word is out that the class is being seriously considered. The most noise is expected to come in a constructive manner from the existing 100cc stalwarts and traders. It has to be pointed out that the whole point of the exercise is to bring people into the sport, New People, attracted by an attractive class. Any new class should be controlled with clearly defined guidelines and plainly described penalties for contravention of the regulations. Instead of taking anything away from the Kart Industry it will do the opposite and create new business. The engine may well end up a control engine as in Formula Ford, but engines alone do not make a racing machine.

The UK Kart Industry and governing body have decided to

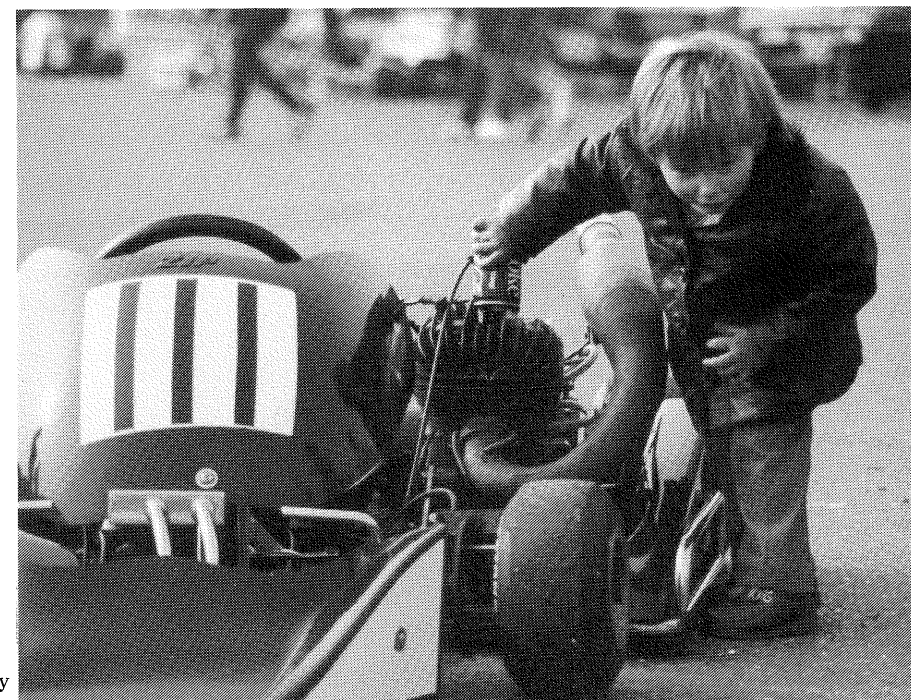
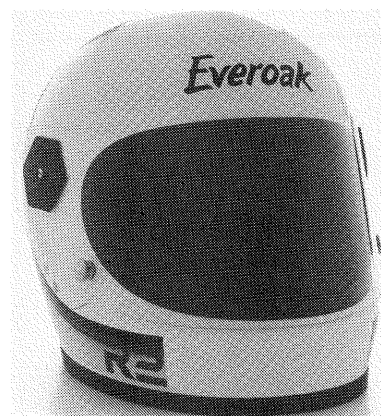
stay away from the side valve four stroke engines which are used in the States. I have not heard any evidence to say that will change in the future so if the Juniors are to stay with the 'stokers', it's got to be made attractive for them. Hopefully when we have a healthy Junior end of karting we will have a minority who will rise to the occasion and represent us at World level — providing a serious threat and stopping the sniggering.

A Racing for Britain exercise in Junior kart racing would not go amiss. It has been proved time and time again that if you want something doing you have to get up and do it. Everyone has pondered over the declining entries but no one has done much about it. Ron Herbert has attempted to get the ball rolling in Junior International with the Super One Series, but he needs support. The whole experience of racing abroad would be very beneficial to anyone contemplating doing a Nelson Piquet or Keke Rosberg, going right to the top in other words.

ADRIAN LUMB

Photo Caption Competition

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This superb helmet has been donated by Everoak for use as a prize in our Photo Caption Competition. The helmet is RAC approved to BS 2495. It is constructed in fibreglass with a NEW Polyurethane liner and is fitted with a 1.5mm visor and leather inner chin strap. Valued at £62.95 it is well worth attempting to win.

"Smarties next . . . then watch her go!"

Young Stevie Taylor has provided the subject for this month's competition. We had 12 entries last month. Maybe the superb Everoak Racemaster, this month's prize, will make you put your brains into gear.

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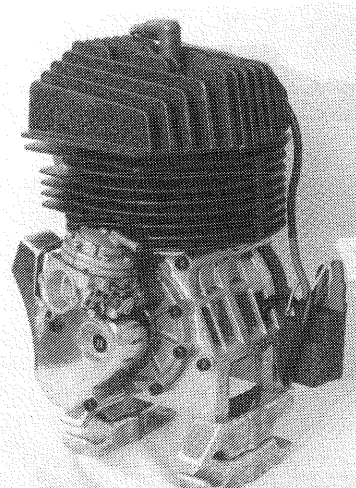
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Fulbeck

27th February

Round 2 of the Lincolnshire Kart Club Winter Championship attracted over 100 competitors. More track improvements had been carried out in the guise of a perimeter tyre wall around the pit area, and a new toilet unit.

The day started sunny and bright, with practice and the first series of heats held on a dry circuit. However as the day wore on so conditions deteriorated with cold winds and lashing rain.

The finals were held on a very wet circuit although thankfully there were no serious incidents.

Junior Britain

A very competitive local following in this class always provides interesting racing. Steven Key is currently going through a "purple patch", and with the watchful guidance of Dave Evans is proving a hard man to beat, despite the poor conditions Steven was able to claim another first. The rest of the places were hard fought with Dominic Connolly second, Rob Wilson third, Jason Elliot fourth and Michael Mills fifth. A notable drive from a recent novice candidate was the sixth place claimed by Martin Powell.

Junior National

With only two entries, regular visitor Sammy Hunt claimed the trophy.

100 Britain

Recent ex Junior Scott Banks is really getting his act together. His smooth style and rapid engines must surely spotlight him as a man to watch in 1983. To compliment his Round 1 win Scott won comfortably despite the tricky conditions. Philip Hogg drove well into second place, holding off the attentions of John Aldred who finished first. Another recent Junior upgrading for '83 is Patrick Walsh who is making good progress in the Seniors, but could only finish fourth at this event.

100 National

A full grid of 30 made the heats and final exciting, and provided the usual cut and thrust standard expected of 100 National. Paul Fletcher and daughter Nicola are revelling in their new Parilla Power and both were to the front in the heats. Lewis Marsden, now using a DAP kart is showing signs of his old flare, and was well to the front. Nigel Edwards, Adrian Wood and Steve Sykes were also overall contenders for victory, while welcome visitors Chris Dagless, Colin Church and Rob Owen had mixed fortunes but were mixing it with the locals. With all the drivers on wets the final originally developed into a two horse race with Fletcher (Senior) being chased hard by Marsden. Nicola was moving up the field but made a mistake and spun out of contention. Edwards was another moving forward rapidly after a grid 9 start, eventually catching the leaders at half distance, however with increasing oversteer this was all the progress he was to make. Adrian Wood was into fourth followed by Sykes, Owen, Wooley and Rose. Conditions were only marginally better as the race drew to a close with Fletcher just holding out Marsden and Edwards a few lengths behind in third.

210 and 125

With only seven entries in each class a combined grid was made to increase driver and spectator appeal. The 125's seemed the quicker class although there was a healthy sprinkling of novices. Brian Borwell is the local 125 ace, today again giving him the opportunity to show

his class by taking another win. Credit must go to the second placed man, Nicholas Bailey, who drove sensibly for a novice and was justly rewarded. Neil Anderson won the 210 class followed by Ian Cramp.

250 National and 250 International

As with 125/210 these two classes were combined and this produced some exciting racing. The Inters proved to be an even bigger handful than normal in the wet and greasy conditions, but J. Bradburn was the man who overcame them and the opposition to claim a final win. Mark Petty (Nat.) chased hard and did well to finish second in front of Alan Hope (Int.). As this was the second round of the winter series, pointers were given as to some likely overall winners, so next month's meeting (March 27th) should be very exciting.

A big thankyou must also be given to the new Committee who are working hard and also to the Race Officials and Flag Marshals who braved the terrible conditions to ensure the drivers got their day's sport.

Snetterton

Meetings around this time of year at Snetterton tend to be somewhat windy and Sunday 6th March was no exception as an increasingly bitter wind engulfed the Kartway. Ironically the next day was the most beautiful Spring day anyone could wish for, with clear blue skies and warm sunshine.

The widening of the entrance and exit of the Pit Corner and the placing of straw bales at key points around the circuit have certainly improved the safety of the circuit and were effectively tested on a couple of occasions.

Results

Junior National

1st Simon Collins	Art/Arrow
Nov. Robert Smith	Zip/TKM

Junior Britain

1st & £10 Nicky Kyriakides	Dart/DK Arrow
2nd & £6 Andrew Guye Johnson	Kestrel/Arrow
3rd & £4 Steven Key	Premier/Arrow
4th & £3 Tim Knight	Zip/Arrow
5th & £2 Shaun Nicholson	Wright/Arrow
6th & £1 Dean Caswell	Lancer/Arrow

125 National

1st Kevin Pope	Zip/Rotax
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250 International

1st John Sillett	Zip/Yamaha
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100 Britain

1st Mark Salter	Dart/Arrow
2nd Keith Baines	Kestrel/Arrow
3rd Darren Gibbs	Zip/Arrow

100 National

1st Ian Palmer	Dart/DAP
2nd Phil Foster	Wright/Yamaha
3rd Miles Townshend	Mustang/Parilla

As always many thanks to all the helpers without whom the racing couldn't go on. Don't forget round 2 of the 'Club', 'Castrol' and 'Circuit Travel Junior Britain Championships' is on April 24th. Please enter early.

Derek Calver

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TKM	ex Stock

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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.
2 Hewlands, D-Port	£275
1 Hewland, 5 Port	£250



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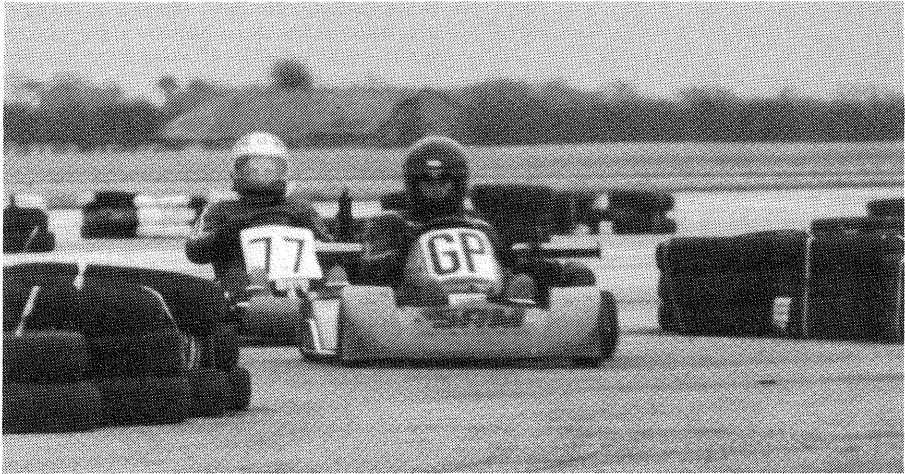
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Lindholme

6th March saw the second meeting run at the new Lindholme track near Thorne in South Humberside. 74 drivers turned up to do battle on a tyre-lined circuit similar to the old Hems-well layout.

The heats ran without sensation and the favourites appeared almost without opposition on pole.

Finals

First up were the Juniors, all Britains bar two Nationals. Robert Wilson was sat on pole with the new FRED Boxer Kart, alongside was Jason Elliot on a Wilson Premier followed by Dominic Connelly who was to figure prominently in the ensuing battle. Jason Elliot bluebirded (as in Donald Campbell) off the line and snatched the paddock bend from Wilson. Elliot, Wilson and Campbell held position for three laps leaving the pack behind. Lap 4 saw Wilson take the lead and Connelly move into second as Elliot overshot a chicane. Connelly driving with a mature confidence moved smoothly into the lead on the following lap and while Wilson and Elliot indulged in wheel banging tactics around the paddock turn, he moved swiftly away and eventually put backmarkers between himself and the vigorous battle for second place. Wilson and Elliot had the crowd on their toes until the penultimate lap when Wilson's Fred tuned engine lost power. Connelly quietly took the flag followed by Elliot and Wilson. Chris Gent was the first National home.

Lew Marsden gets the jump on the first corner in his victorious drive in the 100 National Final. (Photo: Rodger Calvert)



Alan Mugglestone leads Bill Tinkler in the 250 Final. (Photo: Colin Fletcher)

100 yard lead that Sandford had. The crowd once again on their toes saw Stoney take until lap eight to catch Kay in second and he was in no mood to let Stoney by without a battle. Lap 9 saw Stoney by and within striking distance of Sandford. Paddock bend gave Stoney the chance to close right up and as the two karts raced through the chicanes around the back of the circuit for the last time Stoney tried to worry Sandford into making a mistake. As Sandford emerged from the hairpin and dragged for the line, Stoney was slip streaming him so closely he could hardly be seen. 30 yards to the line and Chris Stoney made his move, sling shooting out of the slip stream to hustle the lead. Six inches was all that stopped him and the race went to Sandford. Under the tyre reg's Stoney was disqualified which did not really matter because Chris always gives his trophy to the best novice, who happened to be Dennis Froggatt, finishing fourth behind Colin Kay.

The 210's had quite a healthy looking field but the racing was quite processional after the 125's. Ken Spooner led from pole and took a flag to flag win, originally chased by Brian Finn and Dud Martin. Kevin Richards had a good race benefiting from Martin's engine failure and Finn's wayward exhaust, only losing second on the last bend to a late charging Pete Hunt.

250's weren't in the programme but enough turned up to put a race on, including 250 National Silverstone winner Alan Mugglestone, who was trying to sort out an ailing engine. Mugglestone led from pole ahead of Tinkler and they commenced to have a ding dong battle, changing places frequently while Mugglestone fiddled with the engine. Ron Ridley on a borrowed Rotax twin filled third spot. Out of the last bend Bill Tinkler led and Mugglestone made his move just before the line but again a little too late.

A personal thanks to TomAngel and novice son Darren who allowed my daughter Samantha to have her first go in a kart. Also Darren's sponsor Pat-Ron Racing who accepted back a thoroughly gassed-up Arrow.

Adrian Lumb

Junior Britain

1st	Dominic Connelly	Premier/Arrow
2nd	Jason Elliot	Premier/Arrow
3rd	Rob Wilson	Boxer/Arrow

100 Britain

1st	Patrick Walsh	Jeta/Arrow
2nd	Mark Wilkinson	Sprint/Arrow
3rd	Paul Dixon	UFO/CBR Arrow

100 National

1st	Lew Marsden	DAP/DAP
2nd	Steve Dolan	Premier/TKM
3rd	Darren Scott	Cobra/Pat Ron Arrow

125

1st	Wayne Sandford	Zip/Rotax
2nd	Colin Kay	Dino/Kay Yamaha
3rd	Denis Froggatt	Zip/Rotax

250

1st	Bill Tinkler	Zip/YZ 250
2nd	Alan Mugglestone	Zip/YZ 250
3rd	Ron Ridley	Zip/Rotax 256

Arabian Nights

Gilbert Nelson rang from Dubai recently to make us all green with envy. Gil is the PR man for the Dubai Kart Club. The Club runs a 12 round series which is fully sponsored. Individual sponsors back each round at the Dubai Kart Track. There are 50 Competition Drivers in the Club and Gil has sensationally managed to get each one fully sponsored – the karts have been paid for, the engines, the whole kit – fully paid for 50 fully sponsored drivers. If you think that takes some topping Gil delivers the Coup de Grace by saying that virtually all the rounds have TV coverage.

The Junior end of the Club is also thriving. John Mills supplied Gil with 12 DAP T80 engines for the Juniors and all 12 were sold, along with 12 new Zip chassis.

To finish off, Gil informs me that the track is to be lengthened, which will make it suitable for gearbox karts, it will then be 1.4 kilometres in length. A full International with invited drivers looks to be on the cards soon.

New Boxer

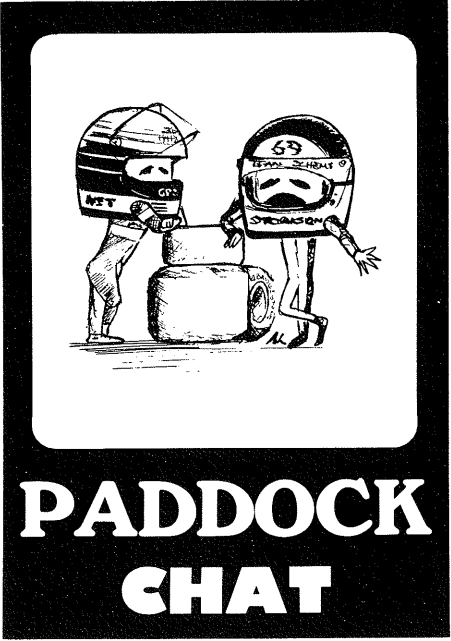
Mike Mulhearn has just presented the UK Kart Scene with a new chassis – The Boxer. It is being campaigned in Junior Britain at the moment, by Steve Key and Rob Wilson. The kart has been designed and built as a joint venture by Pete Elliot and Mike, with Pete Elliot now taking over the production of the chassis. Pete is well-known for his fine workmanship and quality. With the super hard, long wearing epoxy-resin coating, the chassis is available as per the RAC regs. at £385. Fred has a full order book after the chassis' amazing 'out of the crate' success story. A National chassis will be available from the same formula and team in about two weeks' time. For information contact Mike on 0742 335918.

JR's Catering

A very well turned out team are now doing the rounds of the northern circuits. Super paint work and the team clothing are as presentable as any F1 team but ... it's not a kart team, it's JR's Catering. Jack and John Knell are the directors of this thriving business and now that they are well established John has taken to the driving position once again in 100 National. A famous local driver by the name of Nigel Edwards has also gained sponsorship from JR's, some say it's for carrying an advertising sandwich board, but I believe that's a hoax and JR's will be paying Nigel's entries this year as part of the package.

I can personally vouch for the great quality of the chip butties, although when I wanted one at Wombwell recently they had sold out, the demand was so great. Ed.

FRIGGIT



Mike the Dad

Mike Wilson has become a proud father – his wife presented him with a 8½ lb baby boy recently. Mother and baby are doing well and father is reported to be cock-a-hoop.

Grandma and Grandad Wilson are hoping to be able to see their Anglo-Italian grandson at Valence (France) on April 3rd. To the 'hoods' who keep burglarling Grandad and Grandma Wilson – think again! They now own a pair of Dobermans and they is gonna be pretty hungry by the time their owners get back from France.

Rotax Manual

A very large vacuum has existed when it comes to finding suitable information, part numbers, price lists and detailed diagrams on Rotax's 256 and 124 engines.

The vacuum has been filled by the freshly available Zip Kart Rotax Specification manual. The manual extensively covers both models and is a must for every Rotax owner, it shows exploded engine views, followed by the correct 1983 part numbers, description and price. For 256 owners there is a specification sheet, updating 1982 256 engines to 1983 specification, bags of useful information plus customer information data sheets for both models. To obtain this venerate gem of Rotax wisdom, enclose 75p and a 13" x 9" S.A.E. in an envelope with a letter requesting Zip Kart to rush you your copy forthwith.

Dutch Grand Prix

Good news for the 125cc and 250cc lads is that the Dutch Grand Prix which has now been confirmed, will be held on the weekend of August 20/21st, will be for both classes, and should be a really good event, with perhaps a little bit of prize money floating about. Circuit Travel will be offering some special deals once again for this weekend in August that will make a good holiday weekend.

Rise of the Phoenix

LD Racing's new Phoenix chassis was out for the first time at Cadwell. Six chassis were in the programme, two of which were driven by works drivers Kurt Luby and Graham Roscoe. Both had mechanical trouble and with the wet weather a true reading of the chassis performance could not be gauged. Snetterton however turned out to be a similarly disastrous meeting for the new Phoenix team. Kurt Luby again suffering niggling small engine problems and Graham Roscoe blowing up both engines in the Friday practice. The chassis stayed in one piece, though!

Lindholme Revitalised

The Borders KC against the odds managed to make a small profit at the last meeting which supplements the loss they made at the first meeting on the new Lindholme track.

The PSA own the disused airfield and have deemed it necessary to charge four pounds per kart at the meeting. With the other overheads it works out at just over £5.00 per kart. Admirable, the Club has only put the entry fee up by £2.00 over last year.

The track has a very good surface and a really good spectator attendance was recorded at the last meeting. The Lindholme track is well situated to take full advantage of the large spectator catchment areas which it has from Doncaster, Thorne and Goole. The cost involved is always a problem to overcome but the small enthusiastic team who make up the Borders Kart Club seem to be winning the battle.

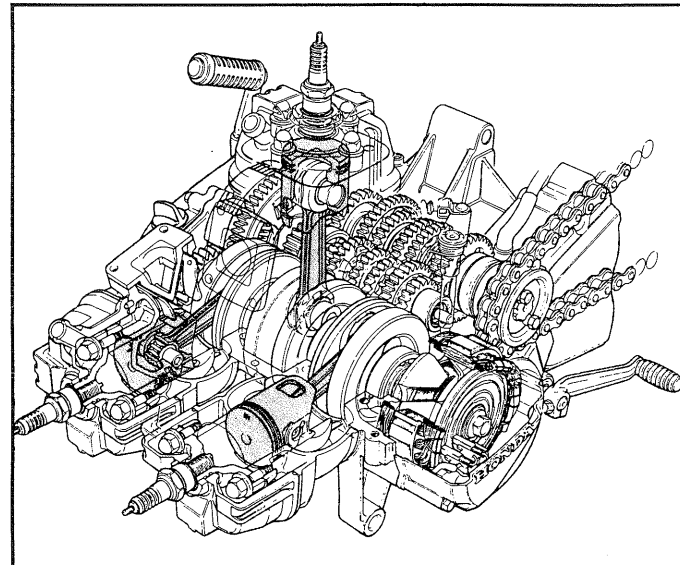
They also managed to attract two long circuit stars. British Champion Chris Stoney (see Berni's task) and GP winner Alan Mugglestone.

STOP PRESS Snetterton Practice Days

12th April
23rd April (prior to meeting on 24th)

BY BARRY FOLEY

98BHP 250 HONDA.



HONDA HAVE A THREE CYLINDER ENGINE HOMOLOGATED FOR 250 INTERNATIONAL. FURTHER DETAILS ON PAGE 27.



Kurt, father Jim and Kurt's girlfriend ... with the Air Kilroe Kart and Team Transporter.

Air Kilroe

Norman Latham of Air Kilroe was present at Cadwell to watch his new team for the first time. Kurt Luby driving the works Phoenix was resplendent in Air Kilroe paintwork. The same could not be said for Kurt, shivering in the Lincolnshire snow, since his Team Paddock

Jacket ordered from Ian Hood of Mark One Racing had not arrived.

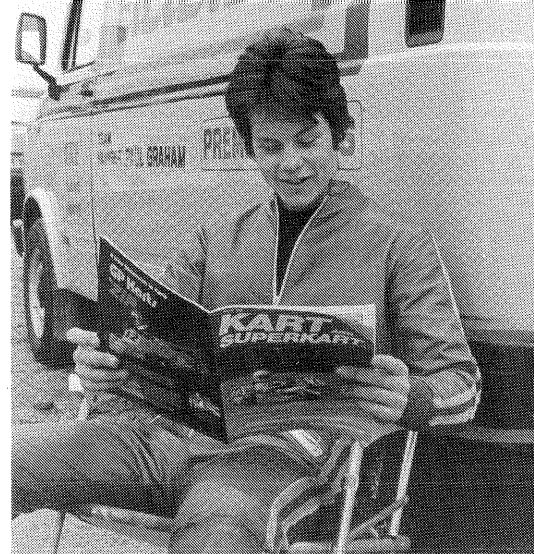
Mr. Latham could not be at Snetterton because business had taken him to Europe at the last minute. Speaking to him earlier he told me he had every confidence in Kurt and was backing him for a really good season.

Press Support

Support for the Bridgestone/K&S 100 National Championship has come from that excellent new magazine, on the finer points of automobile tuning, AUTO PERFORMANCE. The support comes in the way of a supported entry for Peter Chrisp who will be driving a Zip 983/PCR. Editor Terry Grimshaw, says to take note that his driving style is reminiscent of an epileptic kangaroo and only asthmatic 12 year olds need consider him fair opposition.

HOMOLOGATION BOOKS (CIK)

The CIK have just completed a new 480 page Homologation Manual covering all the engines, chassis and tyres, which has been approved for 1983-84. The one volume journal has been produced with great fidelity and clarity and will be a boon to anyone seeking information in this direction. The CIK have asked the RAC to place an order for delivery of the manuals at the end of April. The homologation manuals can only be obtained through the RAC and the CIK will not deal with individuals direct. The cost is approximately £16.00 and you can place your order by contacting the RAC as soon as possible.

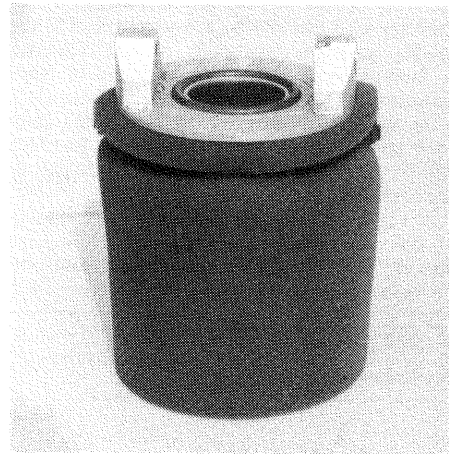


YOUNG LION

Steve Key, 16 at the end of March, has won seven finals in a row in Junior Britain this year. He is under the wing of Paul Graham and is definitely a young intelligent driver to watch for in the future.

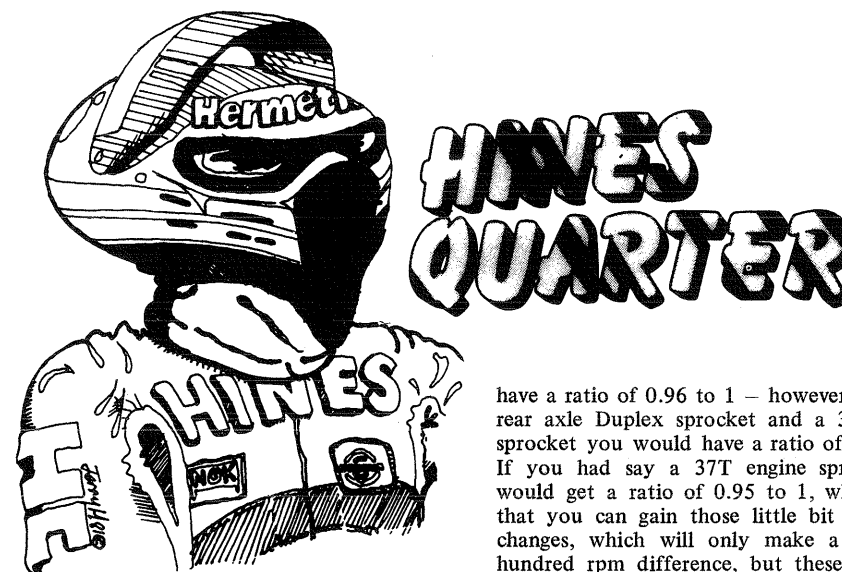
Noise Filter

RAC Steward Les Jones was asked to test a new noise device at Three Sisters recently. The filter was fitted to a Parilla TT27 and gave a reading of 90 decibels. The filter was again tested at Wombwell with a new Vevey silencer and gave 88 decibels. The filter is very simple in design and produces a more direct response to 'choking'. Basically it consists of an alloy mounting plate and a foam filter which will not collapse under suction. It has been developed by Paul Proctor at P & A Karting and will be in stock now. No price available at the time we went to print. Paul expects to see a 20% saving on mechanical wear, the same as was experienced in Formula Ford when they started using filters. P & A Karting Induction Noise Filter below.



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Kart & Superkart



have a ratio of 0.96 to 1 — however with a 35 rear axle Duplex sprocket and a 36T engine sprocket you would have a ratio of 0.97 to 1. If you had say a 37T engine sprocket you would get a ratio of 0.95 to 1, which shows that you can gain those little bit closer gear changes, which will only make a couple of hundred rpm difference, but these days that can be just enough.

Well the idea was there, but at a price, for a complete set of Duplex sprockets using a constant on the back axle and variables on the engine say a choice of 6, plus the new type chain, it would set you back the best part of £100.00. That is not the finish of it either, as on a Rotax 256 the chain has indeed very limited life. In fact in two months I broke 3 chains. When you consider that I had never broken a chain of the 1/2" x 5/16" type in the previous 7 years, it becomes an acute problem.

So what's the alternative? Well, I sat down with a calculator one evening and came up with an alternative system using 1/2" x 5/16" chain which gives the system its reliability back, and the only outlay is for a special dual ratio rear sprocket. This rear sprocket fits on to the normal 4-hole sprocket carrier and has a 22T sprocket alongside a 27T sprocket and costs

about £14.00. To show things a bit clearer I have listed below three different variations. One is a standard 1/2" x 5/16" using a 24 axle sprocket and engine sprocket from 21 — 27 which gives you 7 alternatives from a ratio of 1.142:1 — 0.888:1. The Duplex setup is the one that I used of 32 axle and 28 to 36 engine, giving 9 variations over the same span. The new dual ratio sprocket gives you 13 variations over the same span of final ratios. Obviously with this system you do have to move the rear sprocket along about 5/8" if you switch from 22T to 27T on the rear — not really a hardship, for what you get in return.

I certainly think it is a worthwhile alternative, especially for Rotax owners where you just cannot change rear sprockets that easily. It may also be of interest to some readers to bear in mind that I would only reckon to use 2 or maybe 3 lengths of chain in a full season of the 1/2" x 5/16" type, and that includes all the testing we do as well. The key to chain life is to ensure the engine and axle sprocket are all in good condition, properly aligned and well lubricated.

Another point of interest for Rotax 256 owners; the new 1983 clutch does fit on to an '82 engine, but do not expect to do it at the circuit. To fit the new unit you will have to remove, by grinding, part of the water housing that protrudes inside the clutch area. The new unit fits in a bit further and just fits! The complete unit, which includes drum, springs, plates, and centre hub costs £93.00 complete.

Martini

1/2" x 5/16"			DUPLEX			1/2" x 5/16" DUAL RATIO		
AXLE	ENGINE	RATIO	AXLE	ENGINE	RATIO	AXLE	ENGINE	RATIO
24	x 21	1.142	32	x 28	1.142	22	x 19	1.157
24	x 22	1.090	32	x 29	1.103	27	x 24	1.125
24	x 23	1.043	32	x 30	1.066	22	x 20	1.100
24	x 24	1.000	32	x 31	1.032	27	x 25	1.080
24	x 25	.960	32	x 32	1.000	22	x 21	1.047
24	x 26	.923	32	x 33	.969	27	x 26	1.038
24	x 27	.888	32	x 34	.941	22	x 22	1.000
			32	x 35	.914	27	x 28	.964
			32	x 36	.888	22	x 23	.956
						27	x 29	.930
						22	x 24	.916
						27	x 30	.930
						22	x 25	.880

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WELL THOSE OLD SPARES CHUCKED UNDER THE BENCH MIGHT JUST BE YOUR TICKET.

They might not be of use to you but they might be just what someone is looking for.

USE THE KART MINI ADS COUPON ON PAGE 31.

☆ HONDA HOAX — APRIL FOOL! TEE HEE TEE HEE ☆

April 1983

27

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£75-£85 per week (inclusive). Ref.SP/776/AK.**

The Project.
Lambeth Motor Project aims to work with young people aged 12 to 18 years, genuinely interested in motor vehicles and motor racing, including youngsters involved in auto-crime.

The project offers the opportunity to:-

- ★ Build, rebuild and refurbish motorbikes and cars.
- ★ Gain some mechanical knowledge and experience of tracing faults and thinking through problems.
- ★ Race "bangers" and bikes.
- ★ "Succeed" legally and safely and as a part of a team.
- ★ Break a cycle of crime.

The Job
The worker will help young people to take the maximum personal, social and practical advantage of Project opportunities in as constructive and enjoyable a way as possible. The work will include group work and individual counselling and advice in addition to auto-mechanics.

Applicants
Applicants, therefore, must have social work or allied experience of working individually and in groups with young people living in multiracial inner city areas, and must have practical and mechanical skills and a real enthusiasm for 'motors' and/or motor sport. He/she will, as a member of the project, help develop the complimentary karting projects (go-karts) run by Oasis Children's venture in Stockwell.

For further information contact Peter Conroy, Project Leader — Motor project on 01-720 6518, for application forms please telephone 01-274 3881, or write to Room 717, Blue Star House, 234-244 Stockwell Road, London SW9. Closing date: 22/4/83.

LAMBETH BOROUGH COUNCIL

As part of Lambeth's Equal Opportunities Policy, applications are welcome from people regardless of disability, marital status, race or sex.



Ricky II
Remember the Barry Foley cartoon in the March Issue, showing Richard Boston with a foot in each of two karts? Well, Barry must be psychic. At Snetterton, for the first time since 1981, 210 and 250 National ran together. Ricky, of course, drives in both and was as sick as a chocolate frog on a hot day, when he found out he could not drive both karts. Always conscientious Ricky decided to stay with 210 and the GP plates, and again lent his 250 National to Trevor Peach, who hasn't made his mind up yet whether he is buying the machine or not.

The new Birel Britain chassis (above) which arrived in this country in March. Paul Proctor of P & A Karting allowed me to photograph the chassis before its debut the following weekend. Sensationally the chassis fitted with a TT25 reed valve Parilla and driven in Junior Britain by Dale Spruce cleaned the meeting, giving young Dale his first ever win. The chassis uses a 25mm back axle and comes from the team which put Mike Wilson's World Championship winning T12 together. In best Italian tradition it's red but is finished in the new electrical applied epoxy-resin which is reputed to be as hard as glass and last five times as long as paint. A threat to the new Fred Boxer.

For Future Reference ...
Club International are running coach trips to several Long Circuit meetings this year. The coach leaves Eastbourne Terrace, Paddington at 09.00 on the morning of the race. Adults £7.50; Under 14 £6.00.
Cadwell Park is catered for on April 3rd and July 31st.
Silverstone is also on the schedule but the brochure I received is a bit vague. Details from: Club International, 46 Windsor Road, Slough, Berks. Tel: 0753 75907.



DIFFERENT CLASS
From the Motorcycle Racing world comes the news that the Dutch governing body, KNWV, have bought two Honda 500cc Grand Prix bikes from a very limited number of machines which Honda are releasing as replicas of the works GP Hondas. The KNWV have bought the bikes for their top two national riders, Boet Van Dulmen and Beat Kleiner to have a fair chance in the World Championships. Can't be bad!

Parma Track
The New International Kart Track being completed 10 kilometres outside Parma will be running its first meeting in late summer. The track will be multi-circuit arrangeable, as is the fashion these days and has been designed and constructed under the watchful eye of the Jorge Fuentes, Ex-100 Champion and past Arisco factory driver. He is now a director of Team Kart Competition which is a kart business. Jorge has applied for CIK approval of the track and hopes to have a major championship within three years.

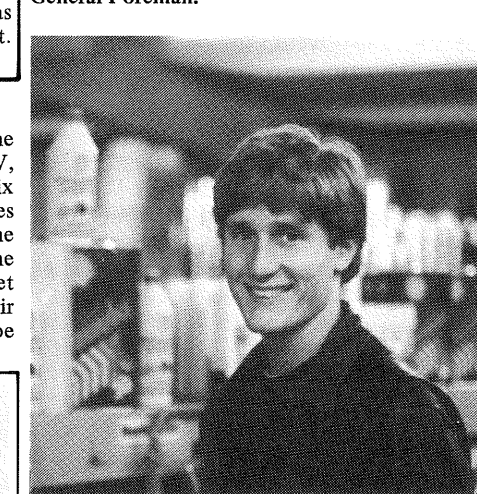
NIGEL SMITH — ART COLLECTOR
Another one of Nigel's little known pastimes. Nigel called at the K&S office recently to pick up his Adrian Lumb Original Oil Painting. Nigel was delighted with his new acquisition.

● Nigel Edwards recently won the pools as part of a syndicate. Before you start the begging letters, Nigel's share was £4.00, which will just about buy the competition fuel for one meeting. Better luck next time Nige!

Paddock Chat & Bits Continued on P 30.



Lennart Bohlin was recently over at Zip Kart building his 1983 World Championship machinery. Lennart prefers to build his equipment at the relevant factories and has done so since 1979. In the shot with Lennart, left, is Russell Anderson, Zip Competition Manager and Works General Foreman.



Josef Bertzen was over at Zip recently to pick up his 'works' 935 chassis. Josef, with the help of Martin Hines, has secured factory PCR's for his World Championship attempt in 1983. Josef will also compete in 100cc International. He will once again be under the experienced wing of Berni Orphan, the German Zip Importer.

Reward
Gary Thexton is offering a substantial reward for information which leads to the return of his Zip GP-Rotax 125 which was stolen on Friday, 18th March.
The kart is in short circuit trim and the Chassis No. is 832. The Engine No. is 138100. Gary says he has fitted the rear brake inboard and the floor tray is cut in half. It also has a modified exhaust and a special seat. There are numerous other modifications and marks which Gary has listed and will make it very difficult for the thief to get rid of. If you are offered any of this gear cheap then telephone Gary on 0223 835787 or Cambridge C.I.D. 0223 358966.

Doug Mayr pedalling hard round the Daytona banking. The black and white does not do justice to the beautifully prepared yellow Superkart.

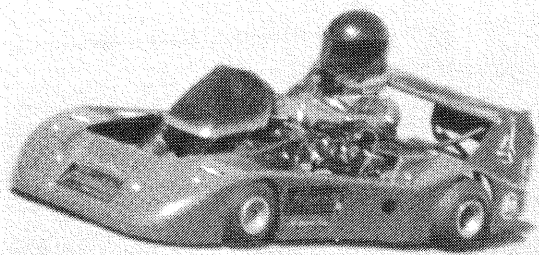


Photo: Karen Kroeger

DAYTONA

Report: Doug Mayr

Over 1,300 total entries, making this the world's largest karting event ever held. 850 Enduro and Gearbox karts plus over 450 Sprint and "Dirt" karts were on hand. The best weather we've ever had at the Daytona karting event with a few record breaking days over 85 degrees F. Approximately 30 Superkarts were entered with a total of three 25 mile heats to be run. The first on Sunday, the day after Christmas, with the next two heats as the first and last events on Monday. This being the first event which the WKA had allowed the Rotax 256 to run in, everyone was anxious to see the results.

After the start of the first heat it was clear that Team Franklin driver Doug Mayr was by far the fastest. Mayr, driving a Le Mans bodied Zip/Yamaha TZ G turned in the fastest time ever by a kart at Daytona with a 2:07.9 second lap, an average of over 108mph. The Daytona circuit being a high-banked 2½ mile tri-oval plus a challenging and twisty 6-corner infield road course. The 2:07 lap times being over 10 seconds faster than in 1980, the last time any European drivers came over to race. The finish of the first heat was Mayr by over 7 seconds, Taylor Andrews 2nd, with a Dino/Yamaha and, Scott McCook 3rd on a Zip GP/Yamaha.

The second heat on Monday morning saw Mayr once again jump out to a good lead, only to suddenly slow down on lap two with a broken gear shift lever. Taylor Andrews went on to win, Scott McCook second with Mayr limping along to a 6th place in heat number 2.

The third and final heat again had Mayr come by lap one with a nice lead. Mayr, just needing a top 3 finish in this heat to win overall, backed off a little and while Mayr was "cruising" through the infield, Joey Grubbs, who had finally got his Dino Yamaha to run properly, came driving into the inside of turn 3 and crashed into Mayr's left rear wheel. The two of them went for a wild ride through the grass on opposite sides of the track. After regaining their sense of direction, Mayr quickly repassed Grubbs on the oval, only to soon find his left rear wheel broken and tyre gone flat as a result of the crash! Mayr had to pull off leaving Grubbs, McCook and Andrews to battle for the lead, McCook taking the win in the third heat with Andrews 2nd and Grubbs dropping out. The final results ended with McCook and Andrews tied for first, each having a 1st, 2nd and 3rd place finish. Mayr wound up 3rd overall the highest finishing Rotax being 5th, driven by the Number 2 Team Franklin driver Jack Murray with an all new Zip GP Rotax on its maiden voyage!

PLAYBOY – MISS FEBRUARY 1981
Vicki Lasseter checks out the Franklin Kart Sales sponsored Superkart of Doug Mayr.
*Doug sent the relevant copy of Playboy and I can tell you, Vicki is quite a girl!

Photo: Karen Kroeger



RAC NEWS

Medical Certificates

The FISA has published that at International race meetings it will be a mandatory obligation for ALL medical certificates to be surrendered to the Secretary of the Meeting at Signing-on for inspection by the Chief Medical Officer. After consultation with both the Medical and the Race Committees it has been decided that a similar procedure will be carried out at all Closed, Restricted and National status race meetings.

This will give Medical Officers the opportunity not only to check that the certificates have been completed properly but also enable them to take not of any previous racing medical history entered on the certificates.

After collection at Signing-on, the Club will keep the certificate until the competitor has completed his racing at the event. Frequent reminders will be given during the day so that competitors will remember to pick them up before leaving the circuit.

Medical Officers will be warned that International Medical Certificates will be stamped 'INTERNATIONAL' on the front and will have pages 5 and 6 missing.

Kart Committee

At the first Committee meeting of 1983, Mr. Michael Southcombe was re-elected Chairman and Mr. Bert Hesketh Vice Chairman for a further year.

Formula E Weight Clarification

For the purpose of this regulation, front fairings and/or bubble shields will class as bodywork and the kart be subject to the higher weight limit.

Junior Karting

The Committee is concerned at the decline in Junior Karting and a Working Group has been set up to look into the entire problem. Areas which they will be examining include:

1. Possible age reduction (say, allowing Karting for Juniors from the age of 10).
2. Possible introduction of a Junior Gearbox class (50cc or 80cc motors).
3. Possible revision of Junior Britain regulations to bring them close to the original conception.

The work of this Working Group which will consist of Messrs. Brassey, Burgess, Hines, Hockey and Sutton will be greatly assisted if all clubs could inform the MSA before the end of March of their reaction to the above points and any other areas of Junior Karting which you feel should be considered.

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REBUILD

Rebuilding the engine is virtually the reverse of the strip down. However, special care should be used with the following:

Replacing Main Bearings

Heat up the cases 'evenly' and the cold bearings will drop into place. If they don't, the cases are not hot enough!

New oil seals just push in, or use a socket nearly the same size as the outside diameter of the seal to act as a drift and gently tap home.

Replacing Crankshaft

Spray a little oil or Tri-Flon on the shaft and main bearings and press home. Place a little grease or vaseline on the crankcase gasket to hold it in place and press the cases together. Great care should be used to make sure the con rod and piston are in the correct position during assembly otherwise the piston may be badly damaged.

Woodruff Keys

There are three woodruff keys used during assembly. One locating the rotary valve locator, the second under the drive sprocket and the third for the ignition rotor. A small tip is to slightly tap them down on the leading edge, that's the end nearest to you as it faces you in the groove. When tapped down slightly it presents a small taper which levels up when the relevant part is pressed home.

Rotary Valve

After replacing the rotary valve locator make sure the retaining circlip beds home into the groove. The eyes of the circlip will settle each side of the protruding woodruff key when fitted properly.

When fitting the rotary valve, make sure the piston is at Top Dead Centre. It is possible to get the rotary valve on the wrong way round, and the only way to tell is to try it both ways. The rotary valve works in a clockwise direction and the 'window' in the valve will be partially open over the inlet. The 'leading edge' of the valve is the side of the window which will block off the inlet as the valve turns clockwise. The leading edge when fitted should be the furthest of the two positions from the inlet port.

Place gasket on rotary valve cover and make sure the small hole in the gasket lines up with the pulse hole in the case. Also check this when fitting the carb gasket. Fit the cover.

The barrel base gasket should be replaced as it was removed, if it is in good condition. Make sure gasket does not obstruct transfer passages. If it does, carefully trim the offending part of the gasket away.

Barrel Replacement

Using competition oil, liberally spray main bearings and big end before replacing barrel. Also spray a little oil on the bottom of the barrel to help the piston and rings slide into the bore

Locate the rings evenly each side of the locating pins on the piston and squeeze the rings together with your fingers. Place the barrel on the barrel studs with the other hand and lower towards the piston. Great care should be used when sliding the barrel over piston and rings.

IF IN DOUBT — DON'T!

START AGAIN...

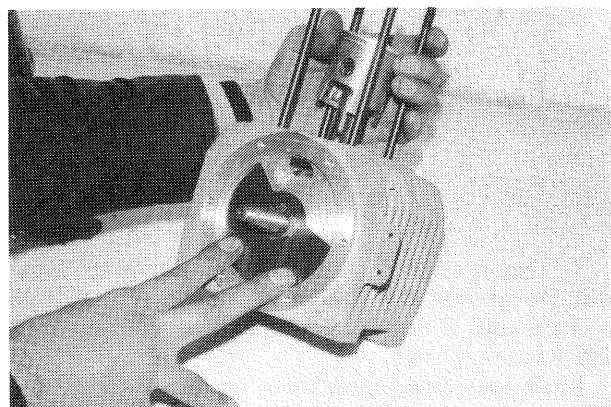
When the barrel is fitted, then replace the head, which indicates which is the front by a slight slanting of the fins to the rear.

TORQUE DOWN HEAD NUTS TO 12 ft.lb.

Timing The Engine

Using a dial gauge find T.D.C. and then turn the engine backwards 2 point 3 turns (2.3mm ignition timing). The mark on the rotor should then line up with the mark on the stator. If not, adjust the stator until it lines up and then tighten the three allen head set screws and re-check, starting from T.D.C.

Jackie Brown



Pistons

Check after every meeting and replace every 4 meetings.

Rings

Change after two meetings.

Compression

At T.D.C. the compression chamber should hold 9.5cc of oil, ideally.

Small End

Pretty tough — change every major rebuild.

Bore and Liner

Re-bore after every four meetings or when clearance anywhere is 4½ thou. or more.

Rods

Change every major rebuild.

Big End

Change every four meetings.

Crankpin

Change every second major rebuild.

Crank Assembly

The crank should be checked for true-ness during every rebuild. It should also be checked after a heavy seize or a flipped chain.

Main Bearings

Main bearings should be replaced after every 5 meetings or after a wet meeting or a heavy seize. If they feel at all gritty — change them.

Oil Seals

Change every meeting.

Race Plugs

Champion N52 or N54
Motocraft AG403 or AG603

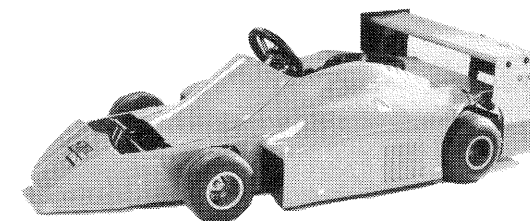
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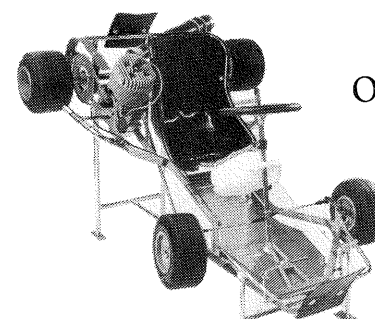
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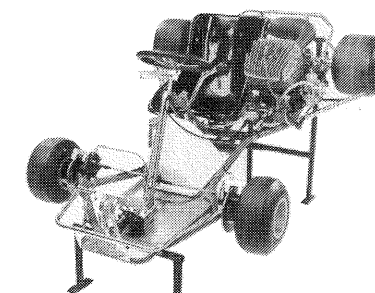


OR

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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.

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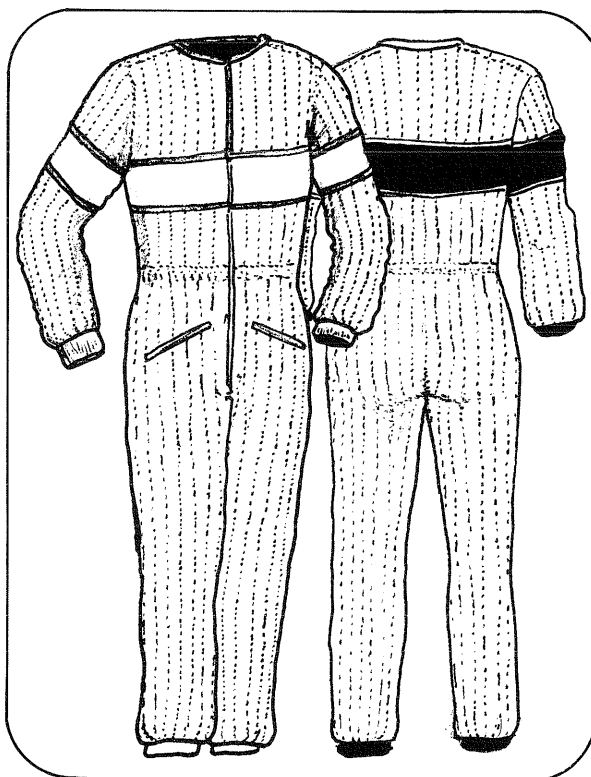
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P.C.R. 100 NATIONAL

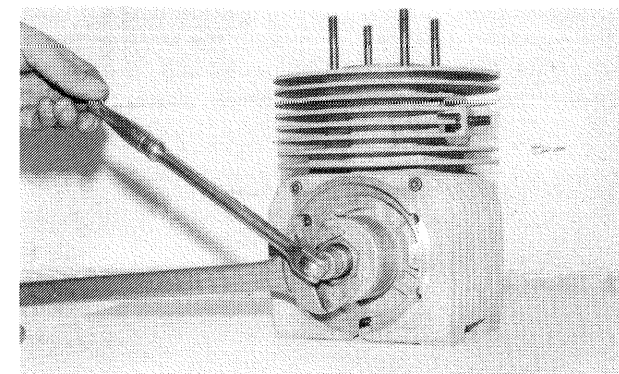
PCR introduced the ST 50/3 100cc engine
into the U.K. in 1982. It remains unchanged
for 1983 since it is considered competitive in
it's present guise. Top 135 International driver
Jackie Brown strips the 100 National motor for
K&S readers, showing the correct way to go
about servicing this straight forward engine.

Remove The Cylinder Head

Four 13mm nuts hold down the head and barrel. Remove
these and lift the head off.

Remove The Ignition

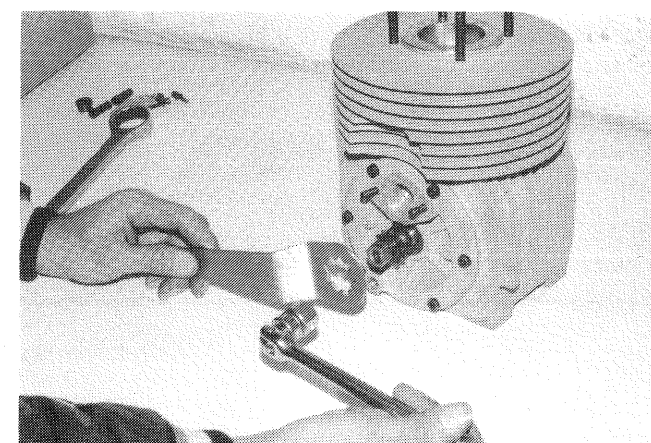
Three 5mm allen screws hold the Motoplat stator plate to the
engine. Remove these and the stator will come away from the
engine. Take care when removing the stator as the cables to
the coil feed through the casing.



To remove the rotor, hold the large nut on the rotor with
a suitable spanner and place a 17mm socket and ratchet on
the centre nut. A sharp rap on the ratchet should see the nut
slack. Remove the nut.

Screw the correct rotor puller into the rotor and again fit
the locking spanner in place. Tighten the centre of the puller
until under pressure, and then strike sharply at the spanner,
which should free the rotor. Be careful to catch the woodruff
key and place on one side for future use.

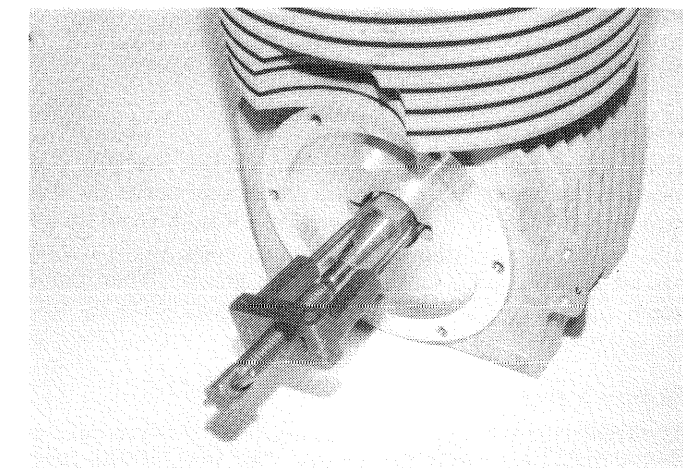
Turning to the opposite side. Apply the sprocket holder to
sprocket and use a 17mm spanner to loosen the nut, again
giving it a sharp rap. Put the sprocket puller on and lock the
puller in place with a large spanner. Once again a sharp rap on
a 17mm ratchet and socket will see the socket free. Watch for
the woodruff key and save it.



Remove The Rotary Valve Cover

Six 5mm allen head set screws hold the rotary valve cover in
place. Remove these and the cover to reveal the rotary valve.
Carefully remove the rotary valve — it should just fall off.

A circlip holds the rotary valve locating nut on the crank.
Remove the circlip with a pair of circlip pliers. Remove the
rotary valve locator. Depending on the individual engine this
may be difficult. The locator has two holes opposite each
other which can be used to remove it. Jackie has developed
a nifty little puller to remove the locator safely. Alternatively,



two probes can be inserted and with even pressure, used to
lever the locator off. **Caution:** great care should be used to
avoid damaging the cases. Catch and save the woodruff key.

Remove Barrel

Lift off, then remove gasket:-- noting position so as to return
it in exactly same manner on re-assembly. Provided it is not
damaged.

Splitting The Crankcase

Remove the seven 5mm allen head set screws which hold the
crankcases together. To separate the cases, lever the cases
apart using the fins each side of the joint. Carefully apply a
little pressure to each side in order to slide the cases evenly off
the locating dowels.

If one case comes free and the other remains on the crank,
a sharp tap with a soft mallet should see it free.

Piston

Remove the circlip from one side and throw away. Push the
gudgeon pin out. Remove the piston, remove the rings, and
check the gap in the bore.

Main Bearings

Remove the oil seal on the ignition side of the engine. It is
a throwaway item, so just lever it out. That will leave the way
clear to remove the main bearings. Heat up the crankcase on
a gas ring, making sure that the heat distribution is even. The
bearing may drop out on its own when the case gets hot
enough. If it does not, then tap it gently using a copper
drift and a hammer.

WILSON

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2nd 100 National, Nicky Fletcher TT27
3rd Junior Britain, Rob Wilson Parilla SS20
1st Senior Britain, Tim Pell Fred Arrow
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Last Round Final, Rob Wilson 4th from grid 20
on the new ME1 BOXER KART

Graham Kershaw wins last round on his
new TT22 Parilla.

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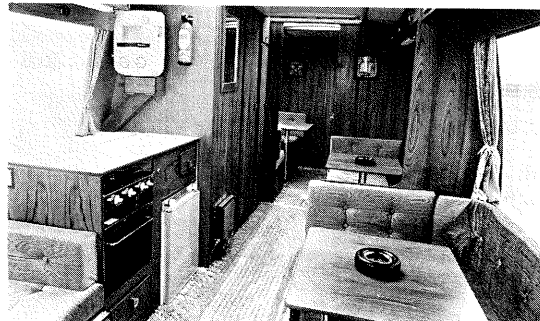
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Last month I ranted and raved about what I was led to believe were amendments to the regulations referring to bodywork on Super-karts, that is to say the requirement of a 15cm gap between the bodywork and the bubble. Due to the fact that the then Editor was in New Zealand and Martin Hines was soaking up the sun on a tropical island, my incorrect assumptions went to press, causing a certain amount of consternation amongst some proud new owners of large lumps of fibreglass. Sorry about that — the new regulations in fact say NO such thing! Though, as they stand I contend they leave much to be desired in clarity, at least before the first round of the World Championship. The regulations do refer to a 50cm maximum overall width of a bubble, and that the "bodywork (excluding bubble) shall cover no part of the driver's body seated in the normal position." According to the Oxford Dictionary . . . Body: — "man or animal dead or alive; trunk apart from head or limbs." The bubble shall not totally cover the driver's legs or impede exit or entry.

Rather in the mould of civil servants, regulation writers seem to readily possess the art of using the maximum number of words to convey the minimum amount of meaning, and frequently when confronted are totally confused as to what they intended to define or restrict!

There is nothing new in engine tuners ducking and weaving in and out of the RAC Blue Book of words — and I should know! Going back to 1964 in the heady days of Class IV which consisted of the trusty Villiers, and any of three or four types of alloy barrel/head conversions that one could use — Greeves, Parkinson, Ajax and Marcelle — we found that a 250 Greeves barrel lined down to 197 and using the quarter of an inch longer 250 con rod (which was necessary) was an infinitely superior combination to the production 197 Greeves barrel with the 9E rod. To be honest, I never really knew why — it resulted in larger crankcase openings into the transfer passages and a slightly altered effective crank angle, and of course a quarter of an inch longer transfer passages. And it was perfectly legal.

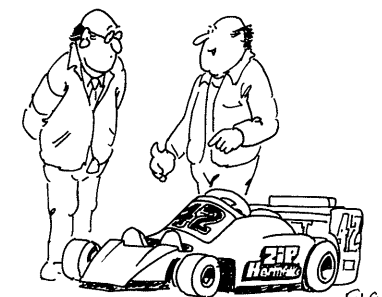
The following year the class was re-defined so that the engine had to externally resemble an iron barrelled 9E Villiers. In 1968/69 when we were having to scratch a bit to make the engines win, I thought we would see if the "long rod" idea worked on an iron barrel Villiers. It did very well, and three engines were built and found to be conspicuously effective. At that time the RAC had their ear to the ground, and it was soon known at Belgrave Square that Merlin engines had a ¼" alloy spacer under the barrel and we were notified that this was considered illegal — fair enough. My contention was, when is a gasket a spacer and how thick must a gasket be, to not be a gasket! I hadn't tried at that point to hide the fact, but it was a "fair cop." It did work, and only cost a few pounds, and extended the big end life considerably.

Not to be outdone (and few people know about this 'til now), within three weeks we had an engine running with a special piston designed with the gudgeon pin ¼" closer to the crown of the piston. First time out at Morecambe it won the "C", "B", and from the back, the "A" final! At that time Morecambe was the "hot bed" of Villiers competition. One other engine was built like this and was equally successful. Unfortunately the piston material was not up to the job and the skirts collapsed after not much more than one meeting which used to make a nasty mess of a lot of hard work.

The long rod saga doesn't end there! The



regulations stated that all parts must be of Villiers origin — so a 250 iron barrel was obtained, and lined down to 59mm bore, the fins were turned down above the exhaust to the same diameter as the 9E barrel and painstakingly hacksawed, and filed to taper them below the exhaust, as you couldn't do that portion on the lathe. A week of midnight oil was spent on just the external appearance of the barrel. The cylinder stud holes were also re-centred to conform with the 9E head. The engine when completed, was run in, tested and put away for when it might be "needed". That day came at World Cup time when the then King of Villiers, Rob Cooper, rang me up after the Sunday heats to say things weren't going too well. "The" engine was dusted off and hurriedly taken up the M6 to Heysham, and slotted into Cooper's Zip a mile or two away from the circuit! Meanwhile I was making quite a show of "tiddling up" the engine used unsuccessfully in the heats including using the "Hesketh" hone on the barrel, making sure one or two people saw me and the "normal" barrel! Cooper walked away with the Monday morning heat and the World Cup Villiers final! The engine was never used again, even though it was arguably legal, as whilst waiting on the grid I was made somewhat nervous by an inquisitive Rob Kerkhoven eyeing up the profile of the contours of the transfer passages between the fins which were somewhat different from a 9E! Being a nice bloke he didn't do anything even if he did think something — which I am sure he did.



THAT SCRUTINEER COULD ARGUE THE
HINES LEGS OFF A DOWKEY!

There were a few mutterings going round the Paddock afterwards about a special barrel, but they were squashed by Bert Hesketh saying that he had seen me honing out a perfectly legal barrel in his workshop! By this time the actual engine was southbound down the M6, soon to be sold to a friend in Kuwait!!

The main reason for recounting this lengthy confession is to illustrate the point that the tighter the regulations are, the more expensive and devious the lengths are that some people will go to in order to build a winner. What started off as a £10 or less dodge, giving performance and added reliability, ended up as a major work of "deception" to achieve the same result. The people in most forms of motorised sport who concoct regulations are not knowledgeable enough to stifle the hungry mind of an ambitious engine builder. The same people win whatever the formula. The tightest and most well intended regulations are usually the seed of the most expensive end product. If regulations in 250 International were more flexible with regard to engines, I am quite sure there would be less emphasis on "trick tyres" which don't even last a meeting. Whereas an engine, once built, costs by comparison less in the running if it is allowed to be modified to a state of competitive performance and greater reliability, which can only be achieved by the substitution of various non standard parts to the weaker aspects of the engine. If no-one has ever said "we never learn lessons by history, we only learn history in lessons" they should have done . . .

Reg Gange's end-of-last-season and beginning-of-this form must make him a very imposing favourite for the first round of the World Championship in Denmark, and the first of the TV races at Donington. A few people have belittled his handful of wins by pointing out the large number of top names who weren't at the end-of-season Brands Hatch races, and Cadwell and Snetterton this year. That viewpoint should be countered by the appreciation of the fact that come Donington he will be race-sharp and inevitably in the winning groove which at least half a dozen other top contenders most certainly won't be. Some will not have raced for nearly six months! . . . I will stick my neck out and say that Jyllandsring will be between Gange and Bohlin — it is Lennart's favourite circuit and he also holds the lap record there. When I chatted with him at Snetterton he felt he could concentrate fully on the engine now that he has a competitive chassis he can depend upon — and he has one or two demon ideas up his sleeve. He will be doing some intensive back-to-back testing in Sweden with his friend Lars Johannsen, in particular comparing Mikuni and Del Orto carbs.

He is probably the most conversant driver around in the finer arts of setting up Mikuni carbs.

Whilst on the subject of Bohlin — last month in Berni Orphan's report of the South Africa meeting it was stated that Lennart had experienced some difficulty with his "Danish" governing body over going to South Africa. This was a mistake — Lennart is of course a Swede, in fact "The Superswede."

Phillip Bingham has gone a long way since he was a regular contributor to *Kart and Superkart*. He is now the Features Editor of a new magazine, *Automobile Sport*, a monthly, covering all the upper levels of motor sport. That, in the March issue, included Superkarting, largely based around a lengthy interview with Dave Buttigieg. It is worth a read if you can get hold of a copy. There are one or two places in which he doesn't spare anyone's blushes though! . . .

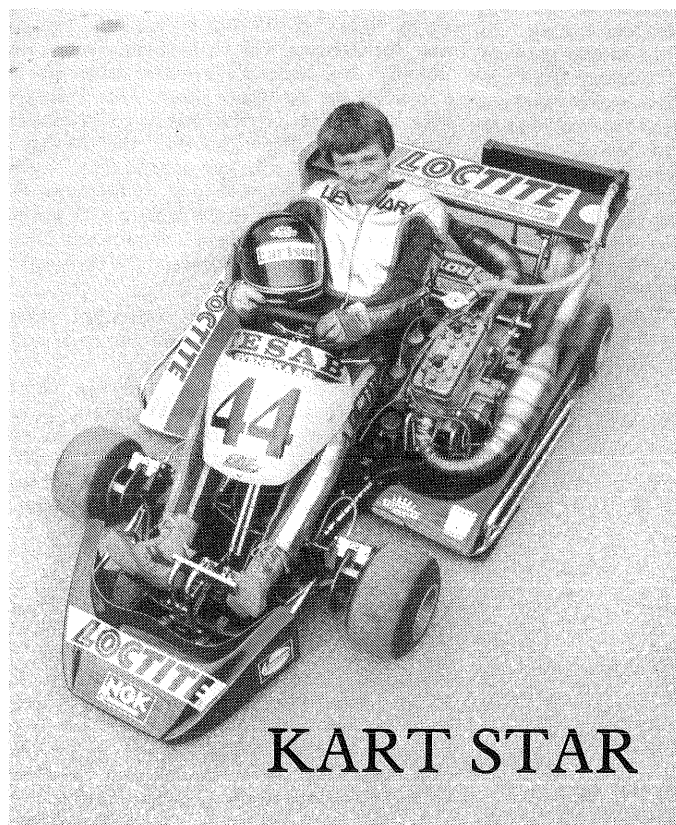
Chris Merlin

KART STAR ☆ LENNART BOHLIN

Full Name: Lennart Wilhelm Bohlin
Date of Birth: 19th September, 1943
Place of Birth: Filipstad, Sweden
Mother: Aina
Start Sign: Virgo
Height: 5ft 9ins
Weight: 11st (70 kilos)
Eyes: Blue
Married: Yes
Wife: Inger
Children: Jimmy 13 and Penilla 14
Kart: Zip GP — 256 ROTAX
Sponsors: Loctite, Tesab (Coach fittings), NGK and Kartson (Bridgestone Tyres) Tommy helmets

Mechanic: Egon Elf (7 years)
Favourite Car: Porsche Turbo
Own Car: Mercedes 300D
Transporter: Volvo Turbo Coach
Hobbies: Squash
Favourite Food: Fillet steak
Favourite Drink: Barcard & Coke
Favourite type of girl: None, just Inger
Favourite Movie Star: Steve McQueen
Favourite Film: Not really
Favourite TV programme: Grand Prix
Favourite Book: Kart & Superkart

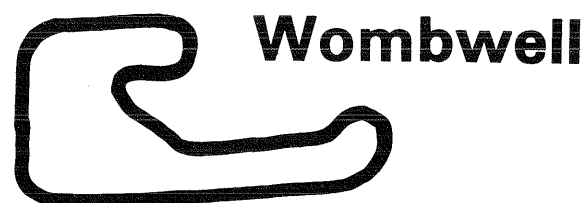
Best moment in Sport: 1st World Cup Win 1975
Most respected rival: Reg Gange



KART STAR

BRIDGESTONE/K&S Championship

TIPS by Nigel Edwards



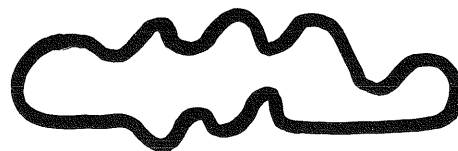
Round 1 — April 3rd, Wombwell

The first round of any series usually brings one of the biggest entries. All those winter dreams and aspirations, all that mid-night oil burning, can now be put to the test. With over 70 entries expected the racing should prove exciting and entertaining. Several repercharges should add to the thrills and all at the popular northern home of 100 National racing — Wombwell.

Although not a large pit area, Wombwell should cope satisfactorily with the entry. Camping facilities are available and the Club always tries to provide competitors and spectators with a friendly welcome. The circuit consists of a tight infield section, joined by two straights, which run parallel to each other, and a tight hairpin at the farthest point on the track. Gear selection is difficult as the main straight is over 100 metres in length while some corners are negotiated at walking pace, therefore a compromise is needed.

Safety at circuits should always be given a high priority, and this thankfully, is an area where Wombwell is improving. The old grandstand has been demolished, the run off at the end of the main straight is being graded, and work is apace to construct a new perimeter wall on the straight, with the removal of the now famous "brick wall". So all in all, with the support of Bridgestone, the most prestigious season of the K&S gets underway on April 3rd.

DUNKESWELL



Round 2 of the series moves to its furthest point south, and usually means a lengthy journey for many drivers — Dunkeswell. Situated on a large site the circuit offers the classic airfield circuit layout (long, fast straight on one side, with numerous sweeping bends on the other, connected by tight corners at each end). High kerbs and plenty of tyres/straw bales mark the circuit and have caught out many a driver. Circuit gearing is reasonably low as apart from the hairpin the corners have a flowing nature, but the secret to being quick is to set up kart and engine to give a smooth run through the twiddly bits.

80cc Gearbox

Junior Karting and Kart Racing in general presents a major problem for those trying to decide which would be the best route to take for a healthy future. The RAC has set up a working committee to investigate one possibility, which is a new Junior Gearbox Class. The class would be designed around engines which provide the motion for a thriving, incredibly well supported class of schoolboy scrambling — 80cc.

Kart and Superkart put forward the facts so that you can decide yourselves. The RAC have asked the Kart Clubs to submit their views.

The decision to even look at the possibility of a Junior Gearbox Class has once again, as is the norm, stirred up a hornets' nest.

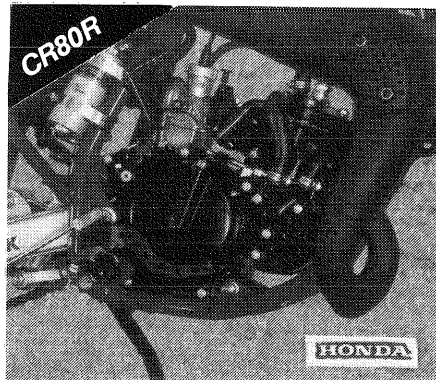
The people making the main amount of noise seem to have missed the point altogether. The idea is to bring new people into the sport by attracting them with an attractive class — be it 80cc Gearbox, 50cc Gearbox or whatever.

Pressing on — of the people we contacted who supply suitable engines, Fantic, Honda, Yamaha, Suzuki and Kawasaki supplied information relevant to this article. It also just so happens that these manufacturers are the leading marques in schoolboy scrambling.

FANTIC produce a very suitable engine in their 80cc enduro which is used for schoolboy scrambling. The engine is built around a 125 bottom end and utilises an 80cc barrel, making it very strong and reliable. Of the 1983 competitive 80cc engines only the Fantic is aircooled. It could lend itself very easily to a Formula Ford type 'control class'. At the moment in untuned state the engine produces 21bhp and has a six-speed gearbox. An excellent exploded engine diagram arrived with the information from Stuart Andrews at SOUTH ESSEX LEISURE LTD., FANTIC MOTOR IMPORTERS. Unfortunately it was damaged in the post and so became unsuitable for reproduction. Stuart would be happy to supply a similar, undamaged diagram to anyone who is interested. Tel: Mr. Stuart Andrews — FANTIC MOTOR 0277 223201.

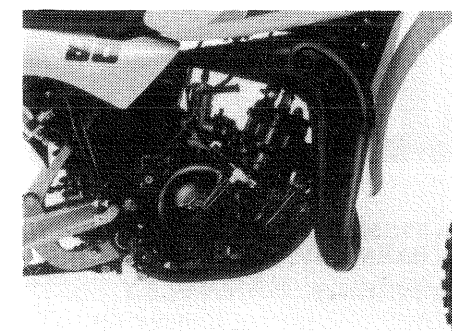
Cost £350 retail, incl. VAT.

HONDA produce the CR80R which is a water-cooled single cylinder engine. It peaks at 12,000rpm and produces 21.5bhp. The Honda uses capacitor discharge ignition. Honda are world leaders in motorcycle production and have over the last couple of years become interested in kart racing, producing a 100cc engine. The back-up is excellent. No price is available for an engine but the complete bike costs £695 including VAT.



YAMAHA have this year introduced the YZ80K which again is a watercooled engine and is reputed to be very peaky. The Yamaha also peaks at 12,000rpm and produces 20.5bhp. Engines can be supplied if the demand is great enough. Cost is £499 approx. The engine has a reed induction system and incorporates the Yamaha Energy Induction System (YEIS). Yamaha also produce a YZ50 competition engine which is an aircooled, reed valve set-up. It produces about 11bhp at 10,500rpm.

SUZUKI, like their competitors, have gone for a watercooled configuration with their RM80D engine. Unfortunately, Suzuki have never really been interested in supplying just engines. That's a bit of a shame really, because their engines have always been very peaky and ideal for kart racing, but there has never been an engine available to homologate. The RM80D is a reed valve engine which produces 22.5bhp at 12,000rpm. Cost of a complete bike is £749.80 incl. VAT.



SUZUKI

Kawasaki

KAWASAKI produce the KX80 (KX80-E1/F1). Once again like its competitors it is a water-cooled, reed valve engine. Kawasaki use the Elex seize-resistant cylinder lining, which is a bi-metal electro-fusion process developed originally by Kawasaki's Racing Department. As is fashionable in all the Japanese mini-competition engines they use oval venturi carburetors, the elongated opening enabling higher turbulence at lower revs, it enables a better mixing of fuel and air — yet, allows deep breathing at higher revs. Kawasaki are prepared to supply engines if the demand is great enough. Cost of a complete bike, as a guide, is £749 incl. VAT. Most work on the formula of an engine costing just under two thirds of the overall cost.

Whatever the outcome of the RAC investigation, they have got to find in favour of a robust, reliable engine which is going to be cheap to run and simple to maintain.

The above mentioned engines have all these requirements and some! The new class has to be rigidly controlled. The engines should remain completely box stock standard — no tuning at all. The 80cc watercooled engines produce more bhp than a good Senior 100 National, so they don't need tuning. The standard air filter should be used and a competition exhaust for kart racing should be the only addition. A header tank giving a gravity feed. The standard ignitions should be used and unmodified. The penalty for any breaking of the 'control' regulation should be a six month ban.

Others will have their own views which will appear in print. K&S will not become involved in correspondence on this matter. The RAC are our governing body and it is they who wish to know your views. Hopefully they will keep commercial influence out of the final decision. Junior gearbox karts will produce more business for the trade, not take it away as the 100cc stalwarts fear.

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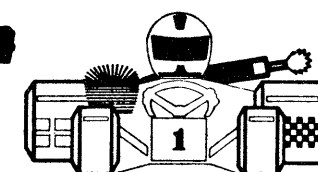
"Middle East Champion" KUWAIT	Peter Rossel	DINO 274/DINO 100S
"All African Champion"	Derick Irving	DINO 250 S/ROTAX
"Daytona Champion"	Taylor Andrews	DINO 250 S/YAMAHA
"US Champion"	Joey Grubbs	DINO 250 S/YAMAHA
"World Cup Winner"	Allan Kronow	DINO 250 S/ROTAX

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CADWELL

A WASH-OUT

Report: Mike Smith
Pic: Rodger Calvert

The first long circuit meeting of the season, the Spring National Trophy at Cadwell Park, turned out to be one of those very rare occasions when the event had to be abandoned due to weather conditions. A somewhat lower than normal entry of 160 drivers were present but by mid afternoon the organisers had no choice but to call a halt to the proceedings.

Snow was still lying in many places around the Woodlands 1.1 mile circuit and work had gone on right up to late Saturday afternoon in order to make the meeting possible. However, after a dry Sunday morning the rains came and quickly deposited streams of muddy water at various points around the track. The worst one was by the grandstand at the end of the straight and it was here that a particularly nasty incident occurred in the 210 National final resulting in the race being stopped.

The organisers then got together and after careful consideration wisely decided that enough was enough and terminated the meeting. A difficult decision to make but with the first consideration being for the safety of all concerned I think everyone agreed it was the right thing to do in the circumstances.

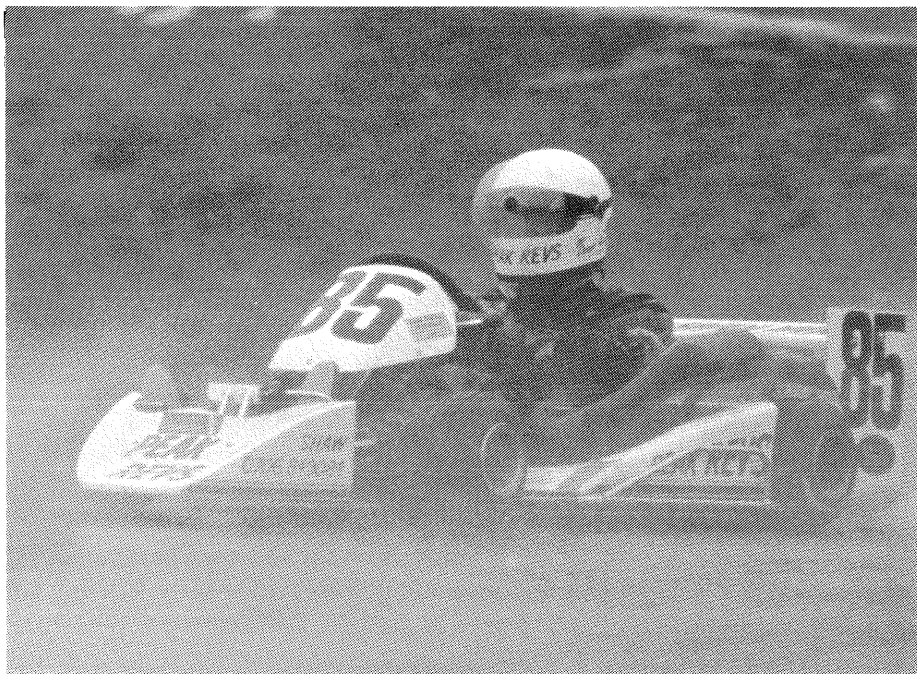
So it was a premature end to the day but at least we did see all classes complete their heats and the 250 Nationals even managed to run their final, albeit in diabolical conditions. The trophies at the end of the day were awarded based on heat results except of course for the 250 Nats.

Reggie Gange was the only Hermetite Zip representative present with the outfit also carrying Vingt Trois colours. A split fuel tank in the morning caused a bit of a panic and the promise that his new Team Boss would be duly informed!!

The 250 Nationals were the first to venture out on the tarmac for their heats and as it turned out the only class to complete their programme. Two ex Superkart drivers took the honours in the two heats with Paul Sadotti and Derek Rodgers having a win each. The final was run in worsening conditions with clouds of spray making visibility difficult to say the least. Derek Rodgers had the best spot, at the front, and went on to record his first win of the new season.

They all deserved a medal for enduring such conditions when a pair of water wings or sub aqua equipment wouldn't have been out of place.

1st Derek Rodgers	Peak Revs Zip/
	Peak Revs Yamaha
2nd Trevor Peach	Zip/CTRP Yamaha
3rd Peter King	Zip/Yamaha
4th Alan Mugglestone	Zip/Yamaha
5th Paul Sadotti	Zip/Peak Revs
	Yamaha
Fastest lap: Rodgers ... 54.1 66.54 mph	



Wet!!! ...Derek Rodgers Cadwells only final winner.

The 210 Nationals had a low entry of only 25 and it was the old firm of Newton and Doble setting the pace yet again. Bill Longden was not contesting this round but was seen in the role of spectator. The first three places in both heats were filled by the same names; Newton, Doble and George Bett. John Burns had a sixth and a fourth which gave him the fourth place trophy at the end of the day. Temple Motors' Robbie Kellett took the fifth place spot.

The 125 class is without doubt the largest numerically and had a marvellous entry of 70 drivers. That as usual, necessitated split heats and from those emerged four different winners. Chris King, Mike Doble, Stephen Coward and Mike Ballantyne were the four and proved yet again what a competitive class this is.

So, based on heat results, the trophies were awarded as follows:

1st Chris King
2nd Mike Doble
3rd Adrian Wilcox
4th Mark Webster
5th Jon Henry
6th Boyd Barrington
7th Andy Cowgill
8th Stephen Coward

Local lad Tony Martin from Louth took the honours in the P & R 125 class.

The Superkarts, as already stated, were well down on entries and as a result one or two names came to prominence in the two heats. Hermetite Zip driver Reg Gange looked reasonably comfortable in taking the first place spot in both. Duncan White all the way from Stranraer ran well to notch a third and a second with his Zip/Boyce Rotax. Richard Dean always in the top ten at least, put the Mark One colours into a second and a fourth place. Steve Rawson from Ripley managed a fourth spot in the first heat aboard the CTRP/Rotax. The winner of last October's Cadwell 125 final, Tim Parrott, was in the Superkart class with a Dino/Rotax and showed he could well be a force to be reckoned with this season. He ran very well to take third place behind Gange and White in the second heat.

With no final being held those to receive trophies based on heats were as follows: Reg Gange, Duncan White, Richard Dean, Mark Hood, Steve Rawson and Glenn George.

With so many drivers taking in the meeting as spectators and the weather coming out as the overall winner it did at least give me the opportunity to talk to a few more people than usually possible. One of the main talking points was the awful state of the pit and paddock area at the circuit. The weather obviously hadn't helped but the state of the ground was really dreadful in places with water and mud in abundance. I lived a few miles down the road from Cadwell, in Louth, for some 30 years and can remember spectating many years ago when the facilities were no better than they are today. It does seem a shame that one of the few privately owned circuits left in the country cannot provide a better level of basic amenities for both spectators and competitors. The officials shouldn't have to work in such conditions either and it is to their credit that Cadwell continues to be a favourite, for a sizeable number of competitors. Not long ago in a press interview, F3 driver Enrique Mansilla was quoted as saying that Cadwell must never change. I'm sure he meant that as an indication of his liking for the circuit and the demands it places upon drivers. Most people agree that to win at Cadwell marks one as a driver in the top class. In order to keep that respect from the drivers and motor bike riders, it might just be better to shelve plans to shorten the circuit and spend that cash on bringing the facilities up to a much higher standard. Anyone who has visited the drivers' 'wash room' will I'm sure agree on that one. The 1983 fixture list for the circuit lists some 60 meetings for cars, bikes and Superkarts along with a single venue rally event at the end of the season. That proves that the venue is popular and strengthens the case for improvements. Numbers of spectators have fallen at all circuits in recent years and when you read that they are staying away from places such as Donington, Snetterton and the like because of the facilities then it makes you wonder how Cadwell attracts anyone at all.

However I will now take off my grumble hat and leave you with the thought that by the time you read this Snetterton and the Easter Cadwell will have passed and summer will be just around the corner. The world will look a totally different place by then ... I hope!

M.S.

might expect. Richard continues "There are no 'wallies', a second rate performance will see you firmly at the back of the grid. My adrenalin flows just thinking about CIK Championship events. After a hub breakage in the final in Germany I sat with Chris my mechanic, watching the world's best at work. Chris put the watch on leading driver De Bruyn, and our faces lit up at the discovery that De Bruyn was mere hundredths quicker than we had been. I live for moments like that and that is why I was determined to raise the money to compete in 1983." Richard enjoys a close relationship with his mechanics Chris and Dennis Callingham and feels they are an important part of the team. "It is a joy to watch them work, an engine change by Chris and Dennis only just gives me time to clean my visor!" Richard seems to have a confidence in Chris and Dennis that must benefit his driving. Mechanics reading should note, that being a good mechanic means more than just keeping the kart going. A cup of coffee for the driver at the right moment and the ability to deal with problems as they arise will keep a driver's mind relaxed and uncluttered and benefit the whole team.

"I did not want to compromise the good equipment I finally had, so I decided that the sponsorship I would need must come from outside of the sport. The first thing was to work out the cost. A year in Europe plus the British Championships, totalled at £8,000." From there, Richard decided on the type of companies who could benefit from the coverage he could offer and which of those could afford the cost. P & O Ferries are the people who will finance Richard's 1983 season along with Deavinsons and Dunlop. P & O Ferries have spent large sums on increasing comfort for passengers on their ships and feel that the package offered to them by Richard fits in well with their promotional ideas and offers excellent value for money.

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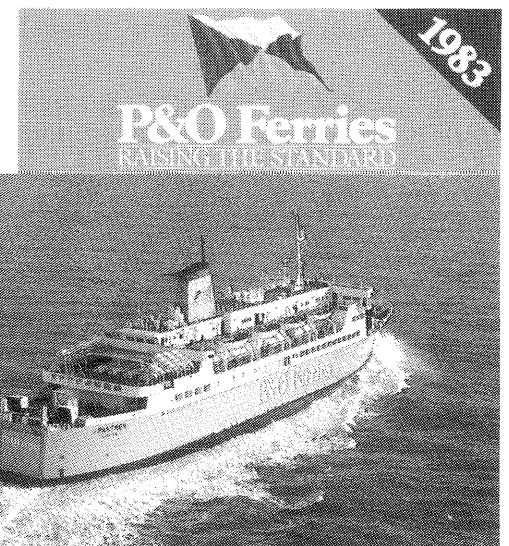
P&O



On the road, Richard drives a bright orange Mirafiori Sport, a car he chose for its good handling but admits to a heavy bias for anything Italian, from clothes to women! Days too hot for testing, he can be found at his local windsurfing lake with his brother John. They race each other of course, but with the Weatherley's gamesmanship and style count for more than merely being the quickest. John Weatherley, who will be remembered by a lot of us for his karting successes during the 1970's, including the British National Championship in 1974, is currently works Citroen driver in rallying. Lunchtime at Rhino Music Spares sees the emergence of Kart & Superkart and Autosport, it also marks the daily hour-long opening of the 'Competitions Department'. The telex buzzes for a solid hour with messages to and from tyre companies and sponsors and great self discipline becomes necessary to close the 'department' again at 2.00 pm.

Richard does not want to go car racing, he sees karting as a sport that provides all that car racing does. "Car racing costs considerably more than even top level karting and only offers extra glamour by way of return." Richard is as enthusiastic as ever about his racing and plans to continue in the sport for as long as the enthusiasm lasts. His scientific approach, natural ability and P & O Ferries' sponsorship should make him a force to be reckoned with.

Kart & Superkart would like to wish Richard and the P & O Ferries team the very best of luck in their World Championship attempt, along with the other British competitors.



RAISING THE STANDARD



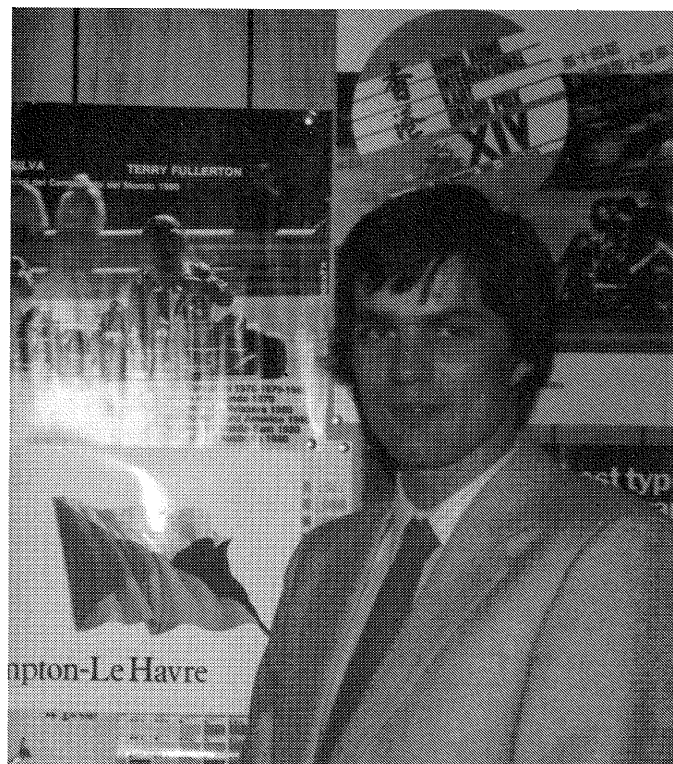
Richard Weatherley, currently one of Britain's top Class One exponents, has just concluded a deal that will enable him to tackle the European and World Championships this year. Amidst a worldwide economic recession, and a difficult time for Karting, it makes a refreshing change to hear some glad tidings. K & S brings you the facts.

Born in 1958, Richard lives and works in Dartford, Kent, where he runs the technical side of the family business 'RHINO MUSIC SPARES'. Richard designs the products and tooling for the company that is run by his brother John.

It was John who first captured Richard's interest in Motorsport and Karting in particular, when he purchased a Blow Gnat, the first Kart designed around the new super-wide Good-year Bluestreak tyres. In 1976 Richard and a friend bought a cast-off development chassis from John and an ancient K77 which they shared to cut costs.

At his second meeting, the Southern Area Championships, Richard came fifth having started at the back of the grid as a novice.

Quick to spot the potential, a sharp eyed Bill Sisley stepped in with a shiny new Kestrel Kart, hot off the drawing board. The relationship with Sisley Karting lasted some four years, but the mismatch of ambitions produced mixed fortunes for both sides. An amicable split at the end of 1980 saw Richard sign with the ill-fated Essex Karting Centre and from there back to the hard world of racing as a privateer. Despite having to race on a reduced budget, propped up with loans and large chunks of his girlfriend's salary, Richard found the situation put the much needed aggression back into his racing, which showed in continually improving performances during 1981. Interest shown by Paul Deavin caused a sponsorship-wary Richard to approach him with an idea that would enable Richard to race on Deavin prepared engines at no increase to an already over-stretched budget.



The blend of technical know-how on chassis and the extra power available from one of Paul's dyno discoveries, saw the following three meetings result in a Green Man victory, second in the 135 British Championships and sensational lap times at the C.I.K. German Grand Prix. The money had now run out for 1982 but the German Grand Prix had inspired Richard and made him determined to raise money for a sizeable racing budget, to race a full 'no holds barred' season on the continent.

The decision to race abroad has been hardened by the unfortunate decline of the International scene in Britain. Richard says "A lot of unfavourable criticism has been aimed at 135 by people who are unaware of the damage their comments do."

"It's too late in the day to fight the new class and frankly I don't see why anyone would want to, the new equipment is fantastic to drive. It's a pity there are not more drivers ambitious enough to go into 135, try for the British Team and the World Championships."

Looking down the result sheets from the German Grand Prix one would hardly expect Richard to be so pleased, especially when you consider the meeting used up half a year's racing budget. Richard explains "Big Continental events ooze professionalism from the organisation to the dedication of the drivers and mechanics. Testing for these meetings fascinates me. We work closely with a tyre pyrometer making small adjustments to the chassis and tyre pressures looking for the elusive tenth that will get you past another five drivers in the time trials." Richard is a great theorist and loves to study the principles behind all aspects of the sport. Some of his favourite theories surround the art of driving itself, and a study of the mathematics shows, for instance, that corners with a slow entry speed can be taken faster by commencing the approach curve from the centre of the road and not the edge as one



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Reggie ...shows the way to go home.

REGGIE II

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

Pit Patter

The Hermetite Zip Team made its first full appearance of the season with Martin Hines, Reg Gange and Carolynn all present. Martin was the only of the three running the full body and once again was the subject of much animated discussion as to its legality. Without entering further into the complexities of it all I would just refer those interested to Article 34 on page 71 of the CIK Annuaire du Karting. If you can get a copy that is!

Quite a number of Superkarts were around with full bodies and here even Martin Hines felt that at least one was not within the rules but he was sure it wasn't his!

With such a small entry the 210's and 250 National heats were run together, something which didn't please Marathon Man Richard Boston as it robbed him of the chance to compete in both classes.

The new Pheonix chassis from the Lubys was reported to be performing well in the 125 ranks with Kurt expressing himself well pleased with its handling. If only they can get back the level of Rotax performance of last season they will again be a force to be reckoned with. Stuart Ziemelis has still not turned a wheel this season but was concentrating his efforts on looking after customers' requirements. As at Cadwell one or two familiar faces were to be seen around the paddock although not taking part in the racing. Super Swede, Lennart Bohlin was I'm sure making a mental note of anything of interest, whilst Chris Lambden and Maxine were enjoying an afternoon free of the pressures of business with Chris in search of some help on the spanners before he makes a return to the circuits.

210 National

A combined heat of Villiers and 250 Nationals started the day's racing programme and after two six lappers Dunstonian Garages' John Newton had safely wrapped up pole for the final with a couple of comfortable wins. It was again the old firm making up the front row with GP winner Richard Boston alongside Newton. British Champion, Tim Doble was next after a second and a third with the always consistent Vincent Munday completing the front row.

motoring again and stay in front of third placed Kellett. He in turn was well clear of the Cobra of Phillip Featherstone in fourth place.

The last lap produced no more drama and that was the order at the flag: Munday, Newton, Kellett and Featherstone with Graham Hemes and Alistair Mathie being the only others to complete the full ten laps.

1st Vincent Munday Zip/APV
2nd John Newton Zip/APV
3rd Robbie Kellett Zip/Longtune Villiers
Fastest lap ... John Newton 1m 18.7 87.68 mph

250 Nationals

Peak Revs Alan Cheetham took pole for this class with a win and a second spot in the two heats. Tony Taylor, Peter Featherstone and Dave Croft made up the first row for what turned out to be a rather uninteresting 10 lap final. Enough time was in hand however to allow a separate final.

As the lights flicked to green it didn't take Alan Cheetham long to make his mark and the Peak Revs man was in front as one lap was completed. Paul Taylor, from the second row, got a flier but failed to last the lap and it was Dave Croft leading a bunch of seven or eight karts as they entered lap two.

By lap four Cheetham was out on his own with a long gap before Peter King, Peter Featherstone and Ross Hyett appeared. Featherstone was obviously in trouble for he began to slip back, elevating Tony Taylor to fourth spot ahead of Dave Croft.

Into the second half and Cheetham was the length of the straight ahead with King, Hyett and Croft well spaced out behind him. Tony Taylor's progress had halted on lap nine whilst Featherstone was moving up after his earlier hiccup and was in sixth place as they began the last lap.

Alan Cheetham motored serenely on and crossed the line some twenty seconds clear of Peter King who was six seconds clear of Ross Hyett. The next three, Croft, Featherstone and Barry Tomlinson were a further seventeen seconds adrift but separated by only half a second as they crossed the line.

1st Alan Cheetham Peak Revs Zip/
Peak Revs Yamaha
2nd Peter King Zip/Yamaha
3rd Ross Hyett Zip/Yamaha
Fastest lap ... Alan Cheetham
1m. 16.4 90.32 mph

Determined concentration.

Vincent Munday drives for the flag.



Peak Revs 250 National Steamroller... Team boss Alan Cheetham.

125 National

Although the 125s had the largest entry they were still able to complete their programme without the need for split heats as is often the case. Two heats and a ten lap final were on the cards then and pole position was taken by Andy Cowgill with his Coward tuned Rotax. Two second places earned him that position. Team Lancer's Boyd Barrington won the first heat in fine style but failed to finish the second six lapper and languished on the seventh row for the final. The second Lancer team driver, Peter Tippell won the second heat and coupled with an eighth place in the other heat he started from the front row. A third and a fifth put Keith Glendenning alongside Cowgill for the final with the Dino of Mark Allen completing the row. Air Kilroes' Kurt Luby was having one of those days, with a Rotax seizure putting him out of the first heat after getting a demon start. The second heat wasn't much better with the result sheet showing only four laps completed. It can only get better and Jim and Kurt are determined that it will!

For the first three laps of the final it appeared to be anyone's race as Mark Allen, Mike Doble and then Keith Glendenning led at some stage. Kurt Luby had already pulled off round the back of the circuit.

Team Lancer's Peter Tippell was making progress though and as the leaders sorted themselves out it was indeed Tippell who led as they completed four laps. Glendenning, Doble, Allen and Ian Beaumont were battling it out in true 125 style for second place. The latter was quickly getting to grips with the long circuit scene and was performing magnificently in fifth spot.

By half distance Tippell and Glendenning were out on their own in first and second places. Ian Beaumont had benefited from Mike Doble's departure and was in third place but being pressed by Allen and Les Cooper.

The leading pair consolidated their lead over the next two or three laps and by lap nine Tippell had secured a three to four kart advantage over Glendenning. Both Allen and Cooper had got the better of Beaumont who had slipped to seventh place. He had however shown that with more experience he is going to liven up the 125 class even more.

As the flag was prepared for the winner, Ian Rushforth could not contain himself and was seen jumping up and down with delight as his driver Peter Tippell crossed the line a mere second ahead of Glendenning. Allen and Cooper had held the next two places in what had been another good to watch 125 final.

1st Peter Tippell Lancer/Rotax
2nd Keith Glendenning Zip/Rotax
3rd Mark Allen Dino/Rotax
Fastest lap ... Peter Tippell
1m. 17.9 88.59 mph

Superkarts

Still a lot more of the 'names' missing from the Superkart ranks for this one but as they say the cream is always at the top and today was no exception. Grand Prix winner and now Hermetite Team member, Reg Gange, carried on where he had left off at Cadwell with two fine heat wins. The first one came after a terrific dice with Wigan Kart Centre's Derek Price. This was the latter's first appearance this season but he certainly didn't appear to be lacking practice as he made Gange fight all the way for his first place. A third place in the other heat was good enough to put Price on the inside of pole man Gange for the 10 lap final.

Next up was Hermetite Zip leader Martin Hines who secured a fifth spot from the first heat but improved on that to take second in the next one to put himself in third spot on the front row for the final. The Wharfedale Zip Yamaha ... that's right Yamaha, of Alan King completed the front row after a fifth and sixth place. Steve Rawson, Malcolm Burnett and Richard Barber made up the second row. The third row contained a few more not too familiar names with Gary Lyons, Tony Lowther, Graham Steer and Keith Allen being the occupants.

With so many of the established names still missing and Reggie Gange looking to be in devastating form you could perhaps have been forgiven for thinking that all he had to do was cruise home.

Derek Price and Martin Hines had other ideas though and as Ian Rushforth flicked the lights to green at about five past four, Reg had a fight on his hands. Into the Esses for the first time and Price led, Hines was next with Gange in third place. The three of them were scrapping for every inch of the track and as they swooped out of Russell to complete one lap Gange had edged by Hines with Price grimly holding the lead. Lap two and the battle was really hotting up as Gange pushed the Hermetite Zip past Price to lead into the Esses. Price was having none of it and by the end of the next tour he was back in front! The pace of the three leaders was such that they already had a substantial lead over the rest with Mark Hood running a lonely fourth followed by Belbin and Rawson. A further gap appeared before Alan King came into view in seventh place.

Laps four and five and things changed again, Reggie Gange still led, Hines had got by Price to make it a Hermetite one ... two. The gap back to Hood was increasing all the time emphasising the superiority of the front trio. Belbin and Rawson were still battling it out for the next two places but a long way adrift of Hood.

Lap six and by the time the leaders reached the end of the Revett straight Price had again got the better of Hines. Perhaps that little nudge on the previous lap had been enough to sway the concentration of the Hermetite Zip Team leader! Gange meanwhile started to just edge away from Price with Hines a similar distance adrift in third. As eight laps were completed the leading trio had an enormous advantage over Hood and at the start finish line the red full bodied Mark One outfit succumbed and pulled off into retirement. That left Belbin and Rawson to continue their fight but it was now for fourth place. Alan King was still running a lonely race in sixth spot but looking quite comfortable.

The final two laps produced no real drama as Gange pressed on in fine style to take the first Superkart victory of '83. Price and Hines held station in second and third places. An indication of the pace was to be seen in the result sheets with the first three averaging just over 100 mph for the ten laps.

Malcolm Belbin in fourth place turned in a race average of a shade over 95 mph.

Only eight drivers completed the full race distance of 10 laps.

1st Reg Gange Hermetite Zip/Rotax
2nd Derek Price WKC Zip/WKC Rotax
3rd Martin Hines Hermetite Zip/Rotax
Fastest lap ... Gange 1m. 7.4 102.39 mph
M.S.

Who says Lancers don't handle? Peter Tippell on his charging Lancer, winning the 125s.

