

A New Dimension in Karts

# GP Karts

by **ZIP**

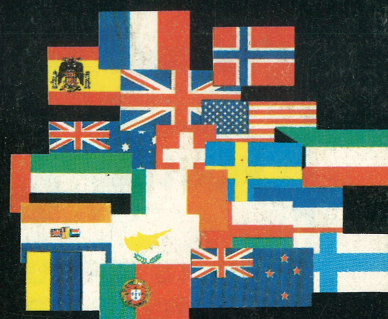


The dominance by Zip Karts in 125, 210 and 250cc racing has been established in no uncertain way over many years of competition — more major awards being taken than by any other make.

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



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



Champions throughout the world use ZIP equipment.

Designed for Champions  
by Champions

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

**ZIP**

KART

Pindar Road Hoddesdon Herts

Hoddesdon 463371/468503

Telex 8176759 Tel EXP ZIP

# KART 70p May 1983 AND SUPERKART

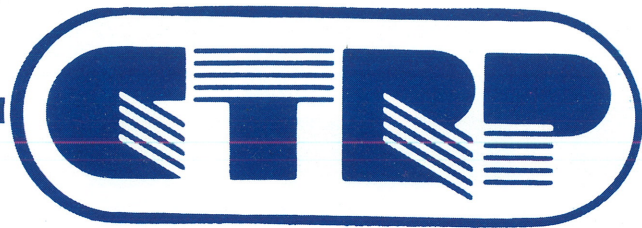


## Cadwell Superkarts

- K&S 1 — Wombwell
- Profile: Derek Price

- Valence 135's
- Super One Series





**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 BREM-BO braking system with FI adjustable bias control plus aeroquip brake pipes (new lockheed on test). New Minilight wheel kits, foam filled drivers seat to suit your body shape, rev. counter, temperature gauges. 4 core radiator and Alloy hose fittings, fibre glass any colour in all styles.

All of this race prepared and tested at Silverstone.  
NEED I SAY MORE?!

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

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

*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 .....	£1,200.00
PRODUCTION LC 250 Yamaha, (Production racer) .....	£600.00
HIWAY Single-seater Hang Glider, trike and engine .....	£800.00
ZIP GP 250 Rotax, plus spares .....	£1,750.00
DINO TZ 250 Yamaha .....	£950.00
ZIP GP TZ 250 Yamaha .....	£1,050.00
STAR 210, plus spares .....	£275.00
CTRP Works 250 Rotax, ignition, carbs and exhaust .....	£995.00
CTRP 250 Yamaha, carbs, ignition and exhaust .....	£450.00
125 Rotax engine, carb and ignition (tuned) .....	£600.00
350 Racing Hovercraft (Betacraft) .....	£3,250.00
Formula 2 Racing Hovercraft .....	£4,500.00
Formula 1 Racing Hovercraft .....	£5,400.00

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

WE SUPPLY AND DISTRIBUTE ALL PARTS ASSOCIATED WITH THIS SPORT

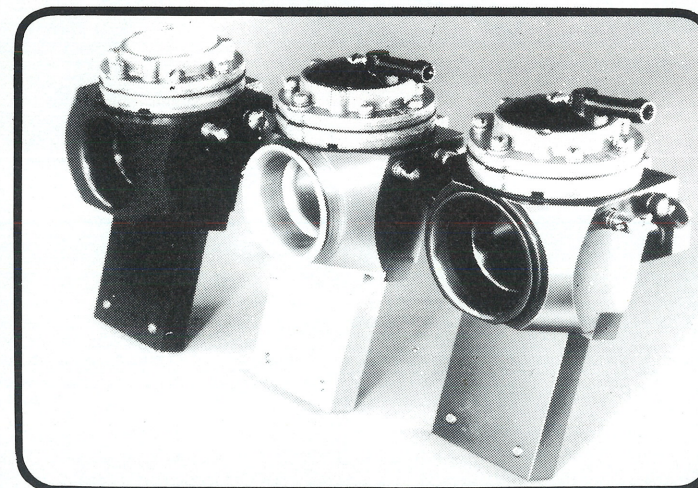
RING US ON (0327) 857458 or 857418 OR CALL IN TO  
UNIT 3, SILVERSTONE CIRCUIT,  
SILVERSTONE, NR. TOWCESTER, NORTHANTS.

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



# Redhill Racing

## Fit a Redhill 100 cc or 135 cc Slide Carburettor



Engine Tuning and Preparation our Speciality.  
Dyno Testing Facilities while you wait,  
Crankshaft Splitting, Boring and Honing.

**REDHILL** Slide Carburetors. Overalls, Boots,  
Gloves, Visors and Helmets. Agents for Zip,  
Sprint and Birel Karts and Equipment.

Midland Agents for B M Karts and Engines.

Spares available for Engines. DAP, KOMET, BM,  
P.C.R, SIRIO, PARILLA, TKM. Complete range  
of secondhand Karts and Engines Ex Stock. Mail  
order C.O.D. service. Trade enquiries welcome.

Main agents for **Bm** Karts

**birel**

**PARILLA**

**TKM**

**ZIP**

**KOMET**

**DAP**

**BELL  
HELMETS**

AGENTS FOR DUNLOP, GOODYEAR  
AND BRIDGESTONE TYRES

Access and Barclaycard

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



## PROVED PERFORMANCE PAYS!

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



## GEORGE KING RACING SUITS

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

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

**100 TRENT BOULEVARD  
WEST BRIDGEFORD  
NOTTINGHAM**  
**Telephone: NOTTINGHAM (0602) 821539**

JNR/SNR BRITAIN, Zip/TKM FF99 3-port.  
Chassis recently resprayed, 100cc engine as new.  
Little used. Complete. Ideal Novice, £320. New.  
phone Beyton (Suffolk) 70759

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

ZIP 100 KOMET, National. Perfect condition.  
Rebuilt, not used. £235. Telephone: Collier  
Street 513 (Kent) evenings.

100 NATIONAL ENGINES. Mistrale prepared  
PCR, 50.1 bore £225 and K88, 50.9 bore £100.  
Tel: (0823) 432792.

100 NATIONAL DAP/HEWLAND — complete  
with stand, wets on rims, sprockets, carbs., etc.  
Ready to race and in excellent condition £300.  
Might split. Tel. Farnborough 511698 (Hants.).

ZIP SHADOW 80 GT. Very fast Zip engine  
with new liner and piston. Fully tuned Dart-  
ways. Just run in. Two carbs. Spare set of slicks  
plus wets on rims. Spares include chain, exhaust,  
sprocket, axle, stand etc. Bargain, £300. Tel:  
Downland 57110 (Coudsdon, Surrey)

100 NATIONAL complete outfit for sale. Dea-  
vinson Sprint fitted with WRE Parilla. Plus wets,  
stand, tools, sprockets etc., £325 o.n.o. Phone  
0606 882640.

## BEDFORDSHIRE KARTERS

*Come to us for!—*

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

### PEGASUS KARTING

**4c Church Square,  
Leighton Buzzard,  
Beds. LU7 7AE**

**TEL: Leighton Buzzard 371324**

125 DINO '82 ROTAX. Giving up. Complete  
outfit with spare; slicks, wets, sprockets etc.,  
£825. Trailer, built for karting, £90. Tel:  
Stroud 79214

210 — Zip GP complete outfit, very competi-  
tive, plus many spares. £495. Tel: 0234 852  
414 and 768653 anytime.

ZIP 210 UPTON motor needs running in,  
wets/drys, Motiv exhaust, spares £385 o.n.o.  
Tel: (0332) 672653. Derby.

BARLOTTI 210 COMPLETE. Immaculate. 2nd  
place trophy last time out. Wets, spares etc.  
Must sell. Tel: Camberley 32648

AERO 210 UPTON. New Motoplat, pistons,  
bearings, side tank, cast rims, wets, spares,  
tools £280 the lot. Tel: (0782) 504134

210 BARLOTTI, quick Upton. Discs, Dunlops  
and Goodyears, fairing and wets. '82 GP trophy  
winner, £490 o.n.o. Tel: 01 223 2723

BARLOTTI VILLIERS 210, 1979, Merlin  
tuned, competitive, recent rebuild, many spares,  
stand, cover £295. Tel: Paul 01-567 0420 or  
Andy Ruislip 73507

FAST 210 ENGINE, Peter Haywood prepared,  
complete with carb., Motoplat ignition, exhaust,  
£200. Going 125. Tel: Dave Ricketts, Maid-  
stone 39352.

100 BRITAIN ROLLING CHASSIS. Winner of  
Club Championship. Excellent condition, £150.  
Can supply engine if required. Tel: Tamworth  
(Staffs) 58950

DEAVINSON 125 chassis fitted with Upton  
210. Set of wets, spare barrel, gearboxes,  
carb., exhaust etc. Engine not yet run in. Host  
of spares incl. stand. Exchange road bike or  
£330. Tel: 0842 62283 (Norfolk)

ZIP 981 CHASSIS converted to 125 with Kel-  
gate brakes. Used by Roger Goff. With Honda  
125cc, PR Class. Immaculate, £500. Phone  
Bedford 66549.

ZIP GP ROTAX 125, fully tuned, hardly raced.  
Merlin pipe plus spare pipe. Bridgestone slicks  
and wets new, new piston and ignition. Bubble  
and front cone. Trophy winning kart, £1,200  
o.n.o. Must be seen. Tel: 061 792 3256.

125 ZIP SHADOW/YZ125E TVM tuned, very  
clean, reliable, well maintained. PMP pipe,  
nose cone, bubble. Some spares, stand. Can  
deliver, £400. Phone Eastleigh (0703) 614250.

FOR SALE: 125 Engines. Yamaha TD125,  
Motiv etc. Honda CR125, Motiv etc., Spares  
include barrels, carbs, pistons etc. All must go  
— to best offers. Tel: Camberley 32648.

SPRINT 125 FRAME. 1980, not raced for 18  
months, vgc. Spares include tachometer, wets, stand,  
sprockets etc. Just need engine for competi-  
tive racing. Must sell. Offers. Tel: Derby (0332)  
799585.

## TEAM SCHEMES

STICKERS — BADGES

AMERICAN T-SHIRTS SWEAT SHIRTS

LEATHER LETTERS RACE NUMBERS

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

BLACK PREMIER CHASSIS. Goodyears. Mint  
condition. One meeting only. £300 o.n.o. Must  
be seen. Tel: Barnsley 726188

100N SPRINT, hydraulic brake, clean kart  
£130. T70TT TF, Fullerton tuned, complete.  
Very fast motor. £250 Ring Lincoln — night  
only 685648.

DART 82. Only raced 4 times. Brand new  
Hewland Arrow engine, set slicks and wets.  
Plus suit, 32" chest and boots, size 5. The lot,  
with stand, £500 o.n.o. Phone: 030381 2440

WANTED — 100 JUNIOR BRITAIN, suitable  
for 11 year old. Just beginning. Also requires  
leathers and helmet. Tel: 0484 714949

ARROW BRITAIN ENGINES for sale (two)  
completely rebuilt. Both 50.7, not yet run.  
£175 each o.n.o. (Middx.). Tel: 01-941 2235  
day, 01-979 8989 evening.

100 JUNIOR BRITAIN. Good condition, com-  
plete outfit, plus new wets. £225. Leathers  
£50. Tel: 051-427 2940 evenings.

BRITAIN KESTREL 83 — only two meetings  
old £170. Kestrel 82, 6 meetings old £150. Two  
very quick Britain Arrows £200 each. Set wets  
£40 once used Dunlops £20 a set. Phone David  
Germain, Maidstone 61508

## HEJIRA RACING DEVELOPMENTS

### ELECTRONIC REV COUNTER

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

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

£56.63 + £2.50 P&P.

Total inclusive of VAT £68.00

CHEQUE OR P.O. TO:—

HEJIRA RACING DEVELOPMENTS

18 GORRICKS

STONY STRATFORD

MILTON KEYNES, MK11 1HB

TEL: 0908 563281

(S.A.E. FOR SPEC. SHEET)

## ADVERTISERS' PAGE INDEX

Andover Norton . . . . .	23
Apple Karts . . . . .	4
Club International . . . . .	27
C.T.R.P. . . . .	IFC
Dale Karts . . . . .	14
Dino Racing . . . . .	13
Evans Racing Engines . . . . .	6
Fred . . . . .	4
Goff Racing . . . . .	27
John Mills . . . . .	27
K & S Subscription Form . . . . .	15
Merlin Developments . . . . .	22
P & A Karting . . . . .	22
Parker Racing Engines . . . . .	22
Paul Carr . . . . .	22
Redhill Racing . . . . .	IBC
Silverstone Circuits . . . . .	21
Trenchex Tractors . . . . .	23
Wilson Racing Engines . . . . .	27
Zip Kart . . . . .	4, 11, 19, 24

HONDA CR125 complete with PMP blown  
pipe, tuned Mikuni carbs and ignition £165.  
Also CR125 with Motiv pipes, Keihen carbs  
and ignition £130. Both ideal for P & R Cham-  
pionships. Telephone: Wellingborough 226458.

125 ZIP ROTAX, 1982 engine with Goodyears,  
Dunlops and wets on rims — also side tank,  
centre tank and front fairing. Ground effect  
tray, jets, sprockets and stand. Offers around  
£695. Tel: Colchester 34349.

ZIP YAMAHA 125 — very fast, extremely  
reliable, ready to race. Spare barrel and head  
plus many other extras, £425 o.n.o. Tel: Cam-  
berley 62009.

## HT BOLTS — ALLEN SCREWS — NYLOC NUTS — ROD ENDS

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

**DIAMOND ENGINEERING Co.,  
6 Woodfield Road,  
Welwyn Garden City, Herts.  
Tel. Welwyn Garden City 35141/2**

SPRINT RS210 rolling chassis, discs, front  
fairing, sprockets, and resprayed. £250 o.n.o.  
Also Blow rolling chassis. No reasonable offer  
refused. Phone: (0533) 775800 day, (0533)  
403155 evenings.

ZIP KART 210 NATIONAL, APV, Grand Prix  
winning engine. Spare Upton engine. Trailer  
plus all spares. Will split. Tel: 01-651 2907.

VILLIERS 210 ENGINE complete except for  
exhaust plus some spares £200 ovno. Ring  
Derby 40979 after 6pm.

250 NATIONAL LYNX/YAMAHA. Full rebuild  
Zip fibre, Motiv, Volvo pump, Mikuni adjust-  
able Powerjet carb. '81 British Champs winning  
chassis. Handles and performs well. Very quick.  
Boost bottle. Redundancy forces sale. £400  
o.n.o. or p/ex. van or car. Tel: 021 588 7893.

BARLOTTI KART 250 single cylinder Mark  
10 Barlotti engine plus many accessories.  
Never used, £950. Tel: 01-328 9417 (after  
7 p.m.)

100 NATIONAL — Lane Aerospace Pro-  
tuned K88. Very quick kart, also spares etc.  
2.8 injection forces sale, £300 o.n.o. Ring  
Steve on 01-303 5329. (Can be seen at Tilbury)

## 4 BERTH CARAVAN

12' 6", fire, loo, electric lights, new fridge,  
etc. Nice condition.

£600.00 o.n.o.

TELEPHONE: 01-394 2228 (day)  
01-337 1263 (evenings)

# KART AND SUPERKART

Monthly

No. 53

## COMMENTARY

In more ways than one this Easter was more like Christmas — certainly the sun was seen only in small doses, conspicuous mainly by its absence. The snow was falling at both the meet-ings 'Yours Truly' attended, and it was very plain to see that many a karter had spent his hard earned cash on tyres rather than on Easter eggs, and his time unwrapping the latest Bridge-stone S.L. tyres.

The Wombwell meeting was the first round of the Bridge-stone Kart & Superkart Championship and every one of the 86 entries had at least one set of the tyres. It is many years since I last attended a meeting where every driver appeared to be completely satisfied with the wear and performance of the tyres he was using. The only complaint appeared to be that the tyres were in short supply. This situation was fortunately only of a temporary nature, and was caused by the late arrival of a consignment by sea from Japan. As the port closed down on the Thursday, the tyres could not be cleared before the weekend.

The officials at Wombwell are to be congratulated on the first class promotion of the meeting, and the help they gave in making sure that all drivers did have tyres to enable them to take part in this meeting.

From Wombwell I travelled across country to the meeting at Cadwell where once again the sun was shining, sorry, the snow was falling. I don't know how fast karters travel on the roads in Britain, but Nigel Edwards informed me, with what seemed like assurity, that it would only take me one hour to get to Cadwell from Wombwell. I must remember to let him into a secret — my helicopter is out of order!

I did get to Cadwell in time to see the final, which certainly produced some very good racing from the very full grids in all classes. But my God, was it cold? As I said, it was more like Christmas than Easter.

MARK HINES

## FRONT COVER:

**Controversial, but always competitive, Derek  
Higgins featured in the action at the opening  
round of the Bridgestone/K & S Champion-  
ship. Our coverage begins on page 5.**  
(Photo: R. Calvert)

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

ADVERTISING. JAYNE SPEIRS

Distributed by Surridge Dawson Ltd., New Kent Road, London.  
Printed by The Enfield Printing Co. Ltd., Enfield, Middlesex.

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

Copyright — Kart and Superkart Ltd. 1983.

# contents

2

## Just Heard

Latest news and views from around the  
world of karting.

5

## Prior's Pearler

Opening round of the Bridgestone/K & S  
100 National series.

8

## Hines' Happy Easter

The long circuit season comes to life at  
the Cadwell Championships.

12

## Mainly Merlin

Chris Merlin on Super Licences, rear  
engines, the World Cup, and more . . .

14

## Wilson's 135 Opener

The European 135 series begins with the  
status quo at Valence.

16

## Snetterton Super One

Opening scenes for the replacement series  
for Green Man/Sam followers.

20

## Derek Price

Mike Smith talks to a Superkart driver  
who began way back in Juniors . . .

23

## Hines Quarter

Martin Hines gives a few tips on how to  
go racing abroad.

25

## Club Scene

Latest coverage from around the club  
racing circuits.

30

## Kalendar

Where and when to see karting in the near  
future.

## NEXT MONTH\*

Snetterton Superkarts

K & S Round 2

"Super One" series

PUBLICATION DATE: 2nd JUNE

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





Without a major sponsor, Nigel Smith, here leading Gange in race 1, took the opportunity to advertise for one . . . (Pic: R. Calvert)

## Smith Scores TV Times Opener

You've probably seen it on the box by now, and will know that the opening round of World of Sport's Superkart series was, as seems the norm at Donington, good television. With sponsorship now from TV Times, the future of televised Superkart racing looks secure . . .



TELL ME - WHAT IS THIS SECRET WEAPON THAT CAROLYNN IS THREATENING TO USE TO DISTRACT THE OPPOSITION?

Apart from TV race specialist Nigel Smith, it wasn't a day for the establishment, with the result that several new names made a welcome appearance in the picture.

After Martin Hines' usual TV race luck sidelined him in race one, it was left to Smith and Reg Gange to dispute the lead. Further back Steve Stylin circulated alone, while Carolyn Grant-Sale got the best of a battle with Malcolm Belbin for fourth. Up front, Gange inched nearer to leader Smith, diving inside at the final corner to win — by two hundredths of a second . . .

Race two could almost have been conducted at a stock car oval . . . Hines couldn't start his replacement engine, while at the first corner Chris Lambden was punted out of the competition. Two hundred yards on and the same fate befell Gange! Stylin was out with mechanical problems — which left Smith to try and catch lead pair Graham Roscoe and Belbin.

An almighty clash between Smith and Belbin — for which neither could specifically be blamed — saw the latter spinning along the grass, but fortunately keeping the engine going and restarting for a fine third. Smith survived to move in on Roscoe, going past with three laps to go. But it wasn't over . . . A big slide over the kerbs let Roscoe back, and it took another lap before Smith could squeeze past. "The Rocket" looked to be struggling a little with a twitchy chassis — later to be revealed as a broken seat stay — and it was a shame to see him rotate out of the contest on the last lap.

This left Nigel well clear from . . . yes, Carolyn Grant-Sale, circulating rapidly for second and second overall for the day, ahead of the annoyed Belbin, Richard Arnold and Mark Hood.

**Overall Result, TV Times Superkart Challenge, Round One**

1st Nigel Smith	Zip/Berry Rotax
2nd Carolyn Grant-Sale	Hermetite Zip/Rotax
3rd Malcolm Belbin	Zip/Rotax

## RAC News

Items of interest emanating from the April meeting of the Kart Committee are:

**Formula E.** The RAC MSA has made the following clarification of article 34 of the CIK Annuaire, the bodywork rule:

- 1) While the bubble shield may join the bodywork, it must be detachable.
- 2) When detached, the bubble shield must comply with the size regulations (ie. not wider than 500mm).
- 3) With the bubble shield removed, the bodywork must not cover any part of the driver seated in the normal position.
- 4) When in place, the bubble shield must not totally cover the driver's legs (ie. at least the bottom part of the leg above ankle must be exposed).

**Formula E Weights.** The final paragraph of the CIK Annuaire article 34 is ambiguous in that it could be construed to mean that a floortray was classed as bodywork and that a floortray alone could qualify a kart for the 'with bodywork' weight. This is not the case, and provided the floortray complies with article 19 it is not classed as bodywork.

**Formula E Side Bumpers.** The RAC MSA clarification of CIK article 18 is as follows: "A competitor must present the kart for scrutiny to comply with the quadrilateral ruling. However, this does not preclude later track adjustment or the use of tyres of different widths. However, at no time may any bodywork extend beyond the quadrilateral."

The following additions and alterations to section R6 of the Blue Book were approved for 1984. However, as they are safety measures, clubs may impose the alterations immediately if they so wish:

New R6.3.4 for Short Circuits: Karts will be formed up in the assembly area and push started as soon as the green flag is shown. Each circuit will establish a 'safety line' beyond which it is illegal for the kart to be pushed by any person other than the driver. The only exception is in Junior events, when the regulations allow for official pushers after the start. Old 6.3.4 becomes 6.3.5, 6.3.5 becomes 6.3.6 and 6.3.6 becomes 6.3.7.

New 6.7: Any driver, other than Juniors, receiving outside assistance from which he may be deemed to have gained an advantage, between coming under starter's orders and the end of the race may be excluded from the results at the discretion of the Clerk of the Course. Old 6.7 becomes 6.8

## Castrol Help NatSKA

Castrol are entering the National Schools Karting arena, by sponsoring the NatSKA Enduro Championships, at Alamein Barracks, near Great Driffield, Yorkshire on May 7th.

The Company also hope to get more involved in NatSKA, by involving their own design department in drawing up chassis designs that could easily be constructed by most schools.

Please note that entries for Kimbolton meetings will no longer be accepted by telephone. Entries must be written and sent to: Hunts Kart Racing Club, Mrs R. White, 50 Hawkins Road, Cambridge.

### THE CHAMPIONS ALL USE MERLIN EXHAUSTS

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

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

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

TELEPHONE: RAVENGLASS (06577) 244

100 INTERNATIONAL/NATIONAL with SS20. 100 National/Junior with K88. Wets, slicks, spares, two helmets, suits and boots, £465 o.n.o. Will split. Tel: Rugeley 4103.

100 NATIONAL ZIP 983 used twice with PCR. Fully tuned £520 ovno. Will sell separate. Also many tyres on rims, wet and dry. Many other spares including gaskets and rotary valves for Parilla TT22. Tel: Farnborough (Hants) 543131.

100 NATIONAL — ZIP with Parilla TT22. Immaculate condition. Just rebuilt for season. Fitted new 3-port liner, new piston, rings, seals, etc. Not run in. Sale includes spare seat, sprockets, spare Tillotson, full set brand new rain tyres on spun alloy wheels. This kart is competitive and ready to race. Ideal first outfit. We offer test drive and basic tuition for serious buyer, £350. Contact Robert Taylor, Sheffield (0742) 449191 week daytime.

ZIP SHADOW complete with Zip Yamaha, watercooled. New Merlin pipes, Kelgate discs, fairing, wing and side tank. Plus many spares including T2 bottom end complete with ignition, watercooled top end, pistons and various tyres, £500. Kart trailer, professionally built. Enough room for kart, tools and spares. 'Lock-upper'. £150. Telephone: 0207 502025.

### BRISTOL KARTING SERVICES

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

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

LANCER/HONDA CR125, tuned, 35mm Mikuni carb., latest Motiv pipe. Spares include jets, sprockets, chains, carb., bubble and rear wets. A quick reliable outfit, ideal for 125 PR Champs. Must sell — changing Class. £450 o.n.o. May split. Phone Kings Lynn 811017

SPRINT/MANX — engine four meetings old. Fully tuned. Complete with spare hyd. brake, rear wets and stand. Competitive, vgc, £250. Tel: Tamworth 56622.

LANE AEROSPACE, TT PARILLA. Unused since first rebore. Perfect condition. Ready to race. Many extras, including wets on rims, £375. Tel: (0305) 833256

ABSOLUTE BARGAIN. Sprint Parilla SS20TT, 48.0. Engine only four meetings from new. Plus suit, gloves, spares, £300 (no offers). Tel: 024 688 2157 (Baslow).

LANE K88 100 National kart. Excellent condition. New AP brake, fuel tank, tyres, carb. etc. Also spare brake and many other extras. Bargain £325. Tel: Maidstone (0622) 62609.

1980 ZIP SHADOW, rolling chassis, hardly used. Special brake fitted, mint condition. Includes spares, stand, sprockets etc. Bargain £215 o.n.o. Tel: (0582) 608483

DINO/YAMAHA TD3 — Bridgestones plus wets, bodywork, engine spares, etc. etc. Owner emigrated. Offers around £500. Telephone: Tony Draper, Mottram (0457) 63079 day, 64827 evenings. Cheshire.

## Mini Ads

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



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

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

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

### HAVE YOU GOT ANY BITS TO SELL OR SWAP?

#### WHY NOT USE THE COUPON BELOW!

ONE WORD PER SPACE


Use additional paper if need be!

Name . . . . .

Address . . . . .

. . . . .



ADS TO: KART & SUPERKART,  
PINDAR ROAD, HODDESDON, HERTS EN11 0DE

### STEPHEN COWARD'S 1982/83 ZIP GP — FOR SALE

Complete with 125cc late '82 Rotax. Fully tuned. YAK's all round. Full set of fibre-glass. Ready to race.

£1,250.00

Excellent value, very competitive.

Telephone: (0535) 36001 evenings  
(0756) 60924 daytime

ZIP 250 INTERNATIONAL rolling chassis, excellent condition, £120 (Middx). Tel: 01-941 2235 day, 01-979 8989 evening.

250 INTERNATIONAL ZIP SHADOW TD3 Yamaha. Quick and immaculate. Trailer, two spare bottom ends and gearboxes, loads of heads, ignitions, slicks, wets, spares — all must go. Tel: 01-989 3381

ZIP 250 INTERNATIONAL, Suzuki. Well looked after. Mikuni carbs., Fems, Motiv pipes, fairing. Many spares including complete engine, barrels, chains etc. Stand and trailer. Offers. Tel: Leicester 733830 after 5 p.m.

ZIP GP/ROTAX 256. Aluminium undertray. All bodywork sections, plus spares. Ventilated discs, centre tank, rev. counter. Bridgestone and Burris dries, Bridgestone wets. Many spares £1,590. For further details phone Portsmouth 735043.

### IMMACULATE 1981 DINO 'S'/ROTAX 125

Complete with:— nose, bubble, wing, rev counter, leathers, Dunlops, wets, Goodyears, sprockets + jets.

£950.00

PHONE NICKY — on Spalding 820144 after 6.00 p.m.

EX-JOHN BALL Lynton '73 Executive Caravan Full 6 berth (no bunks). Very good condition, complete with full cooker and fridge £700. Telephone (07677) 410.

210 ZIP SHADOW rolling chassis with side-tank and bubble. Choice of YBE's or Goodyears £160. Can deliver to long circuit meetings. Shoreham-by-Sea 64323.

"SCORPION FUN-KART. 4-stroke Briggs and Stratton engine £250. Tel: Prestbury (0625) 828454.

TKM L90TT factory tuned, second Rye Club Championship, complete £195. Bare Sprint 2-bearing chassis, £20. Two medium PVC suits, £7 and £15. All open to offers. Tel: Hatfield 65477

ESCORT VAN 1973, full MOT, taxed. Sound mechanics and bodywork, interior lined, insulated and carpeted. Many features and extras, towbar available, £450. Tel: Southend-on-Sea 205513

1983 ZIP 935 CHASSIS, K88 engine, 50.6 bore. Frame never raced and engine not run since complete overhaul in Jan. '83. Spare slicks and wets on rims, suit, stand, cover and lots of spares, £400 o.n.o. Tel: 653 7162 day, 656 6758 evenings and ask for Martin

### FULLERTON RACING

BIREL T12 CHASSIS, 1983. Used once only. As new condition. Mechanical brake. Complete, less tyres. . . . . £400  
PARILLA TT27 MICK FULLERTON MODIFIED. Run for one hour only for testing. 48.3 bore. Supplied with modified Tillotson National carb. Motoplat ignition and exhaust. A very quick, genuine motor. . . . . £450 No offers

NEW PARILLA, KOMET, PCR 135cc and 100cc MOTORS AND SPARES AVAILABLE FROM STOCK

All enquiries, contact:  
Mick Fullerton  
At FULLERTON RACING  
01-749 0979

ROTAX 256 NEW SPARES — pair Del Orto mag., 36mm, £90; pair disc valve covers and rubbers, £80; 2nd gear 235305, £8; 2nd gear 235318 £10; 1st gear 234948 £10; Tel: 0922 611783 day, 0922 52991 evenings.

Kart trailer — lightweight with lighting board etc., £50. Ball, light socket and cover, £10. Tel: Whitney 74930

ALL KARTING STOCK — mainly Dino, new and secondhand, comprising kart chassis, tyres, wheels, spares etc., etc. Total value at least £4,000.00. First £1,500.00 cash collects. No offers. Bassett Weldings & Fabrications Ltd., West End, Whittlesey, Peterborough. Phone: Peterborough 202387

FOR SALE — one crankshaft aligning tool, suitable for any 100cc engines D.T.I. included, £95.00 o.n.o. Tel: (0582) 608483



# CLUB SCENE

continued . . .

## Junior Britain

The first heat of the day was won by Stewart Massie, who had to settle for thirds in the remaining two heats which were won by Jonny McDonald. Ryan Reeves was well up with these two with a second and fourth. Graham Garden, brothers Alan and Ian Innes and the other set of brothers in this class, David and Richard Scott, all finished in the top four over the three heats.

In the final, McDonald set the pace off pole position. Massie and Alan Innes came second and third and these three began to pull away from fourth and fifth men Reeves and Ian Innes. Another gap and the battling trio of Garden, David Scott and Stewart followed. A few laps on and we lost Allan Innes from third. Reeves and Ian Innes battled for third as the laps rolled past. McDonald held his lead to the flag with Massie second, Reeves third and Ian Innes fourth.

## 125 National

With a full grid of 125s the heats were very close, and competition was fierce. Sandy Taylor emerged the winner of two of the heats and Peter Gray won the third. Paul Cook, Ian Pratt and Alex Pettigrew each had a second place. Gordon Petrie, Billy Stoddart and John Thomson also finished in top four places. For the final it was Taylor on pole, Pratt second, Cook third and in fourth spot a novice driver Bernie Sheppard who has driven incredibly well as a novice and who proved it in the final. Completing lap one it was Taylor, Sheppard, Stoddart, Gray, Pratt, Douglas and Petrie. A lap on and Gray had taken Stoddart for third. Next lap and Stoddart had disappeared and Pratt had nipped past Gray. Taylor meanwhile had pulled away from the rest of the pack who were being held off by Sheppard who was not intimidated by Gray and Pratt snapping at his heels to get past. On lap five Pratt, intent on demoting Sheppard, left the way clear for Gray to slip back into third!

On lap eight Gray made it past Sheppard and was now second. Lap ten saw Pratt still in fourth and Petrie taking Douglas for fifth and sixth respectively. Taylor meanwhile cruised home to take the chequered flag.

## 100 National

As usual in this class the heats were closely fought. Andrew Graham, Pete Cartwright and Niall Smith came out on top with a win each and seconds and thirds. Jim Baillie and Ian Mowatt were never far from the front over the heats.

In the final the first six on the grid held their positions till lap three when Smith took Cartwright for the lead. In third came Graham, Baillie, Mowatt and Searles. On lap nine Smith had not shaken off Cartwright and Graham who piled on the pressure. Lap ten and the leading trio had caught the backmarkers and Graham seized the chance to slip through into second spot. On the last lap it all happened. At the hairpin Graham challenged Smith whose exhaust had worked loose, there was a coming together and Cartwright, steering clear of trouble, emerged from the hairpin in the lead with half a lap to go! Graham recovered to hold second spot, Baillie was third and Smith nursed his motor home to hold fourth.

## 250 International

Paul Williamson had a clean sweep of the heats.

Beven Fraser had consistent seconds and Bruce Gibson thirds. Williamson led the final from start to finish, his driving was excellent but never really challenged by Fraser, second in the Yamaha. Hopefully numbers should increase in this class and introduce more competitive racing!

## 210 National

This class, also lacking in numbers, provided some closely fought out heats between Alistair Mathie and Sandy Pratt. It was good to see Alistair racing this side of the border again as he stormed home ahead of Pratt in two of the heats. Pratt won the third heat with Brian Swankie second, Alistair Baillie third and Peter White fourth.

The final was led by Pratt until lap three when Mathie stormed up the inside on the straight. A couple of laps on and Pratt slowed down, leaving Baillie second. Mathie however pulled away from the rest of the field to take the final.

## Granville Grubb Memorial Race

This race is open to gearbox classes with grid positions decided by ballot. A time penalty is enforced, with 210s leaving the grid five seconds ahead of the 125s, who in turn have a ten second gap ahead of the 250s. Alistair Mathie was the only 210 to qualify, the majority of the field was made up of 125s with three 250s taking up the rear. Sandy Taylor emerged as the man 250 driver Paul Williamson had to catch as each left their respective classes in the lead.

The race was over 25 laps and the spectators were totally engrossed as the 'dog' chased the 'rabbit'. Williamson was catching Taylor lap by lap but backmarkers slowed Taylor on the straight whereas Williamson stormed past with his more powerful outfit. It was lap seventeen however before Williamson caught Taylor and the backmarkers were Taylor's undoing. Williamson closed right up behind Taylor and there were three backmarkers going up the straight ahead of them. Williamson charged through and Taylor "left" the track at the hairpin after a brilliant defence of the Granville Trophy. Williamson cruised home after that, a well driven race to take the title.

## Final Results

### 100 Junior Britain

1st Jonny McDonald	Bob Kart/Kwik Arrow
2nd Stewart Massis	Zip/MW Arrow
3rd Ryan Reeves	Zip/Rochford Arrow

### 125 National

1st Sandy Taylor	Zip/SRS Rotax
2nd Peter Gray	Zip/Rotax
3rd Bernie Sheppard	Barlotti/SRS Rotax

### 100 National

1st Pete Cartwright	Zip/TKM DB
2nd Andrew Graham	Birel/Rochford Arrow
3rd Jim Baillie	Premier/TKM Hewland

### 250 International

1st Paul Williamson	Zip GP/SRS Rotax
2nd Bevan Fraser	Zip GP/W/G Yamaha
3rd Bruce Gibson	Zip GP/B&S Yamaha

### 210 National

1st Alistair Mathie	Zip GP/APV
---------------------	------------

## Granville Grubb Memorial Trophy

1st Paul Williamson

# Kalendar

## MAY

8

**WOMBWELL** (Dorothy Hyman Stadium, nr Barnsley) Eastbourne K.C. Series, Round 2 (100 Int)

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

**ROWRAH** (nr Frizington, Cumbria)

**KIMBOLTON** (10 Miles s.w. of Huntingdon).

**TILBURY** (Dunlop Road)

15

**CADWELL PARK** (midway Horn-castle and Louth on A153). RAC Long Circuit Championships, Round 2.

**JESOLO** (Italy) 135 International European G.P. Series.

**BOYNDIE** (Banff).

**NUTHAMPSTEAD** (1½ miles east of Barkway, off B1368 Cambridge — Ware Road).

**SHENINGTON** (8 miles from Banbury).

**STRANRAER K.C.** (on A75, 3 miles east of Stranraer).

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

22

**SNETTERTON** (15 miles south west of Norwich, on A11) Kart and Superkart Series, Round 3.

**FULBECK** (8 miles from Newark).

**LLANDOW** (4 miles south west of Cowbridge, off A48).

**NUTTS CORNER** (Ulster K.C.)

29

**FELTON** (8 miles north of Morpeth on A1) Super One Series, Round 4.

**CRAIL** — West of Scotland Club.

**DUNKESWELL** (5 miles from Honiton, Devon).

**LYDDEN** — Ace Kart Club.

30

**MORECAMBE** Superkart World Cup — Short Circuit.

## JUNE

5

**JYLLANDS RINGEN** (DENMARK) Superkart World Championships, Round 1.

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

**LITTLE RISSINGTON** (Air Force Base, Near Stow).

**SUMMERLEE** — West of Scotland Club.

12

**HAMBURG** (GERMANY) 100 International European Team Championships.

**CHASEWATER** (Pleasure Park, Brownhills, off A45).

**KIMBOLTON** (10 miles south west of Huntingdon).

**ROWRAH** (Near Frizington, Cumbria).

# New Venue For RAC Open Day

Following several years of request, the RAC have moved the Kart Open Day to a Saturday and a more centralised venue, to encourage greater karter participation. The date is Saturday 11th June; the venue is Redgate Lodge at Donington Park, and kick-off is at 11 a.m.

This is your chance to confront the governing body directly with your opinions and ideas on the future improvements to the sport. Items for discussion at the meeting should be submitted as soon as possible, in any case no later than a week before the meeting.

The Kart Committee themselves are initiating a major topic for discussion, on the structure of Junior Karting as a whole. A basic proposal, resulting from a working group on the subject, is due to be circulated shortly to clubs for discussion before and at the Open Day. The basics of the proposal are as follows:

With current reduced grids there is no desire to increase the number of Junior classes, and

## RICHARD TAPPER

It was with great sadness that we learned of the recent death of Richard "Ricardo" Tapper, 26, in a road accident in his home town of Christchurch, New Zealand.

Having driven his first kart at the age of 4 — yes 4! — Ricardo was an addicted karter, and won both 100cc and 250cc New Zealand titles and N.Z. Kart Sportsman of the Year before coming to England early in 1980. He competed in the last 100cc World Championship at Nivelles, that year, but the moved into the sphere for which he became best known in the UK — as preparation man behind Nigel Smith's Superkart efforts, playing a major part in Nigel's elevation to the status of front runner and race winner.

Midway through 1982, he parted with the team, and in fact entered the Silverstone GP himself at the wheel of a friend's Zip/Yamaha, before returning to New Zealand and campaigning a chassis of his own design in the recent Lep International series.

Ricardo (the nickname was coined in 100cc days to give him a better "in" with the Italian engine manufacturers!) was one of the sport's characters, both here and in New Zealand, and his friendship and infectious humour will be sorely missed by an awful lot of people.

# FRIGGIT



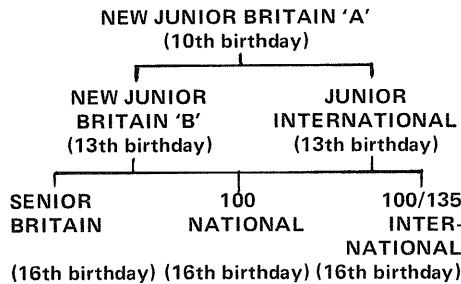
while there seems some interest in a Junior Gearbox class, the feeling is that now is probably not the time to introduce it.

"Britain" classes must be made simpler and cheaper, and if this can be achieved, Junior Britain age could reduce to 10.

The proposal for the new Junior Britain class centres around use of "out of the box", completely standard engines, taking effect at the beginning of 1984. (To allow a gradual phase out of current '83 spec. engines, Senior Britain will continue as present, with introduction of "stock ruling" delayed by a further year, to 1985.)

With Junior Britain thus ranging from 10-16 years of age, it is felt that a split into two categories, say A and B, would be desirable with the break coming at 13 to coincide with a recommended reduction of the Junior International age (to allow some experience of the class before international competition) and the phasing out of Junior National.

The whole structure is designed to create a smooth flow through the ranks to Senior karting, with a choice of routes, and with minimal changeover expense. It is best illustrated by the accompanying diagram.



Anyone interested in the future of Junior karting should thus avail themselves of a copy of the RAC proposal (available as this is published) and be at the Open Day, 11th June.

# Hines At Snetterton

The RAC Long Circuit Championships got under way at Snetterton on April 24th, with the Superkart final providing a resounding win, and the Martyn Merritt Memorial Trophy, for Martin Hines. Hermetite team-mate Reg Gange charged hard for second, with Rob Kerkhoven returning to the fray for third. Kurt Luby took the 125 race, John Newton the 210's and Richard Boston the 250 National points. Full coverage next month.

## Photo Caption Competition . . .

The winner of last month's photo caption competition (with over 100 entries) and recipient of a new Everoak Racemaster helmet is P. Wilkinson, of Stockport, Cheshire:

"He won the heats, but my Dad will win the final . . ."

Consolation K & S subscriptions to: P. Farnell, Loughborough — "Honest — I got it from a roadside filling station! . . ." B. Jolley, Lymm, Cheshire — "No son, I said there's no poke in it . . ."

ANOTHER CAPTION COMPETITION SOON.

# K&S Rd 2 To Hann!

Dunkeswell was damp and soggy for the second round of the Bridgestone/K & S Championship on 24th April. With poleman and early leader Gary Till taken out, victory went, in a close contest to the often so unlucky Neil Hann. Steve Tillet and Norman Box took the places from Fletcher and Edwards. Full coverage next month.

Entry forms for round 3 at Snetterton, May 22nd, may be obtained by sending an s.a.e. to this office, or the Norfolk & Suffolk K.C., 13 Debenham Road, Crowfield, Ipswich, Suffolk.

## DMA 210 CHALLENGE

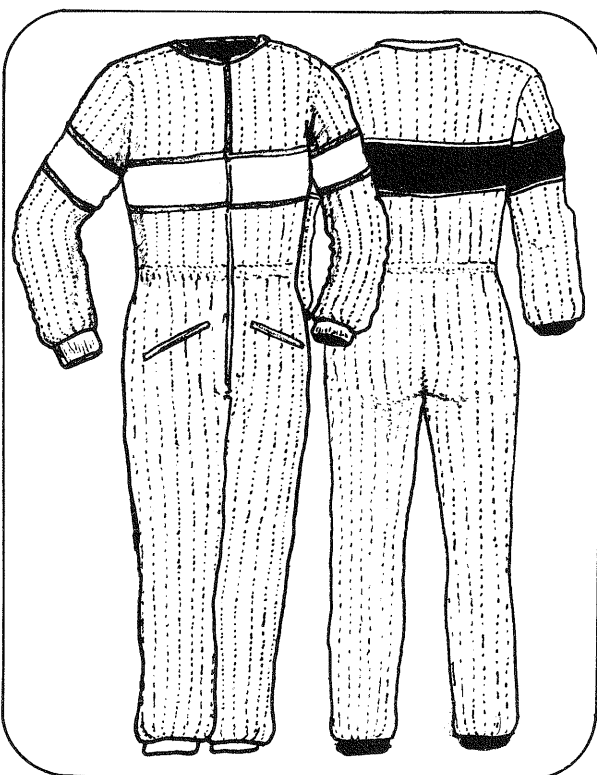
After the first two rounds at Chasewater and Fulbeck the positions are as follows:

Tom Thacker Junior	26 points
Kevin Routh	20 points
Duo Martin	18 points
Dennis Osborne	18
G. Spavins	16 points
Jeff Darlow	16 points
Graham Poultney	15 points
David Bailey	14 points
Andy Martin	12 points
Ian Bowman	12 points
Ian Hunter	10 points
Mark Lockley	10 points
Harry Maddison	9 points
Chris Beards	9 points
Bob Rawden	7 points
P. Robinson	7 points

BY BARRY FOLEY



## FORMULA ONE STYLE RACING SUIT



**NEW** from **ZIP KART**

**CIK** approved for Class One

This revolutionary suit brings a new level of style and elegance to Karters. Fully quilted from top to bottom in true F.I. style.

Available in Red, Blue or Black, with contrasting chest band and stitching. 5 different sizes.

**£39.95 + VAT**

TRADE AND EXPORT INQUIRY WELCOME

**ZIP KART**

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



## FRED'S

PRECISION RACING ENGINEERS

**U.K. Main Agents For**  
**BOXER Racing Karts.**  
*Made by Mellors Elliot*

### FIRST TIME RESULTS

March, Fulbeck

1st **JOHN ALDRED**  
Senior Britain

March, Lindholme

2nd **ROB WILSON**  
Junior Britain

April, Wombwell

1st **TIM PELL** - Seniors  
2nd **JOHN ALDRED** - Seniors

1st **JERRY GRIFFITHS**  
3rd **ROB WILSON**

ORDERS NOW BEING TAKEN FOR  
THIS REVOLUTIONARY, NEWLY  
DESIGNED CHASSIS.

**SHEFFIELD 335918**

**APPLE KARTS**

NANTWICH

CHESHIRE

0270  
624293

Factory Backed Agents For;

#### THE NEW 1983 RANGE OF WRIGHT KARTS

Wright '83 Britain ..... £330.00  
Wright '83 National ..... £365.00  
Wright '83 GP International ..... £400.00  
Wright '83 125 ..... P.O.A.

All Karts Are Fully Assembled

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

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

YAMAHA KT100 AX Engine & Spares in Stock

HEWLAND TKM PARILLA DAP KOMET LANE ZIP

Visors available for any helmet £1.74 + VAT

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

QUALITY SECONDHAND OUTFITS ALWAYS AVAILABLE

eventually passed Ron Shone in the top hairpin. Eric Butler put in a bid for second place, got off line and allowed Mike Devine the chance he was looking for. Further down the running order Simon Bennett was under seige from Duncan Kier. Duncan managed to pass Simon on lap five. The race throughout was close and exciting and right down to nineteenth place no-one was lapped. A very controlled piece of driving by Darrell Beasley gave the second win of the day to the Beasley family.

#### 100 National

We are growing accustomed to see a really first class turn out of 100 National drivers and with 41 entries in this class the 20th March was no exception. There was a really good mix of experienced drivers and newcomers to karting. The large entry meant a 'B' final and this was won by Barry Benham, with Richard Blackburn, George Brown and Adrian Game also repercharged to the 'A' final. Stephen Wright won two heats, Paul Wilkes won a heat and was second and Andrew Colson won a heat and was fourth. The pole position man, Stephen Wright, led three rolling laps while Paul Wilkes desperately tried to sort out his carburettor. The race began without Paul. Stephen Wright took the lead from Andrew Colson, Ron Cox, Andrew Clarke and Ray Lewis. The final was closely fought with duels throughout the field. Barry Benham flew through to ninth from twenty-first on his first lap but was forced to retire when he lost a brake pad. Vincent Young moved forward to tenth, Neil Robinson gained eight and Richard Knox pushed forward five places to seventh. Our attention was particularly drawn to Andrew Colson to see how he would fare in a National kart. Andy was close behind Stephen Wright from the start. Andy finally outraked Stephen into the top hairpin with two laps to go, and became the new race leader. Ron Cox held a solid third place just ahead of Mark Woolford. The race long contest between Andrew Clark and Ray Lewis was eventually broken up when Bob Moon came between them on the last lap. Congratulations to Andrew Colson, we look forward to a triple race between Paul Wilkes, Stephen Wright and Andy Colson. (The race we were denied.)

#### 125 P & R Championship First Round

Shenington hosted the first round of the P & R 125 National Championship. Heat wins were claimed by Chris Tomkinson with Ian Bickerton runner up in both. Richard Davies and Richard Bridgeman had a third place apiece. The final was obviously going to centre around Ian and Chris. Half a lap completed and Chris Tomkinson and Ian Bickerton entered the chicane side by side. Chris had the outside line and appeared to leave his braking far too late. It is not possible to get through the chicane at Shenington two abreast and the guy on the outside is always the one who comes to grief. Chris and his kart caterpulted over the bales and landed heavily, removing Chris Tomkinson from the final. Ian Bickerton now appeared to have a clear run ahead of him. Lying in second place now was Colin Kay followed by Barry Fautnum. The drama was not over and on lap four David Logan caught the bales in the pit's complex and flipped his kart. David landed painfully on his rear with his kart on top of him. He was blocking the driving line. The race was stopped to be able to move Dave Logan safely. He was pronounced sore but otherwise all right. The race restarted minus David. The race order remained the same at the front with

some changes at the back of the field. Ian Bickerton must have been relieved to see the finish flag without further mishap.

#### 125 National

Keith Bisp driving his winning Barlotti-Rotax combination was under no stress, winning the heats. Both John Cooke and Chris Tomkinson could not get themselves sorted out in the heats and continued with their difficulties into the final. Apart from a first lap shake down the final's race order was rather processional. Keith Bisp went into the lead with Kevin Pope lying second. Phil Jenkins was in third spot followed by Barry Fautnum fourth and Alan Phillips fifth. The driver in sixth place, Tony Wilkins was under fierce attack from Ian Penn throughout the final, but no change occurred. It must be the most interesting race Tony Wilkins has had for some time. An easy win for Keith Bisp.

#### 210 National

A full grid of 210s took part, the heat credits going to Mark Allen with two firsts and Steve Hurst and Colin Poole taking a second place each. It was Mark Allen who went into the lead from the flag. Colin Poole was second from Glen Clarke, George Wright, Margaret Dell, Steve Hurst, Adrian Chapman and Dave Ridge. In the early laps Mark Allen and Colin Poole pulled out a substantial lead. Colin, however he tried, could not close the gap. Steve Hurst lost several places off the start and by lap three was putting all his effort into passing Glen Clarke. Whilst Glen was concentrating on out driving Andrew Worton in third place. Lap four and we had lost Glen. Rod Ellis, George Wright and Maggie Dell had all caught Andrew Worton and Steve Hurst. The driving of Paul Woodward had brought him through well and he finally passed Maggie on the last lap fast closing the distance to George Wright but it was too late to improve his position further. On the final lap it was clear that Colin Poole had a problem with his exhaust. He fortunately managed to keep running, he must have been very relieved that he had pulled out such a lead over Andrew Worton in the early stages of the final. Once again a victory to Mark Allen. Mark suffered a great many problems last season, he has started this year well with two wins on the trot.

#### 250 National and 250 International

The 250 classes ran together with nine drivers competing for the Nationals and four Internationals. The 250 National heat successes were spread with a win to John Ottrey and a win to Paul Klaassen. As the Nationals left the start line it was Paul Klaassen who showed a clean pair of heels to Pat Tomkinson, Andrew Knott and John Ottrey. Paul Klaassen's usual reliability evaded him and he retired on the third lap with a suspicious cloud of smoke from his engine. This left Pat Tomkinson a comfortable lead. The second place spot was now taken over by Andrew Knott. John Ottrey was beginning to give Andrew Knott something to think about. The last lap board was out, would Andrew stay ahead? John made an attempt into the top hairpin and came out ahead; it had been quite a chase. A win for Pat Tomkinson with John Ottrey second and Andrew Knott, third.

The 250 Internationals ran along with the Nationals. The heats were won by John Collins from Bromsgrove Kart Club and Stephen May from Chasewater Kart Club. The local lad, Pete Hammond was going to have to sort this one out. The Internationals set off after the Nationals. After one lap they began to make inroads into the tail end of the 250 Nationals.

## CLUB SCENE

The Internations were briefly led by Stephen May but he spun away his lead in the Pit's bend but he managed to keep going and only dropped a couple of places. He handed premier position to Pete Hammond and second place to John Collins, taking up third himself. Steve Welling bringing up the rear. No further mishaps and the drivers finished the race in the same order.

Many thanks to one and all for making the March meeting so worthwhile, we look forward to seeing you all again on May 15th.

Maggie Filkin

#### Results

##### Junior Britain

1st Jamie Beasley BM/Arrow  
2nd Adam Phillpotts BM/Arrow  
3rd Simon Richardson Dart/Arrow  
Junior Novice Award - Gary Butler

##### Junior National

1st Peter Woolford Ferrari/DAP

##### 100 Britain

1st Darrell Beasley Barlotti/Arrow  
2nd David Pope Barlotti/Arrow  
3rd Mike Devine Rema/Arrow

##### 100 National

1st Andrew Colson Dart/Arrow  
2nd Stephen Wright TKM/TKM  
3rd Ron Cox Zip/DAP

##### 100 National 'B' Final

1st Barry Benham BM/Parilla

##### 125 National

1st Keith Bisp Barlotti/Rotax  
2nd Kevin Pope Kingfisher/Rotax  
3rd Phil Jenkins Zip/Rotax

##### 125 National P & R Championship First Round

1st Ian Bickerton Star/Yamaha  
2nd Colin Kay Yamaha  
3rd Barry Fautnum Barlotti/Honda

##### 210 National

1st Mark Allen Dale/Villiers  
2nd Colin Poole Zip/Villiers  
3rd Andrew Worton Dale/Villiers

##### 250 National

1st Pat Tomkinson Dino/KTM  
2nd John Ottrey Barlotti/Yamaha  
3rd Andrew Knott Aero/Bultaco

##### 250 International

1st Pete Hammond Zip/Rotax

## Boyndie

### THE GRANVILLE GRUBB MEMORIAL MEETING

April's meeting at Boyndie included (for the second year) the Granville Grubb Memorial Race. The trophy was presented by his widow Audrey, after his untimely death racing at Ingleston in October 1981. It is a handicap race with 210s, 125s and 250s in one race with time penalties.

This meeting was well supported, especially in the 125 class which increases in numbers at each meeting! Again the weather was dry but cold.



# CLUB SCENE

continued . . .

and John Gosling all chased, but simply lacked the speed to get on terms with the flying Thornell.

Alec Sutcliffe, the Club's Champ, had a terrible day, with just about every possible gremlin rearing its ugly head.

### 125/250 Combined

The front runners in this class were quick, the mid-field guys were colourful – but that's about all there is to tell!

Not a lot of action, but of interest was Andy Bundy having his first taste of 250 International power. Bundy just pipped Keith Bisp on the line to win the final from the 125 exponent but not until after Bisp had won three heats with his Rotax.

'Spectator'

### Results

#### Juniors

1st K. Taylor	Kestrel/Clevely Arrow
2nd M. Hution	Barlotti/DAP
3rd S. Sparkes	Zip/Arrow

#### Senior Britain

1st D. Maple	ART/Arrow
2nd C. Taylor	Dart/Dart Arrow
3rd P. Dearden	BM/Arrow

#### 100 National

1st A. Pallister	Jeta/Tabur DAP
2nd J. Crawford	Zip/DAP
3rd N. Symes	BM/Arrow

#### 210 National

1st S. Thornell	Barlotti/Zip/Upton
2nd G. Brodie	Dale/
3rd F. Tarr	

#### 125/250 Combined

1st A. Bundy	Zip/Yamaha 250
2nd K. Bisp	Barlotti/Rotax 125
3rd A. Pearse	Zip/Rotax 125

## Rowrah

### 10th April 1983

Before starting I would like to thank the Club for their wedding present to my future wife and I. Thanks also to Mike Ballantyne for getting me smashed on the Friday night before the race meeting, and taking me home in a shopping trolley ...

54 drivers signed on for racing as the clouds thickened and the heavens opened and stayed open.

First out were Junior Britains who had three different heat winners in Lloyd Ross, Vicky Starkey and P. Chappel. The final was a good flag to flag win for our lady novice Vicky Starkey with K. McBride second and R. Scott third.

Next up were the Junior Nationals with Lloyd Ross winning two heats and finishing second in the other. W. Smith won the other heat. The only incident of note in the heats was the errant driverless kart which nearly mowed down the starter in heat two. No-one was hurt

however, but the kart took no further part in the racing!

The final was a flag to flag victory for Lloyd Ross, leaving W. Smith and Ian McLeish to scrap for second, and to finish in that order.

100 National was very closely contested with Ian Williams securing pole position on his return to Rowrah with a win, second and fourth in the heats. Other heat wins went to George Ashurst and Louis Di Resta.

Ian Williams led into the chicane from the flag but at the end of lap one Jim Forsyth was leading with Williams second, then a gap to the battle for third which was really open until about lap ten when things sorted themselves out. At the chequered flag it was Forsyth from Williams followed by Ashurst, Grieve, Di Resta and Burr.

As the 100 Britain heats were poorly supported and thus rather processional, the final was run behind the 100 Nationals. Glyn Ellis took the honours from Ray "Champ" Robson.

125 produced a surprise victor in Mrs. Berni Stoney who romped away with two heat wins and the final, defeating two Rotaxes in the process. (She was piloting a 125 P & R Honda!!) Novice C. Barnes took the other heat win but dropped out of the final.

In 210, Fraser Barbour won two heats and was second to K. Thompson in the third. From the final flag Barbour and Thompson roared away together and stayed very close until lap six when Barbour opened up an every increasing gap over Thompson with Anthony Bar third.

British Short and Long Circuit Champion in 250 National, Chris Stoney, entered his Barlotti Rotax in International as an engine shakedown after badly seizing at Cadwell the previous weekend. He took a win and a third before borrowing his wife's 125 to take the third heat. Alan Tinnion won the other heat but was awarded heat three because Stoney had changed his kart and engine after heat two. On the final, Stoney (still in the 125) romped away from Tinnion who was the only 250 International to finish so he was awarded the trophy.

Chris didn't seem to mind as he later said "I only wanted to see what a P & R Honda would do against a Rotax twin."

The 250 National final was left between two drivers when M. McDowell did not join the circuit until lap three and was promptly disqualified under Section 6.3.3 of the regs. E. Moffat took the flag from a fairly distant Ian Reading.

Ian Blair

### Results

#### Junior Britain

1st V. Starkey	Spectre Rutherford Arrow
2nd K. McBride	Rapide Manx
3rd R. Scott	Jetta DAP

#### Junior National

1st Lloyd Ross	TKM/TKM
2nd W. Smith	Star TKM
3rd I. McLeish	Zip TKM

#### 100 National

1st Jim Forsyth	Zip Arrow
2nd Ian Williams	Dart TKM
3rd George Ashurst	Dart Parilla

#### 100 Britain

1st Glyn Ellis	Sprint Newark Arrow
2nd Ray Robson	Premier TT Arrow

#### 125 National

1st Berni Stoney	Barlotti Honda
------------------	----------------

#### 210 National

1st Fraser Barbour	Star Villiers
2nd K. Thompson	Villiers
3rd Anthony Bar	Barlotti Villiers

#### 250 International

1st Alan Tinnion	Zip GP Rotax
------------------	--------------

#### 250 National

1st G. Moffat	Aero Honda
2nd I. Reading	Barlotti Honda

## Shenington

The 20th March heralded Shenington's second meeting of the year. 152 drivers signed on to race in the morning, we were very pleased to see such a good turn out for the March meeting. The weather was typically unkind. It dawned cold but dry. As practice got under way it began to rain. The heats were wet affairs, but as the afternoon progressed it began to dry out, but it remained very cold.

#### Junior Britain/Junior National

The Junior Britain heats were won decisively by Jamie Beasley who was considerably quicker than the main pack. Philip Wood and Martin Howell were the heat runners-up. Phil Wood dropped a heat and was starting from a low grid position, so he was obviously someone to watch. Martin Howell made the best start but it was short lived and once out of cafe corner Jamie Beasley passed him to take the reins. At the end of the first lap the order was Beasley, Philippotts, Richardson, Cattell, Jackson, Varley, G. Wood, P. Wood, Hudson, Alden and Butler. As predicted Phil Wood was coming through and finally gained fifth. Jamie Beasley was in control and he took the chequered flag well ahead. A good piece of driving by Adam Philippotts gave him second. Third place to Simon Richardson and a surprise fourth place to John Cattell in only his sixth kart race. The youngest driver in the race at just 11 years of age was Gary Butler, he was awarded a special novice award. The Junior Nationals were only two in number. Neither Scott Bevis nor Peter Woolford finished their heats. In the final it was Scott Bevis who got ahead first and Peter Woolford could not make any impression. Peter got himself stuck behind Junior Britain driver, Carl Hudson. Once Peter was ahead of Carl he concentrated on passing Scott. On the last lap he just managed it. A win for Peter Woolford.

#### 100 Senior Britain

There was a big entry in the Senior Britain class. The heats went to Simon Bennett and Nigel Cleveley (2). David Pope finished second and fifth, Darrell Beasley finished second and third and Ron Shone finished second and ninth. Nigel Cleveley was on pole, he sadly failed to get his kart started and the starter reluctantly decided to let the race go off without him. Darrell Beasley was the early leader pursued by Dave Pope, Gary Chapman, Eric Butler, Ron Shone and Simon Bennett. Eric Butler rearranged the order in the top hairpin passing Gary Chapman. The race leader Darrell Beasley eased away from Dave Pope who was under considerable pressure from Eric Butler and Ron Shone. Mike Devine drove splendidly through to throw in his challenge for second place. Mike



A superb start to the year for 'GP' as he races away to win round one . . . (Pic: R. Calvert)

And so to practice. Most of the old faces were back, many in the bright new race suits which are now allowed and are obviously *the* thing to be seen in this year! Many drivers appeared devastatingly fast, quickly sorting the new rubber out and making the lap times tumble. Neil Hann looked very quick on a new BM which looked just like a Tecno (which in turn looked like Fullerton's creation ...) Defending Champion Gary Moynihan had the assistance of the Wright equipe at hand, and definitely started to get his act together as the day wore on. The local "Flying Fletchers" stayed only to do a few cagey laps before confidently packing their gear into a nice new workshop trailer and going home. Gary Prior, who has been racing for Dartford regularly at Tilbury and Rye, and has perhaps won more races during the winter than anyone else, appeared very sure of himself as he methodically set up his equipment. Nigel Edwards looked stunning in his new overalls (and the stopwatch showed that his lap times were equally stunning). There was a new-look Derek Higgins – calmer and less flamboyant – and people asked whether this was a conscious change to a new '83 image. A brush with a touring competitor soon told us that the old Higgins is still lurking, thankfully!

Steve Tillett had stayed with the same combination of Gillard karts and Mick Fullerton motors, and he circulated at the same sort of speeds he was achieving towards the end of last season. Simon Sutton, flying the Gillard banner, had received a face lift in the form of a new helmet; his team looked more professional than ever, but Simon looked plain rusty, lacking his usual flair. There were several newcomers, too. From the Britain brigade came both Rochford and Colson, who were both very quick indeed – proving that the Britains are as good as anybody. Mark my words, both of them will win rounds this season. Up from Juniors was young Crabtree on ART karts and engines, romping happily among the 'old men'.

### EASTER SUNDAY

Luckily the overnight snow(!) melted to the sound of breaking Easter eggs, and the usual array of karts lined up to do battle. "Tupperware" really should sponsor a meeting or two –

Former SAM Britain Champ Rochford had an unhappy K&S debut . . . (Pic: R. Calvert)



# Prior's Pearler

**Bridgestone/K&S victory to Gary Prior. Derek Higgins settles for second, from ex-Britain Champ Andrew Colson. Both Fletchers suffer from "incidents"...**  
**Report: Paul Carr**

The beginning of a new racing season brings to the fore all the questions people have been turning over in their minds during the season of goodwill, good food, and good drink – who will be quick?, which motor will be the one to beat?, which kart to buy?, which air-box? ... This year, too, there was the same old question to consider – tyres! The new Bridgestone SL compound and size combination had been adopted for the Kart & Superkart Championship, in the hope that this would dispel the chaos of previous years. In my opinion, the earlier choice of Goodyears was disastrous – they went off badly, and either didn't work at all, or wore out in a handful of laps – there seemed little consistency. Okay, they were cheap, or at least they were advertised at low prices, but I suspect the majority of karters paid around £14+ for each cover. I for one was very pleased to hear that Bridgestone had what appeared to be the ideal tyre, and that the Japanese were keen to sponsor the major British 100cc Championship. (Of course they were – 100 National must be perhaps the best tyre market in Europe, and you can be sure they won't let it slip away easily!)

And so the first round of the 1983 Championship got under way at Wombwell, offering the first real opportunity for some of those questions to be answered and for most people to run the new SL tyres in Saturday's practice. Setting up in the cool Yorkshire conditions for SL's seemed rather like setting up for Good-years when the weather was warm and the tyres working well – you needed fractionally lower tyre pressures and the kart a little wider all round. General response from the drivers seemed promising, with many people commenting on how little the tyres were wearing. In fact, the new Championship ruling of one set per meeting seemed rather unnecessary – one set per series would be more appropriate! ...





Local contender Steve Sykes earned a mid-grid start in the 'A' Final (Pic: R. Calvert)

**continued . . .**

they seem to be the leading manufacturer of airboxes! They may or may not help noise, but they certainly do nothing for the appearance of karting generally.

With over 90 entries there was the usual complicated system of heats with many of the

quick people taking a good result in one and just not being able to get through the field in the others — such was the standard of competition. Unfortunately there were several accidents during the day. Neil Hann ended an atrocious day with a brake pad escaping and in the process took the unfortunate Sutton out with him. The Pegasus man also had his fair share of brake problems, resulting in the hilarious spectacle of the guy being thrown from his kart at breathtaking speed and landing on his feet! Unbelievable ... Poor old Brian Hooley deserves a mention for surviving one of

the worst accidents I've ever seen when lapping a rather infamous ex 250 National backmarker in the C final. Luckily Hooley was only badly shaken, but his departure allowed Rochford, Church, Hall and Edwards through to the 'B'.

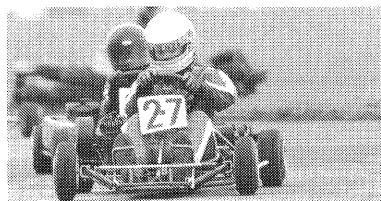
My dislike for 'B' finals is well known — they usually resemble the famous Chariot Race from 'Ben Hur', and this one could easily have been the third final of a World Championship (with all the big names to prove it!) From the flag Wilkes took the lead, closely followed by Tillett, Sutton, Murphy, Needham, Williams, "JR" Knell, Wilson and Marsden — as close as that. After three laps, Wilkes was still just leading from Tillett, Sutton and Murphy, all nose to tail, and these four had pulled out a couple of lengths from Marsden, who was storming forward, and Edwards who was flying through the field from the back. On lap five Wilkes made a slight error which allowed Tillett, Marsden and Sutton through; Gary Till and Nigel Edwards joined the train. On lap nine Sutton exited the top hairpin a little wide and caught a marker tyre, causing a tangled mess, with Wilkes' Zip flying through the air. This promoted Till and Edwards to the 'A' final with Tillett and Marsden. Great stuff! The A final would have to be quite a race to better that ...

The 'A' Final grid held all the stars. Nicky Fletcher had produced a superb set of heat results to claim pole from the plucky young Kerry Thorpe from Leeds. The overwhelming truth of the meeting was that even those at the back of the grid had good heat results — usually sufficient to make the first two rows.

Two rolling laps were judged enough to release the mob, and both Nicky Fletcher and Thorpe plunged into the first 90 degree left abreast, with Higgins nosing up the inside. The

## EVANS RACING ENGINES

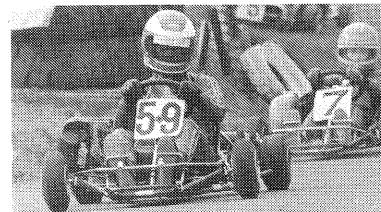
### CONGRATULATIONS TO THE FOLLOWING DRIVERS



JASON ELLIOTT

#### ROUND 1 SUPER ONE SERIES, JUNIOR BRITAIN

- 1st **Jason Elliott** — E.R.E. ARROW
- 2nd **Tom Radford** — E.R.E. ARROW
- 3rd **David Cuff** — E.R.E. ARROW
- 4th **Dominic Connelly** — E.R.E. ARROW



STEVE KEY

#### ROUND 2 SUPER ONE SERIES, JUNIOR BRITAIN

- 1st **Steve Key** — E.R.E. DAP T80
- 2nd **Francis Stewart** — E.R.E. ARROW
- 4th **Andrew Guye-Johnson** — E.R.E. ARROW

**SOLE U.K. IMPORTERS OF THE ORIGINAL INDUCTION SILENCER. DESIGNED BY TOP SWEDISH ACOUSTICS ENGINEERS**

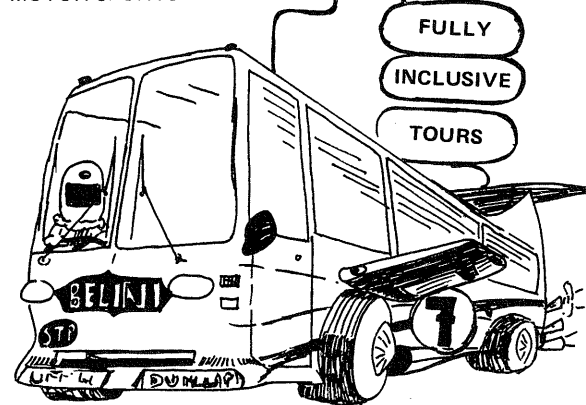
**£25 + VAT**

**23 Endsleigh Road, Merstham, Surrey.  
Merstham 2456 Opening hours 9 a.m.-6 p.m. Mon-Fri.**

## BE A WINNER

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

LOOK OUT FOR OUR SPONSORED ENTRIES!



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

Clip, Write or Call:

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

SEND ME DETAILS OF RACE PROGRAMME NOW!

## GOFF RACING

BEDFORD 66549

**DISCOUNT PRICES FOR ZIP KARTS**

— SPARES & ACCESSORIES  
SUPERKART PARTS NOW IN STOCK  
Secondhand Karts & Engines available

**ROGER GOFF TUNED ENGINES**

5 PEAR TREE VIEW  
ELSTOW, BEDFORD.

Anglia Agent: F. Elderfield Telephone: Norwich 55317

## CAN'T GET IT?

HAVING TROUBLE GETTING 'KART & SUPERKART' AT YOUR LOCAL NEWSAGENT? LET US HELP — SEND US THEIR NAME AND ADDRESS AND WE'LL DO OUR BEST.

Newsagent: .....

Address: .....

Kart & Superkart Ltd., Pinder Road, Hoddesdon, Herts. ....

## WILSON

**RACING ENGINES**

**8A STONEYFORD ROAD, WOMBWELL, Nr. BARNESLEY, YORKSHIRE.**

**Telephone: BARNESLEY 753135**

**SUPER ONE SERIES Snetterton 27th March**

1st Junior Britain — Jason Elliott, Premier Kart

4th Junior Britain — Dominic Connelly, Premier WRE/Arrow

3rd 100 National — Graham Kershaw, Premier WRE/Parilla

Felton 3rd April

100 National 1st Nigel Davidson  
2nd Mick Smith

100 International 2nd Mark Steele  
3rd David Muse  
4th David Park  
5th Mandy Roue

**ALL USING PREMIER KARTS**

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

**OBTAINED DIRECT OR THROUGH OUR AGENTS**

North East: IND RACING

Denis Davison  
(0632) 675582

North West: NORTH WEST KARTING

Carl Ayriess  
061 775 3847



**1982 RAC BRITISH CHAMPIONS**  
100 Nat. & 100 International

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

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

#### FULBECK WINTER SERIES

1st Overall — Derek Higgins — DAP/DAP T80 'JM'

**KART & SUPERKART, WOMBWELL, ROUND 1**

1st, 2nd & 4th — All using DAP mag. mono wheels.

**SUPER ONE, CLAY PIGEON, ROUND 2**  
100 National

1st — Derek Higgins — DAP/DAP T72 'JM'

Junior Britain

1st — Steve Key — DAP T80B

**JOHN MILLS (Kart Specialist)**

**90a Valley Road, Worksop, Notts.**

Telephone: 0909 474633 Cables: 'JAYEM' Worksop



# Nuthampstead

The Castrol Sponsored Spring Meeting of the Cambridge Kart Club was held on Sunday the 17th April 1983. The day began cloudy and grey and as is usual now for the Club meetings the rain decided to wait until the first heats were practically over before causing havoc amongst competitors. There was again some good driving to be seen and this gave the spectators who had braced the weather some good entertainment. The results were as follows:

<b>Junior Britain</b>		
1st	Nicky Kyriakides	Dino/MRE Arrow
2nd	Steve Ricketts	Zip/Arrow (Novice)

<b>Junior National</b>		
1st	Jean-Pierre Bundle	Dart/TKM

<b>100 Britain</b>		
1st	Darren Gibbs	Dart/Arrow
2nd	Allen Reeves	RWM 831B/Arrow

<b>100 National 'A'</b>		
1st	Pat Reynolds	Gillard TKM
2nd	Robbie Adams	Dart/DK Arrow
3rd	Gary Ricketts	Dart/Parilla

<b>100 National 'B'</b>		
1st	Tony Cole	Zip/K88
2nd	Graham Leo	Zip/Zip
3rd	Mick Snowling	Sprint/K77

<b>125 National</b>		
1st	Ian Fisher	Magnum/Rotax

<b>250 International</b>		
1st	P. Smith	Zip/Yamaha

<b>210 National</b>		
1st	M. Garner	Barlotti/Bultaco (Novice)
2nd	Ron Bettis	Barlotti/RWM
M.E. Curry (Mrs) Secretary		

# Ellough

On Good Friday, 1st April, the Beccles Kart Club held a "Special Trophy" event for the 100cc National class in with the normal meeting. In the programme it said "It can surely not be a wetter day than our last meeting", but it was! It really bucketed down, so much so that the meeting was abandoned after the third heats at which point a friend of mine in the crowd of spectators who races powerboats said "I've got a hydrofoil at home which would go better out on the track than your karts", and he was probably right. Actually we thought it was an "April Fool" but even after we finished and went home it still poured and poured ...

**Juniors**  
I think the fathers had the hardest job in the Junior racing rushing to and fro pushing spun out karts back into the race. Steven Webb won the first heat by a large margin from Marian Rump the first National driver home, with Darren Wenn third. Heat two was another flag to flag win for Steven Webb with Marian Rump again in second place with Shaun Nicholson third. Heat three was a bit of a disaster for two of the front runners when Shaun Nicholson dropped out on lap two, leaving Steven Webb in

the lead but after five laps he dropped out leaving Marian Rump to take the chequered flag with Darren Wenn second and Neil Gordon in only his second meeting in third place.

<b>Result</b>		
<b>Junior National</b>		
1st	Marian Rump	Mustang/Parilla
2nd	Darren Wenn	Lancer/TKM

<b>Junior Britain</b>		
1st	Neil Gordon	Dart/TKM

**125 National**  
There are no two ways about it, these Rotax's don't like taking in H2O with their air/fuel mixture and with the carb on the side it is inevitable I am afraid. In the first heat the water problem was not so bad, so everyone who started managed to finish. Nigel Wigg won by a large margin from Boyd Barrington in second, Peter Bennett third and John Davies fourth, these last three having had a tremendous race long dice, swapping places on every lap. Heat two was a fairly short one with Roger and Boyd Barrington dropping out on the first lap, leaving Peter Bennett and John Davies dicing for the lead, which John won after Peter spun out at the hairpin on lap four, leaving John Davies to win as he was the only kart left on the circuit. The third heat was more or less a repeat of the second with another win for John Davies and a lot of questions being asked as to how he managed to keep it going.

<b>Result</b>		
1st	John Davies	Lancer/Rotax
2nd	Nigel Wigg	Wright/Rotax

**210 National**  
Ian Jackson went straight into an early lead in heat one but on lap five succumbed to pressure from Jon Sapey who went on to win with Ian second and Jon Minns third. Heat two was a closer race with Jon Minns taking an early lead which he held for four laps, then it was Ian Jackson's turn at the front as Jon spun back to fourth. It looked as if Ian would hold off Jon Sapey for the rest of the race but on the very last lap Jon slipped through to take the flag with Ian in second place and a recovered Jon Minns third. In heat three it was Ian Jackson off into an early lead with the two Jon's in close attendance and on lap seven it was Jon Sapey who got past to take the lead as Jon Minns retired with water trouble, leaving Ian in second place.

<b>Result</b>		
1st	Jon Sapey	Bullitt/Villiers
2nd	Ian Jackson	Aero/Villiers
3rd	Jon Minns	Bullitt/Villiers

**100 National**  
The first heat of the "Special Trophy" class got off to a good start for Gordon Chennery with a flag to flag win with Miles Townsend second and Andy Wilson a close third. Ray Lincoln drove a steady race to finish fourth. Miles Townsend led the second heat right up until the last lap when he went missing and Ray Lincoln came round to take the chequered flag with Andrew Wilson a close second and Bob Kett third. Heat three was very spaced out, Andrew Wilson got off to a good start but had a spin on lap three, leaving Kevin Keable to lead for the rest of the race with Read second and a recovered and restarted Andrew Wilson third.

<b>Result</b>		
1st	Andrew Wilson	Cord/Yamaha
2nd	Kevin Keable	Dart/TKM
3rd	Ray Lincoln	Dart/TKM

We must apologise for the weather – it was our second wet meeting in a row. One or two people were upset that the meeting was abandoned after the heats, and the results taken there and then, as they qualified in the first heat and were "saving it" for the final ... A big thank you must go to the marshals who stuck the weather well and to the lap scorers who were shivering in the caravan and having a battle to stop the windows steaming up. Let's hope it's better next time.

John Davies

# Dunkeswell

The Committee – and press ganged workers – had made an excellent job of 'Spring cleaning' Dunkeswell in time for the opening meeting of the 1983 season. The drivers were welcomed by an extended pit area, painted kerbs and new fencing. It all looked very smart.

**Juniors**  
Kim Taylor (Kestrel/Arrow) dominated this class with two heat wins, a good placing, and the 'A' final win. Mart Hutton (Barlotti/DAP) and Clive Elmore (Dino/DAP) were her two main rivals, but with Elmore seizing on the opening lap of the final and Hutton simply not having the power to keep close, Kim scored a comparatively easy victory.

**Senior Britain**  
Action aplenty in this class. No less than six different men shared the seven heat wins, using six different makes of chassis. Going indecently fast in his first Senior event was Darren Maple (ART/DAP). He really rubbed the regulars' noses in it by scoring two heat wins, the 'A' final AND setting FTD to boot.

The final itself was excellent, with separate battles going on right throughout the field behind the disappearing Maple. Derek Cowee and Adam Bamford raced hard for second place for many a lap, while up through the field came a storming Ron Shone (Jeta/DAP). Just when things looked set for a great finish, Bamford made a hairy move that took out himself, Cowee and Shone. The battle for fourth was now a battle for second and it was Chris Taylor (Dart/Arrow) who elbowed his way through at the flag.

**100 National**  
As 'Britain' increases its fields in the West, so 100 National decreases! A pity, as this used to be a cracker of a class.

There were a handful of highlights, but generally it was a bit processional, with Arthur Wood (BM/Arrow) and Andrew Pallister (Jeta/DAP 'Britain') making the front running.

**210 National**  
Much improved in appearance and quality over last year. Lots of fibre-glass and colour from this once nearly extinct class – got to be a good sign.

Steve Thornell was the only guy on the day to score a maximum of four wins, and he set FTD too. Guy Brodie, Fred Tarr, Les Ruddy



▲ Nicky Fletcher TKM/Parilla	Kerry Thorpe DAP/Hewland
Derek Higgins DAP/DAP	Andy Colson Dart/Arrow
George Price DAP/DAP	Gary Prior Dart/Parilla
Nick Crabtree Art/Arrow	Paul Fletcher TKM/Parilla
Dave Harridge Heron/Parilla	Paul Mace Ferrari/Parilla
Nigel Hennery Zip/DAP	Steve Sykes Wilson/Parilla
Andy Buchan Zip/DAP	Ray Wright Gillard/DAP
Peter Stevens Gillard/Parilla	Gary Moynihan Wright/Yamaha
Peter Giddings Dart/Parilla	Robert Owen Gillard/Parilla
Nick Parrington Reema/PCR	Norman Box Birel/Parilla
Steve Tillett Gillard/Parilla	Lewis Marsden DAP/DAP
Gary Till Zip/Zip	Nigel Edwards DAP/DAP

inevitable touch resulted in chaos, with both Thorpe and Fletcher spinning and causing a strange domino effect right down the field, almost at walking pace. This took out Par-

*Fourth and fifth in the series last year, both Tillett (?) and Edwards (87) "got in the back door" via the "B" Final (Pic: R. Calvert)*



ington, Edwards, Tillett, Till and many more; within fifty yards the field was well and truly thinned out. Higgins led by a hair's breadth from Prior, then after a gap came Price, Crabtree, Colson, another gap, Mace, Paul Fletcher, Wright, and Marsden who was absolutely flying. Prior was smothering Higgins but couldn't find a way past and for a few laps things remained constant with this duo pulling themselves clear of the battling Price and Crabtree while Colson watched closely. As Crabtree's ART kart gradually began to 'come on' he simply walked past George Price and quickly began to close the large gap on the leaders; at one third distance the new 'slimline' G.P. hounded Higgins and on several occasions came up alongside only to think better of his move. Twice this pair of hard drivers swapped places only to outfox each other on braking for the hairpin. While all this was happening Crabtree closed and latched on to the leaders; Fletcher senior and new boy Colson, tussling hard, had overtaken Price, who was now fending off the attentions of Mace with Marsden well fired-up and about to make hm move.

When Prior became aware of Crabtree's bumper he realised the waiting game was over and feinted to Higgins' right. Derek eased over and this allowed G.P. through – he was soon off into the distance, leaving Higgins to the attentions of Crabtree. However, this duel didn't last long; the hugely unfortunate Crabtree had his exhaust part company with the Arrow's cylinder and his superb drive ended with the inevitable black flag.

At two third's distance, Prior still led, pulling out two to three tenths per lap as his

*The obligatory first corner shunt. In basket-ball this would be called an "assist", as Higgins aids Fletcher around, while Thorpe spins in sympathy. (Pic: R. Calvert)*

kart came on; then Higgins, and after a large gap Fletcher and Colson seemingly tied together. After another gap came Price, followed by Hennery who was having an excellent race. Unfortunately Marsden's heroic drive was over with an engine problem, and he was left to ponder – third place would have been a distinct possibility ...

The last ten laps reeled away with Prior in complete control and leading Higgins by five seconds; Higgins in turn was three seconds in front of the Fletcher/Colson battle, some ten seconds ahead of the rest. At the chequered flag a jubilant Prior, beaming from ear to ear, led a contented Higgins home, but the battle for third was not over and coming out of the hairpin Fletcher came upon a parked kart. In swerving to avoid the obstacle he allowed Colson through to claim third – an irritating end to a hard-fought race.

The new season is well and truly with us. The tyres *are* fantastic and the racing promises to be second to none. Roll on round two ...

1st	Gary Prior	Dart/Parilla
2nd	Derek Higgins	DAP/DAP
3rd	Andrew Colson	Dart/Arrow

BRIDGESTONE/KART & SUPERKART CHAMPIONSHIP		
Two twenty positions after the first round.		
Position	Driver	Points
1st	Gary Prior	101
2nd	Derek Higgins	98
3rd	Andrew Colson	95
4th	George Price	91
5th	Paul Fletcher	90
6th	Kerry Thorpe	88
7th	Dave Harridge	86
8th	Nicky Fletcher	85
9th	Andy Buchan	82
10th=	Nick Crabtree	81
10th=	Gary Moynihan	81
12th	Norman Box	80
13th	Peter Giddings	76
14th=	Nigel Hennery	74
14th=	Paul Mace	74
16th	Steve Sykes	73
17th	Ray Wright	71
18th	Peter Stephens	70
19th	Rob Owen	69
20th	Nick Parrington	68





Martin Hines guns the Hermetite Zip out of Cadwell's bumpy hairpin, victory in sight . . .

# Hines' Happy Easter

Easter Cadwell meeting to a dominant Hines. Gange and Smith take the places, from Arnold and Collier. Styrin impressive on his return. Class wins to Luby (125), Newton (210) and Rodgers (250 National).

Report: Mike Smith  
Pics: Rodger Calvert

Cadwell Park, Lincolnshire was the venue for the Easter Sunday Club Championships being held for the 22nd year. The weather was typical Easter fare with sunny intervals giving way to very heavy showers of rain, sleet and snow! The sun did however manage to make a more lengthy showing in the afternoon, and a dry track was on offer for the finals.

The Cadwell Club had received an excellent entry with over 200 names in the programme over the four classes. The largest number once again was in the 125 class where 80 competitors had assembled. The meeting was also the second round of the Cadwell Annual Championships for all classes.

## Pit Patter

Perhaps the two most notable additions to the paddock scene were Nigel Smith and Steve Styrin. Both drivers were making their first racing appearance of the season with Steve partnering Ed Duckett in the Dino UK Team and Nigel running a Zip with a Peter Berry prepared Rotax. The latter's outfit certainly looked different being almost devoid of advertising material except for Burris tyre logos. Nigel was of course his usual cheerful self and looking forward to the season ahead. Steve

expressed satisfaction with the Dino and with a few minor modifications made to suit personal taste he was feeling fairly confident about the future.

Hermetite Zip teamster Carolynn Grant Sale was happily back in the driving seat after that 'off' at Snetterton, the only legacy being a slight soreness in the neck, especially around the quicker sections such as Charlie's.

Derek Price had at last secured what he described as a substantial sponsorship deal and the name of Ellisons appeared on the Zip/Rotax, along with Burris tyres. However Derek's day ended in a not too happy way with a fractured rear hub causing a big 'off' exiting Charlie's in the second heat. Outfit and driver were pitched backwards into the earth banking and Derek suffered severe chest bruising and a nasty gash on the leg, as a seat stay broke through the seat. After hospital treatment locally and again in Lancashire on Easter Monday Derek was, by Monday evening, looking forward to being back in the hot seat for the next Snetterton, which will have passed by the time you read this.

The 125 class continues to grow at a great pace with ever increasing numbers entering. This meeting signalled the end of Ian Rushforth's connection with the Lancer marque in that class — Ian is now to go his own way but still with Boyd Barrington and Peter Tippell as his drivers.

Both the 250 Nationals and 210's were better supported at this meeting with entries in the upper 30's in both classes.

## Derek's Day

The 250 Nationals were the first out when racing started and with just two heats and a ten lap final, Derek Rodgers aboard his Peak Revs Zip/Yamaha comfortably annexed pole position for the final with a couple of heat wins. Paul Taylor and Peter King made up the front row for the ten lapper with Paul taking a second and a third whilst Peter netted a second and a fifth. Mr. Peak Revs himself, Alan Cheetham started from the second row after a third and a fifth with Pete Featherstone and Duncan Pearcey completing the row. Marathon Man Richard Boston had poor heat results which placed him on the fourth row for the final.

So with the sun shining and the tarmac dry, a good race was in prospect as the field crept forward to the flag. At the off it was Paul Taylor who got the best of it, leading Peter King and Derek Rodgers into the hairpin for the first time. The Peak Revs driver was quickly through inside a lap to lead with Pearcey, Kevin Priest and Ablewhite behind King and Taylor.

Rodgers soon asserted his superiority and a gap was evident at the front from the second lap onwards. Temple Motors' Richard Boston was making rapid progress and by the end of two laps was up to fifth and charging hard. The first five were in fact looking reasonably secure with ex Superkarter Paul Sadotti leading the next bunch which included Colin Fletcher, Priest and Tony Taylor.

For the second half of the race Derek Rodgers consolidated his position and looked to be in no real danger. Peter King and Paul Taylor were still next but the man to watch was Richard Boston. He was really trying hard and as they appeared at Mansfield corner to complete eight laps he was up to third. That same lap had brought Kevin Priest and Tony Taylor just a little bit too close together at the hairpin with Priest ending his race there and then . . .

For the remaining two laps Rodgers pressed on and at the flag he was almost eight seconds clear of second placed Peter King with Richard Boston earning third spot a further three seconds adrift.

1st	Derek Rodgers	Zip/Peak Revs Yamaha
2nd	Peter King	Zip/Zip Yamaha
3rd	Richard Boston	Zip/CKS Yamaha
Fastest Lap ... Derek Rodgers 1m 7.1s. (80.47 mph — Record)		

## Newton's 210

Two names dominated the Villiers class — Dunstonian Garages' John Newton and British Champion Tim Doble. Newton took both heats to sit on pole position for the final with Doble and George Bett sharing the front row. The Barlotti of John Haigh was on the inside of the second row with Alan Ogden's similar chassis and the Dale of Andrew Worton all sitting behind the Zip front row. Always consistent, Vincent Munday was on the third line along with Robert Clarke and Graham Hemes. GP plate holder Richard Boston was not enjoying the best of fortunes and languished on the sixth row with a lot to do . . .

Ten laps then and it was Dunstonian Garages' Newton hitting the front early followed by Doble, Bett, Haigh and Ogden. Newton and Doble were not hanging about and soon pulled out a lead over the rest. Simon Quance had moved up quickly too, and by the completion of three laps was settled into fifth place behind Ogden. Haigh, Munday and John Brennan led the chasers but the field, as is often the case in 210's was now reasonably well spread out.

By half distance Newton was encountering backmarkers with young Doble hanging on grimly to second place but not quite being able

## New Circuit At Nutts Corner

This year the Ulster Karting Club is celebrating 25 years of successful karting and the occasion is highlighted by the recent news that their races will be staged on a brand new and top class race circuit, reported to be not only the best in Europe, but one of the leading race tracks in the world!

For the past two years the Club have been negotiating with Antrim Borough Council for the provision of a new track. Now, it seems their dream has finally come true, for the Council have agreed to proceed with phase one, of a three-phase scheme, with the new track being built at Nutts Corner.

The new circuit, which has just come under "starter's orders", will not solely be used by the kart club but will also be available to the motor cycle, rally, motor racing and scramble fraternities who have all expressed a keen interest in the provision of the circuit.

The track was originally the brainchild of the Ulster Kart Club whose then Vice Chairman, Mr Frank Stewart, approached Antrim Borough Council in September 1980. After listening to their plea for a new track the Recreation Officer to the Council, Mr Alan Moneypenny, decided to develop the track on a much larger scale to help facilitate all forms of racing. Now, after two years of negotiations and discussions the Council have finally given the green light for the work to start on the first phase of the scheme.

This will involve the provision of 1,000 metres of track which will be eight metres wide, and with the first phase due for imminent completion, the stage is set for drop of the flag for the first kart races. The second phase of the scheme, which will be completed by the end of 1983, will see the motor car and motor cycling enthusiasts taking their positions on the circuit which should be 1¼ miles long.

## Plymouth

### KARTSPRINT — April 17th

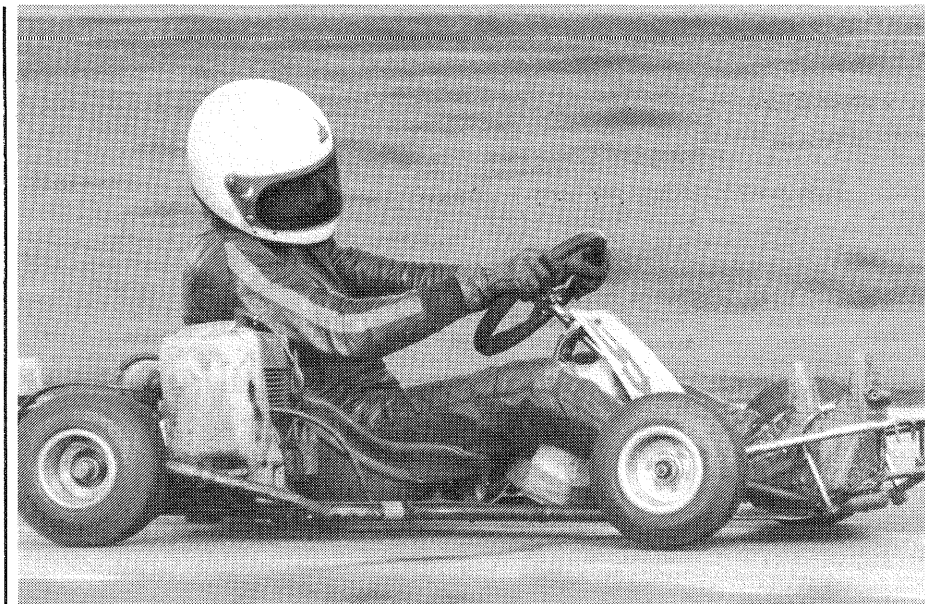
When running an event with Plymouth Sound as a backdrop (including Falklands veteran RFA Regent at anchor), it's hard to go wrong — and so it proved with the Plymouth K.C.'s first ever Kartsprint. A beautiful day, 3,000 spectators, and sponsorship from South West Kitchens all contributed to make the day a great success.

Andy Bundy and Dave Hockey were among the 30 drivers who took part in the event, and 30 drivers seemed to be just about the right number. Each run — including a couple of laps of the Hoe to warm up — took about 2 minutes, so the 3 runs for each competitor took about 3 hours and filled the afternoon nicely.

### Juniors

Clive Elmore (Dino/DAP) was consistently faster than his rivals, taking the junior victory with a best run of 64.15. This was just 0.69 quicker than Mark Hutton in second place, while local man Gavin Wills took third with 65.31 secs.

## CLUB SCENE



Above: Junior Britain winner Graeme Duncombe. Below: Gary Prior took 100 National 'A', while (bottom) Russ Malkin was the top award winner in 100 Senior Britain. New names at Tilbury . . .

## Tilbury

### APRIL 10th — RESULTS

Junior Britain  
1st Graham Duncombe Kestrel/Arrow

100 Britain  
1st Russ Malkin Dart/Arrow  
2nd David Shannon Kestrel/Arrow  
3rd Ray Wake Ferrari/Arrow

100 National Novice  
1st Peter Romaine Dart/TKM  
2nd Graeme Wooley Dart/TKM  
3rd David Stibbards Premier/Arrow

100 National 'B'  
1st Mervin Sterry Dart/Arrow  
2nd Adrian Cole Dart/TKM  
3rd Ashley Sinclair Dart/TKM

100 National 'A'  
1st Gary Prior Dart/TKM  
2nd Martin Prior Zip/Arrow  
3rd Chris Callingham Cobra/Parilla

Class 4  
210 Nick Caley Zip/NTV  
125/250: Melvin Spree Zip/Honda  
250 International: Glen Standing Zip/Yamaha



### Senior Britain

A very competitive class, with just 1.37 secs. eventually covering the first five men. Martin Keslake (Barlotti/Arrow) and Andy Vicary were both tying for the lead after two runs, but it was Chris Taylor (Dart/DK Arrow) who gambled all on one last successful sideways run to stop the clock at 64.39. Keslake took second from Vicary by just 0.22 sec. . .

### Combined Gearbox

The crowd pleaser was the gearbox class. Most spectacular were Alec Sutcliffe and Ernie Winn, who slid and slithered through the cone sin fine style, with different wheels waving to the crowd at different corners. The "Roundabout" (twice round, anti-clockwise) was a favourite viewing spot as practically all the gearbox boys went round this flat in 2nd on 3 wheels!

Although only managing to record 72.7, Trevor Vicary really entertained the crowd with his ex-Malcolm Turner Zip/Yamaha — wheelieing off the line, and tyre-smoking out of each turn — very spectacular viewing, with all credit to the hard working driver . . .

Despite all these antics, it was Andy Bundy (Rotax 125) who drove quickly and cleanly to set the only sub-one minute time of the day at 59.78 — pretty to watch. Alec Sutcliffe took second with a tail-wagging 63.92, while hero of the Exeter speedway meeting Les Ruddy took third.

Some lessons were learnt from the event, and if, as is hoped, another Kartsprint is run in July, the course will be more open and faster!

Spectator





## SPECIAL OFFERS THIS MONTH

### 100cc PCR NATIONAL MOTOR COMPLETE WITH CARB, IGNITION & EXHAUST £250

KOMET PISTONS, 50.9 – 51.2 TT type  
with gudgeon pin and rings £3.50 each

ZIP NATIONAL KART - COMPLETE ..... £350

#### CHAINS - SPROCKETS - ETC.

All 100cc sprockets are fully machined and made of L70 material.  
219 pitch, 64T-95T ..... £3.00  
35 pitch, 56T-82T ..... £2.15  
219 pitch engine sprockets  
10, 11T ..... £3.00  
35 pitch engine sprockets  
9, 10T ..... £3.00  
DID 219 HT chain  
(110 link box) ..... £6.50  
DID 35T chain (100  
link box) ..... £5.50  
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  
1/2" x 5/16" Rotax drive  
sprocket 17-28T ..... £7.50  
1/2" x 5/16" Yamaha drive  
sprocket 23T ..... £7.50  
Reynold link extractor  
(new model) ..... £10.50  
PJ1 chain lubricant ..... £3.00

#### ZIP HIGH QUALITY DIE-CAST COMPONENTS

Rear wheel boss,  
25mm or 30mm bore ..... £3.50  
Sprocket carrier 100cc,  
25mm or 30mm bore ..... £3.50  
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

#### ALL PRICES PLUS VAT

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

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

#### MAIL ORDER

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

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

SECURICOR DELIVERY (up to 20 kilos) + £5.00

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

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

#### GENERAL KART COMPONENTS

Zip noise box  
(compulsory RAC) ..... £10.99  
Genuine Zip Ferodo special  
pads ..... £5.00  
Zip leather-rim steering  
wheel ..... £9.00  
Zip 100cc glass fibre  
seat ..... £9.75  
Seat cover, foam padded  
Kart cover, special Zip  
type ..... £9.95  
Genuine rose rod ends,  
8mm female ..... £2.25  
30mm HT ground finish  
axles ..... £10.00  
25mm HT ground finish  
axles ..... £8.50  
Number plates, all colours  
(100cc) ..... £0.30  
Tillotson filters ..... £1.10  
Chain guard strips ..... £0.25  
Plastic finger guard ..... £1.00  
Plastic chain/finger  
guard ..... £1.50  
Plastic continental fuel tanks  
with special fittings ..... £3.50  
Alloy finger guard ..... £2.75

#### STOPWATCHES

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

#### ZIP RACEWEAR

All PVC suits are available in  
Red, Green, Black or Blue with  
contrasting stripes and available  
in 7 sizes to ensure a perfect fit.  
Zip std. PVC suit ..... £27.00  
ZIP NEW TEAM SUITS are in  
the latest fashion with stripes  
up the side of arm, leg and body  
and carry Zip logo on back and  
shoulders ..... £29.00  
ZIP NEW CIK SUITS ..... £29.00  
ZIP NEW F.1 style CIK SUIT –  
a new standard in style and com-  
fort ..... £39.95  
Zip std. leather suits are avail-  
able in colours and sizes as per  
PVC overalls but manufactured  
in top quality leather ..... £82.00  
ZIP NEW TEAM LEATHERS  
new style with bib effect in  
true Superkart tradition. In  
various colour combinations and  
in 7 sizes, also carrying Zip logo.  
Manufactured in top quality  
leather ..... £92.00  
Zip PVC racing boots ..... £9.95  
New Zip GP boots ..... £16.50  
Zip super leather boots  
Short leather racing  
gloves ..... £8.50  
Long leather gloves ..... £10.75  
Long leather Zip-backed  
gloves ..... £6.50  
Zip equipment bag ..... £5.50

#### HELMETS AND ACCESSORIES

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

#### ZIP DISCOUNT CENTRES:

Taylor Racing, 'Monaco', 7 Mansfield Place, Crimond,  
Fraserburgh, Scotland. Tel: (03463) 2554  
DMA Racing, 41A Oxford Street, Church Gresley,  
Burton-on-Trent, Staffs. Tel: (0283) 214489  
Andy Kirkpatrick, 15 Port Glenone Road, Ahoghill,  
Co. Antrim. Tel: (0266) 878203  
Mistral Racing Ltd., The Clay Pigeon Kartway,  
Warden Hill, Evershot, Dorset. Tel: (093-583) 649

#### BRIDGESTONE TYRES

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

#### BRIDGESTONES – SPECIAL OFFERS!

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

#### GOODYEAR TYRES

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

#### BURRIS RACING TYRES

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

#### ZIP SPUN ALLOY WHEELS

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



to have a real go at the leader. Lap seven and a huge gap now appeared between second man Doble and Bett with the latter having a big advantage over Ogden. As in the 250 National final Boston was making progress and at the end of eight laps was in fourth place.

Two laps from home and Doble had closed up on Newton but we had lost both Quance and Bett, leaving the two leaders out on their own and looking home and dry. The last lap and Richard Boston's luck deserted him, his race ending prematurely. At the flag it was Newton a mere second clear of Doble but a massive forty seconds ahead of third placed Ogden, who in turn had a thirteen second advantage over Haigh.

1st John Newton Zip/APV  
2nd Tim Doble Zip/Longtune Villiers  
3rd Alan Ogden Barlotti/Villiers  
Fastest lap ... Newton 1m 9.3s  
(77.92 mph - Record)

#### The Phoenix Rises ...

With such a large entry, two split heats and a qualifier were needed to sort out final grid positions. The heats produced three different winners – Wigan Kart Centre's Chas Walker took the first, Air Kilroe driver Kurt Luby headed the next two aboard the LD Phoenix, and Mark Allen took the last heat on his Dino.

Kurt Luby therefore had pole position for the ten lapper with Mark Allen and Chris King sharing the front row. Mark One Racing's King had earned that spot with a couple of good second places to Luby in the heats. Lancer driver Boyd Barrington sat in the middle of the second row after a pair of third places in his heats with Chas Walker and Keith Glendenning either side of him. This class certainly uses a variety of chassis, for on the third row sat the CTRP of Ian Brown making that five different marques on the first three rows! A couple of rows further back was yet another – the Barlotti of Kenny Tibbs. Young Ian Beaumont, who showed so well at Snetterton in March again performed admirably in such competent company to put the Lancer on the seventh row.

The eight lap qualifier also incorporated the P & R Final, and that was won by the Barlotti/Honda of Steve Cowell followed by local lads Graham Barker and Tony Martin, both Barlotti/Yamaha mounted. The six to go forward to the main final grid were: Colin Bird, Malcolm Clarke, Les Cooper, Mark Webster, Dave Haughton and Jeremy Pilkington.

As the starter dropped the flag to signal the start of ten laps of now customary 125 action it was Mark Allen who got the jump to lead into

the Club hairpin for the first time. Shadowing him were Luby, Glendenning, Walker, King, Barrington and the rest. By the time the pack appeared at Mansfield corner to complete one lap the Phoenix had risen, and Kurt Luby held sway with the Air Kilroe colours ahead of Allen, Glendenning and Barry Train just behind Barrington. Chris King had not had the best of starts and was down in tenth place behind young Ian Beaumont.

As things began to settle Luby still held the lead after four laps with Allen settled into second spot ahead of Glendenning. A little gap then appeared before Train lead a hard charging King with Mike Ballantyne, Barrington, Walker, Brown, Beaumont and now Andy Cowgill scrapping for the places.

Lap six: Luby was still showing Allen the way round, Glendenning was still there and King had edged his way up to fourth. Ian Brown overdid things at the hairpin and had to do a smart about turn, losing places in the process. Graham Thacker and Guido Basile were unfortunately removed from the race when Guido lost it and was thrown from his kart. The outfit spun across the track and into a spinning Thacker. Thankfully both drivers appeared at the time to be not seriously hurt. You certainly see some action at the hairpin! ...

Back to the racing action and Luby was now looking much less under threat at the front. Chris King, though, was still on his charge and at the end of eight laps was up to second place relegating Allen, Glendenning and the rest.

Richard Arnold (86), currently enjoying a purple patch, leads a Superkart heat into Cadwell's action-packed hairpin ...

Lap nine and young Beaumont gyrated out at, yes, you've guessed, the hairpin. Andy Cowgill was pushing hard on the last couple of laps and managed to get ahead of Barrington into sixth spot on the last tour. Luby meanwhile motored on to give the new Phoenix chassis its first long circuit success of '83. If Jim Luby has found those few extra r.p.m. he believes are available yet, it probably won't be the last.

Chris King, after a terrific drive claimed second some eight seconds down on Luby and a second ahead of Glendenning. Mark Allen had been pushed back to fourth with Mike Ballantyne fifth and a charging Andy Cowgill sixth.

Luby established a new lap record in his second heat at 1m 7.3s, a speed of 80.23 mph.

1st Kurt Luby Air Kilroe  
Phoenix/LD Rotax  
2nd Chris King Zip/Hood Rotax  
3rd Keith Glendenning Zip/Rotax  
Fastest lap ... Luby and King, 1m 8.1s  
(79.29 mph)

Steve Styron was right on the pace with the Dino. Here he heads for a tricky heat win, on slicks, during a downpour ...





continued . . .

## Martin Zips It Up

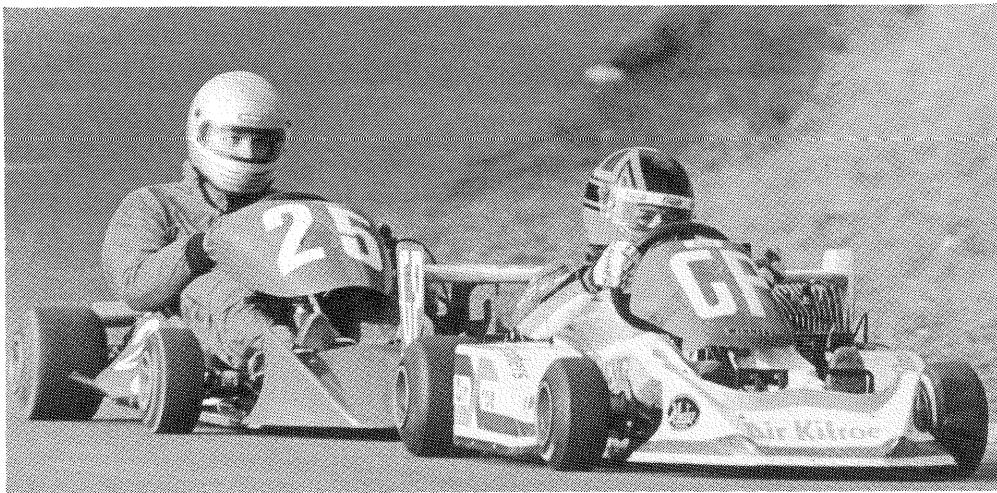
With an entry of over fifty, the Superkarts also enjoyed two split heats and a qualifier before the 12 lap final grid was decided.

The two names to emerge with most credit from the heats were those of Hermetite Zip's Martin Hines and the Dino UK entry of Steve Stylin. Both drivers took two wins each to line up alongside on the front row with Hines taking pole. Steve Stylin certainly didn't look to have lost anything of his old form despite the long winter lay off and gave an excellent account of himself in the heats. His second six lapper was run in dreadful conditions with snow, sleet and rain in abundance. The name of the game was to stay mobile and finish and that was just what the Leeds driver did. Martin Hines certainly looked quick in the drier of his two outings, although Stylin matched his quickest heat lap of 1m 1s. Mark One Racing's Richard Dean took the third spot on the front row having taken a second and a fourth. Nigel Smith played himself in to a second row start along with Gordon Douglas and Phil Ansell. The early season pace-setter Hermetite's Reggie Gange, was back on the sixth row due to a rod going on the Rotax in the second heat after a storming drive to the front, on slicks – in the wet! A third place was Reggie's in the first heat. The third Hermetite Zip driver, Carolyn, notched a couple of seventh places to line up on the fourth row. After the qualifier, Mick Walker, Charles Atherton, Graham Joy, Gary Lyons, Mike Rutledge and Clive Barker made up the last two rows for the final. The front of the grid looked like this:

Dean	Stylin	Hines
Ansell	Douglas	Smith
Arnold	Hemes	Rawson
Ridley	Grant-Sale	Parrott
Papworth	Holmes	Barber
George	Gange	Mitchell

Twelve laps of the 1.5 mile Club circuit was to be the finale of the Easter meeting, and as the starter dropped the flag to set them on their way it was Hines and Stylin leading the drag off the line and down to the tight hairpin. Side by side as they approached, it was Hines who had the edge as they accelerated up Coppice for the first time. Gordon Douglas led the rest with Smith, Dean, Rawson, Ansell and Gange in purusit. One lap was all Stylin managed for as leader Hines appeared out of Mansfield corner,

*The exceptionally pretty Circuit Travel full bodied Zip unfortunately ended the day somewhat crumpled . . .*



Top: Luby (GP) had to fend off Mark Allen in the opening laps of the 125 final. Above: 250 National blast off, with Taylor (11) and King (5) getting the better of eventual winner Rodgers.

he was all alone and well clear of the pack, Stylin pulled off opposite the commentary box with what was later reported to be a broken rod. What had looked like a great battle developing between Hines and Stylin was all over and the Hermetite man was away. By the end of two tours Hines had the race by the scruff of the neck and looked almost uncatchable at that early stage. Douglas was in second spot after two laps with Gange up to third and Smith, Rawson, Dean and Ansell next.

Quarter distance and Douglas had gone missing, elevating Gange to second but still some way behind the flying Hines. Smith looked settled in third with Mark Hood and Richard Arnold now behind Rawson, Ansell

and Dean. Douglas was still there but had slipped down to about tenth at the end of four laps.

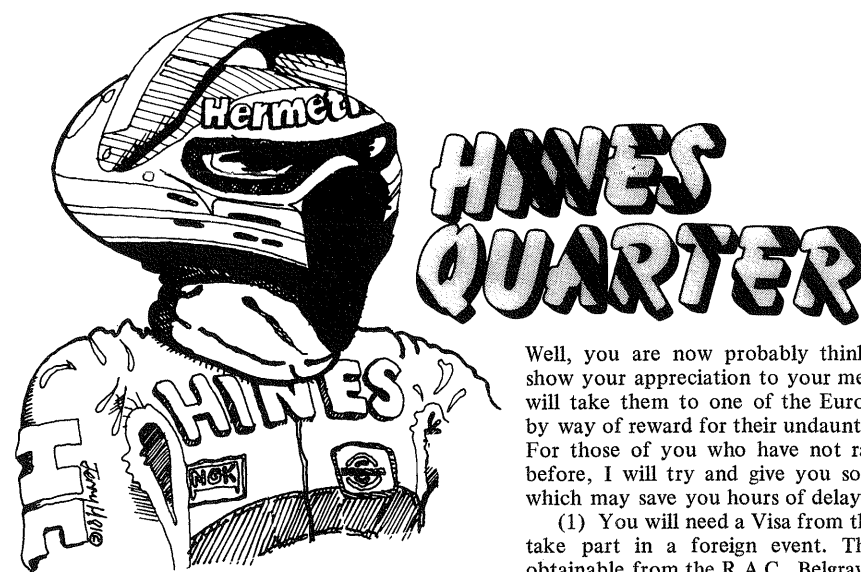
Half distance, six laps gone, Hermetite Hines could almost be forgotten such was his lead. Gange and Smith were also well separated in the next two spots with a gaggle of half a dozen following. Two more laps gone and Hines was taking backmarkers for the second time, while Gange pressed on in second with Smith still third. The Rotax of Phil Ansell cried enough on lap nine, Richard Dean going out as well.

Three miles left then, and barring mechanical gremlins it looked all over. No one was going to catch Hines. The poor tail enders were being lapped yet again. With the demise of Ansell and Dean, Arnold was now in fourth ahead of Collier. Some way back came Malcolm Belbin, Phil Hemes and Doug Rees.

That was the order at the flag with Martin Hines motoring in more than 10 seconds clear of Gange, who in turn was twenty seconds ahead of Smith. A rather surprising fact is that this was Martin Hines' first full UK long circuit final victory since his success at Mallory last May. He did of course take victory at Zandvoort and the BRSCC Snetterton events – both held last September.

1st	Martin Hines	Hermetite Zip/Rotax
2nd	Reg Gange	Hermetite Zip/Rotax
3rd	Nigel Smith	Zip/Berry Rotax
4th	Richard Arnold	Zip/Rotax
5th	Donovan Collier	Zip/Rotax
Winner's Time ... 12m 21s (87.44 mph)		
Fastest lap ... Martin Hines 1m 00.3s (89.55 mph)		

Kart & Superkart



## Home and Away ...

One TV race down and two to go. Once again Nigel came up with the goods when the all important TV cameras were there. Equally I had the most disastrous day I have had for nine months – just when everything seemed to have clicked right at Cadwell. It would seem I am just not destined to win races in front of the cameras ... Carolyn however had a marvellous day by coming second overall and putting the rest of the Hermetite Team firmly in their place.

With the event now being sponsored by the TV Times, Superkarting can look forward to a great boost as I believe there will be some good articles in the TV Times, and hopefully many more TV races in years to come. Certainly Nick Brittan must be congratulated again for really getting things together for us on the box. With any luck he will be able to get us some practice early in the morning on the day of the races, or even at lunch time, rather than ten minutes before! ... I must through this column congratulate my team manager Russell, the ever-cheerful Steve Eaton and Gary Harrison for an incredible effort in fitting a new motor in 14 minutes from start to finish (only for me to go out and blow it up), and then fit another one in similar time! It really does put a lot of pressure on a driver to do well when your team backs you up so well. When it all goes wrong, it's bad enough for the driver, but what about the mechanics who have slaved away yet got none of the excitement on the circuit. Why do they do it? I do not know, but I am very pleased they do! So when you have had an appalling day and feel like packing it all in, spare a thought for the spanner men, because without them you wouldn't be there! . . .

Well, you are now probably thinking that to show your appreciation to your mechanics you will take them to one of the European events by way of reward for their undaunting support! For those of you who have not raced abroad before, I will try and give you some pointers which may save you hours of delay at customs:

(1) You will need a Visa from the R.A.C. to take part in a foreign event. This is easily obtainable from the R.A.C., Belgrave Square, at a cost of £11.50. You will need to apply in writing, sending a cheque for £11.50 and giving the date of the event, venue, your name and licence number. You can also call in at Belgrave Square if you wish and collect it there and then. Otherwise you must allow at least ten days for this procedure, knowing what the post is like today. For the World Championship Grand Prix Series, your Visa is covered by the R.A.C. automatically.

(2) You will need either an R.A.C. or A.A. Carnet de Passage for your kart and equipment. These carnets can be obtained from either of the associations, but you have to be a member and will be required to take out a bank indemnity to cover the carnet. Please do not leave it to the week before you go – you need to allow a good three to four weeks to be absolutely safe.

Once you have got your carnet, you will not need it until you get off the boat on the other side of the water. All you then do is show it to the Customs Officer, who will probably want to look at the kart engine and tyres, and then stamp it and tear half the page out. The most important thing now is to ensure that when you go out of the country, either back to England or across the border into another country, you get it stamped again and the remaining half page taken out. Failure to do this could result in your losing the bank indemnity that you have signed. Of course when you go out of a country, the customs are not really interested and often you have to seek out the customs officer to get it signed . . .

When filling in the form for the carnet originally, make sure you list enough spare tyres, and also show spare parts to a value of £200 – £300 to cover all the normal type of spares you are likely to take.

One of the things that may assist your smooth passage through customs is . . . stickers! It would seem that customs officers and port officials must all be fanatical sticker collectors. Certainly it is a priority when we travel abroad to have an abundance of various decals etc. available . . .

(3) Once you have got the above documents sorted out it is just things like a warning triangle for the car or van in case of breakdown (compulsory in many countries), GB plates and the French (or whatever) phrase book – not of course forgetting your Competition Licence and Medical Certificate.

So now that is done, a recap on the events that are now confirmed for Europe. It is interesting that in Holland and Belgium the events shown also have a 250cc Single Cylinder class. I am not exactly sure what their class regulations are for this 250cc "National" class, but I will find out for next month's issue, as I am sure some of you 250 National drivers would love to participate at Zandvoort and Zolder. At the same time, I will find out what events in France and perhaps other countries intend to run 125cc classes, be it watercooled or aircooled. I am sure some of our 125s would give them a good run for their money.

For those of you that want to get in some testing just before the Grand Prix, there will be a test day on 14th June at Snetterton. The usual fee of £25.00 per day, or £22.50 for Central Kart Club members, will apply and the circuit is open from 9 a.m. – 5 p.m. and does not close for lunch.

## LATEST EUROPEAN DATES

May 28th/29th	Zandvoort.
June 4th/5th	Jyllands Ring, Danish G.P., World Series.
July 16th/17th	Zolder.
August 20th/21st	Zandvoort, Dutch G.P., Non-Championship Event
August 27th/28th	Zolder, Belgian G.P. Non-Championship Event.
August 27th/28th	France. Venue to be announced.
September 24th/25th	Zandvoort.
October 15th/16th	Paul Ricard, World Series Final.

Zandvoort and Zolder events are run by KC-250, Ronald Bon, Lijsterstraat 27, 3514 TA Utrecht, Holland. Tel: 030-710518.



**MANCO FUNKARTS**

## SEVEN MODEL RANGE

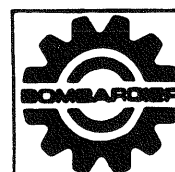
— including the Dingo all terrain kart (illustrated).

Send for brochure & stockist details.

## TRENCH TRACTORS

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

Name \_\_\_\_\_  
Address \_\_\_\_\_  
Tel: \_\_\_\_\_



**ROTAX**

**LARGEST STOCKS  
FASTEST SERVICE  
TRADE ACCOUNTS WELCOME**



## Andover Norton Limited

West Portway,  
Andover,  
Hampshire SP10 3LF

Telephone:  
(0264) 61414

May 1983

23





# P & A KARTING

THE NORTH WEST LEADING CLASS ONE STOCKISTS

MAIN AGENTS FOR THE ITALIAN FERRARI KART



**TILLOTSON CARBS.**  
Bored & Modified  
Diaphragm  
Pressure Tested  
25.0 mm £30.00  
27.0 mm

**NEW ENGINES IN STOCK**  
PCR ..... ex Stock  
PARILLA TT25 ..... ex Stock  
PARILLA TT27 & TT2755 ..... ex stock  
TKM ..... ex Stock

**TYRES**  
Bridgestone  
Goodyear  
Carlisle  
Shell Racing Oil 1 litre £2.75

**USED ENGINES IN STOCK**  
1 Simon Wright SS20, 48.2 ..... £220  
1 P.A., SS20, 48.2 ..... £180  
1 Parilla Britain, SS20, 48.2 ..... £180  
1 Special ex works TKM L90, ex Alan  
Gates, very quick, 48.3 ..... P.O.A.  
1 Hewlands, D-Port ..... £275  
1 Hewland, 5 Port ..... £250  
1 Lane PRO ..... P.O.A.  
1 TKM FF99 National ..... £250

**USED KARTS IN STOCK**

1 BM Bluebird.  
1 Wright, little used.  
1 Ferrari, one meeting only.



£13.00 + VAT

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

Discuss your requirements with:

PAUL, **SOUTHPORT** (0704) 38160 (DAY)  
**SOUTHPORT** (0704) 41523 (EVENINGS)  
95, WINDSOR ROAD, SOUTHPORT.

ANDREW, **WIGAN** (0942) 44550  
TELEX 67130



PART EXCHANGE FACILITIES  
FINANCE TERMS AVAILABLE

## Merlin Developments

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

Telephone: 01-560 0694

For all your karting requirements,  
speak to us for **GENUINE** advice.  
Remember, we know what we are  
talking about.

**NEW LOW PRICES FOR ROTAX SPARES—  
JUST PHONE FOR QUOTE**

**SPECIAL OFFER**

1 ONLY! New 1982 256 Rotax engine,  
including pipes ..... **£1,250 + VAT**

**ZIP KART MAIN AGENT**

**FAST POSTAL SPARES SERVICE**

## PARKER RACING ENGINES

**DISCOUNT PRICES FOR**

LANE, TKM & ZIP KARTS  
— SPARES & ACCESSORIES

Secondhand Karts and Engines available

**GARY PARKER TUNED ENGINES  
FOR RESULTS & RELIABILITY**

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

TOO FAR AWAY — WE WILL DELIVER & COLLECT

## PAUL CARR RACING

offers a competitive and co-operative  
Class One service in the Midlands:

- \* bored and tuned carburettors
- \* motor rebuilds, tuning and preparation
- \* kart alignment and setting-up
- \* running-in facilities

for details please phone

**COVENTRY 542551 (evenings)**

## EUROPE'S LARGEST



### KART ENGINE & SPARES CENTRE

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

**COMPARE OUR PRICES ON GENUINE ROTAX SPARES,  
JUST A FEW EXAMPLES FROM OUR HUGE STOCKS.**

#### 125 AIR COOLED

CYLINDER ..... £123.18  
CYLINDER HEAD ..... £39.14  
PISTON & RINGS ..... £27.60  
CLUTCH DRUM WITHOUT GEAR ..... £9.88  
SINTER CLUTCH PLATES ..... £4.58

#### 250 WATER COOLED

CYLINDER ..... £177.52  
CYLINDER HEAD ..... £125.54  
PISTON & RINGS ..... £27.60  
CLUTCH DRUM WITH GEAR ..... £46.06  
CLUTCH PLATES ..... £4.58  
MAIN BEARINGS ..... £2.91

BIG END CAGE AND ROLLERS ..... £7.11

SMALL END BEARINGS ..... £3.19

COMPLETE CONROD ASSEMBLY ..... £28.90

**GIVE YOUR CYLINDER TO OUR SERVICE VAN AND WE WILL  
HAVE IT RE-NICOSIL PLATED FOR YOU IN 21 DAYS  
£55 PER CYLINDER**

We also have a full range of Race proven, radiators, headertanks and Merlin exhausts. Be it Moto-plat rpm gauges or 17-28+ Drive sprockets they are all in stock. Zips new dual rear sprocket to give the ultimate in final drive ratio's using STD 1/2" x 5/8" chain.

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

Just telephone giving your **BARCLAYCARD** or **ACCESS** no. For same day despatch, if the post is not quite enough — for just **£4.50**, we can arrange **SECURICOR** delivery.



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



After all the work and effort Martin Hines has put into the present day image that Superkarts have it would not be natural for him not to enjoy a few laps and perhaps a win when the television cameras were at Donington. But the "jinx" never fails to strike him out of the action on every occasion so far. As one person put it, you can only regard it as bizarre – even the commentator Andrew Marriott (who used to share a flat with Chris Lambert in Sloane Street) remarked upon Hines' awful luck at every televised meeting to date. Congratulations must go to Nigel Smith – in contrast he always comes good when there is the prospect of having a microphone stuffed in front of him! We are very fortunate to have such interviewable and well spoken ambassadors for our sport – both Nigel and Carolyn Grant-Sale come over exceptionally well when interviewed and in my opinion that alone does as much to lift the image of karting as the racing itself. Nothing is worse and more embarrassing than seeing a sportsman in whatever field perform an impossible, earth-shattering, record breaking feat, only to destroy the whole illusion of invincibility by an interview that shatters that picture in seconds, "well, er, um – yeah", boxers – with the exception of Henry Cooper and Cassius Clay to name but a few!

Whilst the near accident that Nigel Smith nearly had in the second race was clearly not of his doing, his style of driving is no different this year from how it was summarised in the top ten ratings for last year! Good to watch though . . .

The requirement of Super Licences for drivers to compete in the World Championship may on the surface seem logical, but in the less elitest quarters of Superkart drivers it is causing quite justifiable resentment. Though I understand that a few exceptions will be made for competitors who do not automatically qualify for such a licence on past performances, they will be considered for a Super Licence if their reputation is of sufficient pedigree!

There are two very plausible schools of thought, for and against.

The case for Super Licence holders only is I assume purely on the basis of safety, in not having the leading bunch lapping hordes of relative "wallies" after only a short period of the race. This is hardly likely to happen at Silverstone or Paul Ricard, though it would be a possibility at the Danish Round, it being an

Andy Marriott talks to Carolyn at the Donington race – good PR . . . (Pic: Calvert)



appreciably shorter circuit. That having been said, I can think of no other good reason for Super Licences. The case for slightly more latitude in the acceptance of entries by comparison is decidedly more widespread. If karting or Superkarting is still largely a participant sport rather than a spectator sport, while I in no way would advocate novices, the biggest meeting should be open to all who have done two or three years of fast circuit racing. It is a great thrill to participate at international level – to restrict the entries in what is only the first year of the World Championship is a premature step which I feel will be regretted. In particular the Silverstone race which has taken over the roll of the annual "must" by all enthusiasts, loses half of the attraction if before the start, half of the entry in 250 International is barred from the "big one". When it comes to the two "away" meetings, it is true to say that in many cases the "lesser mortals" are more able to afford the expense and the time away from work than some of the top men. Some of the lesser ranks sometimes rise to the occasion and put up a "maverick" performance after some of the stars have fallen by the wayside . . .

A compromise could easily be arranged to satisfy all, by having the seeded drivers in one set of heats and the non-seeded in another set of heats to qualify for, say, the rear quarter of the final grid. A lot more people would thereby

take part in the meeting to the benefit of all. Possibly after a couple of years of the World Championship entry should be by Super Licence only – to insist upon it from the outset will achieve little in enhancing the stature. Not knowing the number of people from other countries who qualify, but assuming they don't amount to a great many from the more distant countries – Spain, Finland, Norway, etc., their absence alone would detract from the atmosphere of the three rounds.

The Long Beach Grand Prix was well covered on television, with a very well done documentary a week or two before the race, entitled "An Englishman, an Irishman and a Motor Race", all about the background to the 1982 race, briefly showing the kart race. This year's kart race was won by Lynn Haddock, the same Yank who spannered for Lake Speed when he won the World Championship. In addition to the kart race there was an exhibition of karts covering most of the classes including Superkarts. Zip's interests were looked after by Jim Hall Jr., son of Jim Hall of Chapparral Cars fame, the American oil millionaire who in his way is probably the greatest innovator the American racing world has ever thrown up – ground effect, skirts, fan cars, automatic transmission (that worked) and of course wings, well before the European circus had ever dreamt of them. Did you know that the Chapparral Fan Car's (J2 I think) fan was powered by a JLO engine? No? Never mind! The relevance of that to newcomers to karting is simply that many years ago JLO engines were widely and successfully used in karting. I digress . . . Back to Long Beach. Long Beach Grand Prix International is the brainchild of Chris Pook, and one of the reasons karts get a look in at downtown Long Beach is that Chris Pook handles the Hewland kart engine for that area of America, via the importer Carl Haas. My informant told me that Hewlands, along with the reed valve TKM are establishing a good reputation in America. The kart exhibition was visited by an estimated 40-50,000 people. Though next year's meeting is for Indy cars rather than the Grand Prix racers, Chris Pook is more than interested in the accompanying kart race to be for Superkarts if sufficient interest can be raised. The twin engined karts this year were about 20 seconds slower than Formula 1 times, the Yank racers are, I am told, a little "sassy" about the solid concrete scenery! Nigel Smith where are you? . . .

The World Cup is looming up again. The annual classic is likely to be adversely affected in terms of entries by its close proximity (the following weekend) to the Jyllandsring race. Two previous winners, Reg Gange and Lennart Bohlin, will not be racing, though I would expect Alan Kronow will be there to upset the form book, and should start as favourite. Never before, other than of course the first World Cups, has the meeting not been attended by the majority of the previous winners – the distinction still only applies to seven men of a very special brand: Liddle, Bohlin, Hesketh, Gange, Buttigieg, Cullimore and Kronow. Reg Gange would like it to be understood that his absence from the meeting is nothing to do with his Zip Team's past aversion to the Heysham track – it is purely a matter of the World Championship having priority the following weekend.

The lengthy tale I told last month, on the confessions of an ancient engine builder, was only put in to illustrate what some people are likely to get up to when engine regulations are either vague or confusing. The reason for all this was due to there being a letter of great

## PROFILE



away from his first big class victory. The Bolton Boy didn't have to wait too long for that first win, although it did come about through a certain Mr. Buttigieg's retirement at the Easter Cadwell. But, as is well known, you have to finish in order to win and Derek did just that. After a hectic dice for second with John Ball, Derek took advantage of Butty's demise and with three laps remaining took the lead and hung on for victory.

Unfortunately the remainder of the season was full of problems, and the yellow Wigan Kart Centre outfit was rarely seen amongst the leaders at the chequered flag. Derek did however bow out of the '82 season with his second win, this time in France at the VSD meeting. That one gave him a lot of pleasure too – he beat Martin Hines!!

Derek is like most people in karting in that he has a job unrelated to the sport and much of the cost of racing is met from his own earnings. That can take quite a lump, especially with today's travelling costs and the frequency of meetings.

However, despite a later start to this season he has managed to secure a sponsorship deal which will see him compete in the World Series and most of the major British events. Ellison's Carpets is the name which will be seen on the Wigan Kart Centre prepared Zip/Rotax in 1983 and it is a name with which Derek has long associations. David Ellison is the man now at the head of the carpet company in Bolton but it was David's late father who was responsible for preparing Derek Price's engines way back in his Junior days.

Derek Price, 1983 style – backing from Ellisons Carpets and Burris, and a top Superkart contender. (Pic: R. Calvert)

It was from a chat about karting matters generally that the offer of assistance came about and together with some help from Burris Tyres in the way of rubber and sprockets etc., a 'substantial deal' was put together.

Snetterton was Derek's first outing this year and after a five month lay-off he was delighted with his own performance and that of the outfit. The Easter Cadwell brought only bad luck though, with a big 'off' leaving Derek with a very sore and bruised chest and a stitched up leg – not to mention a kart which was a total write off! ...Undeterred however, and as he points out "that was my first really big incident in twelve or thirteen years, so I haven't done so badly really", he hopes to be quickly back in the driving seat.

Derek would like 1983 to be the year when he wins his first special number plate. He came pretty close last year to Dane Allan Krownow at the World Cup, so who knows, that ambition may well be achieved. If it isn't it certainly won't be through any lack of effort. That then is Bolton's Derek Price – one who has packed a lot of experience at all levels into his karting activities and one who is regarded by many as being a very capable driver and firmly established amongst the front runners.

Mike Smith

**DAILY EXPRESS/HERMETITE  
BRITISH KART GRAND PRIX**  
**Saturday/Sunday June 18/19 (new date)**  
**SILVERSTONE GRAND PRIX CIRCUIT**





# PROFILE

## Derek Price

The North West of England and Lancashire in particular has produced some very well known names in many different spheres during the past, and indeed continues to do so. In the world of karting one of those names is that of Derek Price, 27 year old Mechanical Engineer from Bolton. This Lancashire Lad is single and lives with his parents in Bolton, the town where he was born. His parents are also well known around the karting scene through Bolton Kart Club, and can be regularly seen around the circuits.

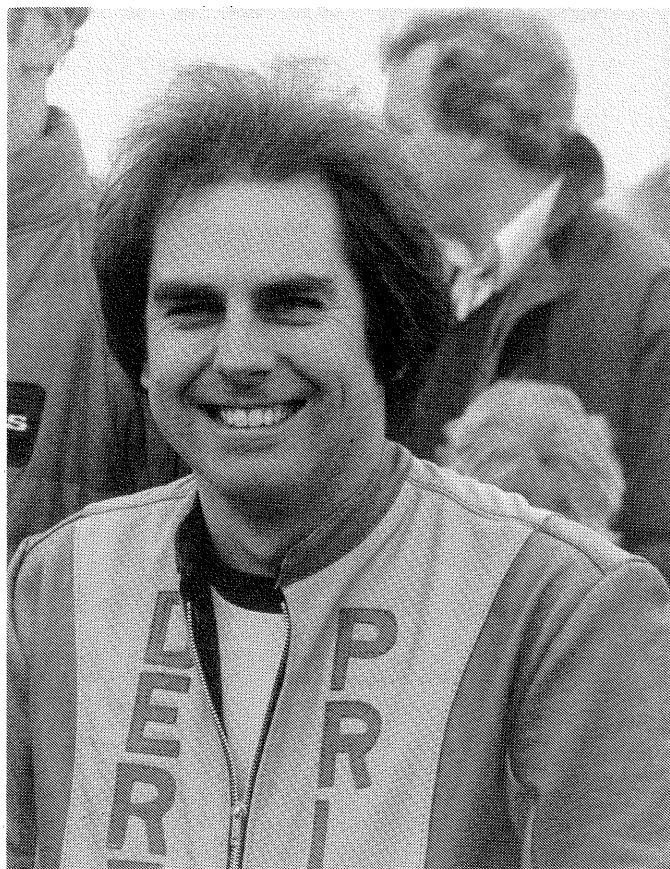
Derek first took up karting in the middle of 1969 at the age of 14 with a Zip/Parilla S 13 which cost the princely sum of £65! For a couple of years a gentleman by the name of Mitchell assisted with the cost of racing until wedding bells summoned and ended his involvement with young Mr. Price. 1970 to 1972 saw Derek firmly established in the Junior British Team and scoring a good third place in the World Junior Championships in Germany in '71.

Progression to the Senior Team soon followed and for the next four years, 1972 to 1976, Derek was a member of both the four and seven man teams. The World Champs at Paul Ricard in the deep south of France almost brought total disaster to the Price family. Having travelled all those miles they were the victims of a thief at the circuit and lost almost everything — the car window was smashed and as a result Derek had to borrow helmet, leathers and day clothes in order to compete and look decent. It took the family about six months to recover from that little episode! ...

After another couple of years in the non-gearbox class, Derek moved up to the 125's in 1979 having secured a sponsorship deal with Haydock Park Motorcycles. The chassis was a Sprint and the power unit a Honda.

February 1980 was the time when Derek really made his presence felt on the long circuit scene, although it wasn't with a 125. At the opening meeting of that season at Cadwell Park, Haydock Park Motor Cycles unveiled the Honda Double — and the storm winds blew ... Without going into the arguments for and against the idea of two 125 engines mounted one either side of the driver, Derek recalls that day in February, "I had a third in the first heat and finished sixth in the final. I still believe that given sufficient time to thoroughly sort the idea, it was workable and could have proved very competitive." However that was not to be and by October of 1980, Haydock Park Motorcycles were no longer in business ... Derek was left with a Sprint chassis into which he placed a 125 Rotax.

1981 began with our man having no sponsorship at all for the first three months but in late March he secured a deal with Wigan Kart Centre to run their colours in the 125 class. He ran very competitively throughout the year having some good scraps with the likes of Wooldridge, Hill and Ziemelis. The Heysham Spring Bank Holiday World Cup meeting brought Derek his second 125 success, having won the previous year as well. Morecambe is something of a permanent fixture in the Price karting calender with Derek having appeared every year from Junior ranks up to 250 International last year. He can also claim a couple of wins whilst in the Junior entry, so it's fair to say that he is one of the most accomplished drivers on the tight confines of the World Cup venue.



His driving ability is recognised by many of his fellow drivers and I remember when talking to Stuart Ziemelis at the end of last year that Stuart recalled the many good dices he had enjoyed with Derek during 1981. "They were good clean scraps and I always knew Derek wouldn't do anything silly however close we were."

1982 was quite a noteworthy year for Derek as at the beginning of the season he had, with Wigan Kart Centre's assistance, moved into the 250 International class. Many people were of the opinion he would do well, and he didn't disappoint them. At the opening meeting at Cadwell he had a terrific race-long scrap with Martin Hines, set the fastest lap time of that final and finished a good second, only inches

*A decade ago — D. Price, British 4 Man Team Member, Munich, September 1973 ...*



relevance to the Editor in the March issue of Karting magazine. For some reason the late departed editor of Kart & Superkart, Adrian Lumb, saw fit to cut this most relevant part from my column! The letter in question, from a certain Mr. Marshall, requested the Editor to clarify the regulations on whether he could use a Terry Shepherd Yamaha for the 1983 season.

The Shepherd Yamaha is a disc valve conversion to the TZ Yamaha, involving the use of specially cast crankcases to take Yamaha internals. The lengthy reply is interesting reading, though somewhat ambiguous in that it attempts to suggest certain contradictions in the wording of the relevant paragraphs in the rules dealing with engine eligibility. For some time now, the rule has existed whereby you may remove but you may not add material — this I assume is intended to relate to crankcase stuffing and lining of bores (the latter practice is a particularly stupid one to exclude). One assumes it is permissible instead to re-chrome a bore — thereby adding or replacing material?!?! Whilst the class is not in a state of using homologated engines, but instead keeps out "one off" specials by requiring 100 units of a particular specification to have been produced, Alan Burgess suggests one can disregard this aspect of the regulation, at the moment. So when does a Rotax become a Waddon and at what stage does a Yamaha become a Shepherd Yamaha bearing in mind that the major components of the engine itself, both moving parts and castings with the exception of the piston must be on the manufacturer's list? Clearly, a Waddon head does not appear on the Rotax Engine parts list. If fitting a different head does not constitute adding material, I would like to know what does! I don't have strong feelings either way, but when competitors and the governing bodies of the sport, both at RAC and CIK level have for 12

months been aware of these various modifications to basic engines, it is the duty of these various bodies to define concisely what you may or may not use, and not flounder about after a protest, should one ever be lodged in this context.

After reading the Editor's answer to the enquiry a couple of times, I get the feeling from its tone that it is a commendably subtle "red warning light" of potential disputes and that he would not have let such ambiguous and contradictory words (let alone the French text differing from the English) be printed, when he was instrumental in such affairs when he was on the CIK! Four years ago it should be remembered, supposedly inadequate definition in regulations were contributory factors in two kart businesses going into liquidation, and also were responsible for a still active libel case. Having digested that you will see the relevance of my experiences on the subject of engine regulations in the April issue of Kart and Superkart! ...

To conclude ... once more Graham Roscoe provides the subject matter, together with the ex-Bohlin rear mounted Aero chassis, the property of Richard Hope, which was recently mentioned on this page. Whilst the new bodywork is not completed the chassis is a runner. Richard managed to buy an '81 Rotax from a bike racer, and has taken it out at Three Sisters and Cadwell testing. Friend Roscoe expressed interest and had a drive in it. He was so impressed by the fruits of the total winter rebuild that he went into action with the "make friends and influence people routine", and in the course of a telephone conversation the following day with Zip's, he coolly informed the Hoddesdon concern that "my mate's kart is going to bury yours!" It would seem that Hines has through the years developed broad shoulders, as when

Roscoe, accompanied by Richard Hope, whom he didn't previously know, went up to the Zip van for some tyres at Donington, Richard said you could see Martin working out that Graham's friend by his side was probably the 'mate' whose chassis was going to bury his. He gave Richard a friendly but mischievous grin, and a cocktail party wave of acknowledgement! Richard, who has no illusions about his chassis or himself for that matter, through none of his own doings, now feels a little uneasy about Roscoe's claim to Zip's, and decidedly awkward when in the vicinity of any Aero kart after I disclosed the various "irregularities" of the chassis' original form as it came from Bohlin! ...

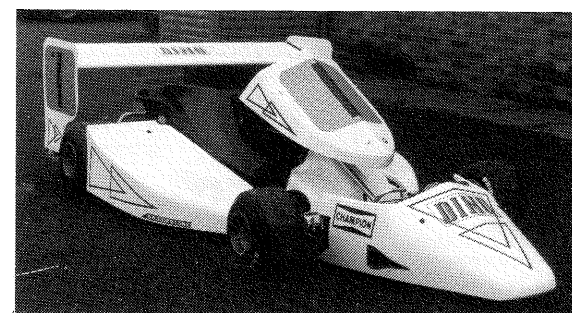
Chris Merlin



*"I come to praise Caesar - not to bury him."*

## DINO RACING U.K.

**ARE PROUD TO ANNOUNCE OUR ALL NEW FIBREGLASS TO SUIT OUR (OR MOST OTHER) 250 & 125's. AS TESTED BY OUR OWN STEVE STYRIN AND PROVEN TO BE VERY FAST.**



*Confidential low cost finance available on all our equipment.*

**PHONE ED. DUCKETT ON COVENTRY (0203) 665295  
UNIT 34, LYTHALLS LANE INDUSTRIAL ESTATE,  
LYTHALLS LANE, COVENTRY.**



# Wilson's 135 Opener

Opening 135 GP to Mike Wilson after surviving a collision with Fullerton. Forsman second again. Dane Bollingtoft shows well for third. Alcorn a good fifth.

Report: Eddie George

I suppose it is symptomatic of the current financial climate at a time when 135cc racing appears to be in a decline in Great Britain, the rest of Europe appears to be much more enthusiastic. The first round of this championship attracted 54 entries from 11 countries with all their usual high-tech back-up in large Mercedes vans ...

The Valence circuit is fairly typical of those found abroad - reasonably smooth, a driver's track, and with good facilities. Terry Fullerton as usual spearheaded the British team, backed up by John Alcorn, Jackie Brown, Mark Bailey and Richard Weatherley. In practice they had all been putting in reasonable times except Richard, who spent a lot of time experimenting with Dunlop tyres that ultimately proved unsuitable and a switch to Bridgestones brought about an instant cure.

Things started in earnest on Saturday morning with timed practice run on a two-laps-each basis, and as always happens under Murphy's law - after three days of practising in the dry - it rained! So out came the wet karts and the drivers were sent out three at a time. When the

times were posted up the first ten read as follows:

Wilson (Italy)	46.902	(0.4 noise penalty)
Fullerton (G.B.)	47.195	(0.4 noise penalty)
Bollingtoft (Den.)	47.538	
Andersen (Den.)	47.775	
Dona (Lux.)	47.913	(0.2 noise penalty)
Bailey (G.B.)	47.922	
Forsman (Swed.)	47.952	
De Leeuw (Bel.)	48.011	(0.8 noise penalty)
Neubert (Ger.)	48.020	(0.4 noise penalty)
Alcorn (G.B.)	48.081	(0.2 noise penalty)

Weatherley (G.B.)	48.251
Brown (G.B.)	48.555

Wilson gained some advantage when at the end of his two laps he was waved on to do two more as the timing gear had failed. His fastest lap was one of those extras ...

By the time the heats started, the weather was definitely getting worse. It was colder - cold enough to see your breath in the air, and as each heat went out the rain gained in intensity. The field was divided into four groups, A, B, C and D and as it happened all the British interest was in A, with "half-Brit" Wilson and Weatherley, and B which contained Fullerton, Bailey, Alcorn and Brown.

Heats:

A v B: From pole position Wilson won by a street. The expected battle with Fullerton never materialised as Terry was involved in a shunt and finished seventh.

Second home was Boulineau who had earlier displaced John Alcorn who was to prove to be the revelation of the meeting. The rest of the Britons had a miserable time - Weatherley failing to make the start when his engine flooded, and Bailey and Brown were both involved in "offs".

Result: Wilson, Boulineau, Alcorn, Neubert, Dumolin, Grudchaux.

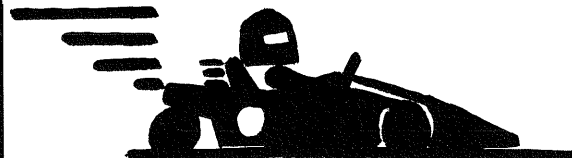
B v C: On pole this time, Terry Fullerton was up and away with Bollingtoft trailing in his wake and Forsman third. John Alcorn held fourth place for a while but dropped back to around ninth before a little luck with other drivers falling off restored him to sixth. Brown and Bailey were still out of luck and finished well back.

Result: Fullerton, Bollingtoft, Ducati, Bott, Haase, Alcorn.

B v D: In a determined effort to prevent Fullerton gaining too much of an advantage, Andersen got a bit physical, but Terry survived and shot away to win by a distance too great to estimate in anything less than furlongs ... De Leeuw, the Belgian driver, came out best of

Wilson (52) and Fullerton (46 - unfamiliar in full-face helmet) lead the final field round.





**DALE KARTS**

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

TELEPHONE: 021 706 5627 (24 Hour Service)

**MAIN DEAVINSON AGENTS**

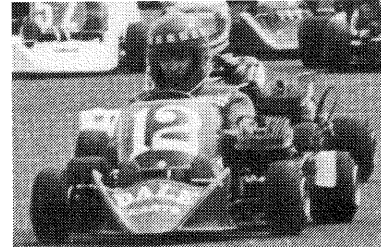
**PLANS FOR ALL CLASSES & FUN KARTS**

100cc NOISE BOX £10.99

Helmets, Suits, Gloves, Boots, etc.

**ROTAX**

**BARDAHL**



**DALE SABRE FOR CLASS IV**

New Dale Ranger Fun Kart!

High profile chunky tread tyres

Honda 150cc. Disc brake.

From £325.00

NEW AND SECONDHAND KARTS AND FUN KARTS IN STOCK.

Send S.A.E. for details

C.O.D. TRADE ENQUIRIES

**DALE SABRE FOR CLASS IV**

New Dale Ranger Fun Kart!

High profile chunky tread tyres

Honda 150cc. Disc brake.

From £325.00

NEW AND SECONDHAND KARTS AND FUN KARTS IN STOCK.

Send S.A.E. for details

**GIGANTIC BULK PURCHASE**  
enables us to offer

1983 <sup>100</sup>cc **P.C.R.** NATIONAL ENGINES

AT  
**£250 each**

The price includes moto plate ignition carb and exhaust.

OR  
**2 P.C.R. ENGINES —complete**  
and ONE less motoplat, carb and exhaust for

**£460**

OR  
**THE LATEST**

**1983 ZIP KART <sup>983</sup>**  
**COMPLETE WITH A P.C.R. MOTOR**  
and fitted with Bridgestone Y.A.K. Tyres'

A complete unit or with  
for **£610** a spare bare engine for **£820**  
All prices plus VAT

ONLY AVAILABLE FROM THE ZIP DISCOUNT CENTRE, PINDAR ROAD, HODDESDON.

**ZIP KART**



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



continued . . .

the other some 50 metres back between Emily Newman, O'Hara and Price. By half distance Beasley had caught the second group and after half a lap on their tail made two beautiful moves to be out front and aiming for Connelly.

Just when it all looked as if the race had settled down, Elliott caught a group of back-markers and while getting by was put off line and scrambling for traction. By the time he was sorted, Radford was past. On the next corner Elliott charged down the inside and regained the lead though from then on he was under constant pressure from Radford. Behind these two at the finish came Cuff, Connelly, the never say die Beasley, Price, the still battling Newman and O'Hara and McNish.

1st Jason Elliott	Premier/Arrow
2nd Tom Radford	Kestrel/Arrow
3rd David Cuff	Sprint/Arrow

100 BRITAIN

Andrew Clark sat on pole with two seconds and fifth heat finishes, and alongside was Adrian Cotterill with first, fourth and fifth. Second row was filled by Mark Beddall – first, fourth and seventh and Miles Hall – first, second and ninth. David Smith, another heat winner, was on grid 5, while British Champion Tony Negal on 6, was looking to be the only contender able to win a Concourse d'Elegance award, such was the turnout of his kit. A credit to your No. 1 plate Mr Negal. The other heat winners were: Keith Baines, grid 15, and Mark Salter, grid 16, both looking to the front of the grid and knowing they could do better. Scott Banks and Andrew Stapley had also had bad days which had just seen them into the final to be joined by Paul Browning, Dean Roberts, Andrew Wilson and P. Cooke, through from the B final.

Cotterill	Clark
Hall	Beddall
Negal	Smith
Thomas	Goodyear
Pollard	Duncan
Powell	Cunningham
Magee	Cox
Salter	Baines
Germain	Budd
Banks	Faulder
Browning	Stapley
Wilson	Roberts
	Cooke

As the flag went up for the start, Cotterill was ahead of the pace man and together with Hall took full advantage to dive into the first corner ahead of Clark. Negal made a breathtaking move around the outside that didn't come off and when the pack had slithered through the first corners we were left with Salter, Banks, Browning and Cooke unable to restart. First time around and it was Cotterill, Hall, then a small gap to Clark, Beddall, Smith, Powell (grid 12) and Baines (grid 15) while Negal was third from last. Lap two, and the front runners were in the same order apart from Baines taking Powell. With the leading pair beginning to break away, Cotterill's kart snapped sideways in the corner after the straight and he and Hall were off. Hall was able to restart in 13th

place while Cotterill had to wait for the pack to pass and called it a day a few laps later. Clark however, now in the lead, was beginning to warm to his task and was putting in fast consistent laps that no-one could match, driving away from the third lap to a comfortable win.

Further down the field it was anything but comfortable – Pollard, Smith, Roberts and Germain were fighting tooth and nail for every inch of the track while Hall, followed a few places behind by Negal, was charging up the order, never more entertaining than when their task was to get through the action going on between Pollard & Co. But with most of the field having been spread out by the incidents of the first couple of laps, the weather conditions dictated that the major places were never to be in doubt. And so it was that Clark came home some 200 metres ahead of Thomas who in turn was the same distance ahead of Baines, followed by Stapley, Hall and Negal.

1st Andrew Clark	BM/Arrow
2nd Gary Thomas	Reema/Arrow
3rd Keith Baines	Kestrel/Arrow

100 NATIONAL

With the light failing fast, the 100 Nationals formed up on the grid. On pole was the irrepressible Gary Prior, looking more like a coal-face worker . . . Alongside him was Paul Fletcher, having moved from International to National, showing that there's no substitute for experience.

P. Fletcher	Prior
Moynihan	Rochford
Reynolds	Chenery
Price	Christo
Dart	N. Fletcher
Wright	Woolford
Crawford	Sykes
Palmer	Brown
Hann	Jennings
Hooker	Kershaw
Allan	Keenan
Adams	Box
	Bond

Price and Crawford lead eventual final winner Chenery during the heats. (Pic: R. Calvert)



Once again, as the grid came round on the second rolling lap, the starter was being instructed from the sidelines that the field must go this time, and as before he duly obliged and probably the worst start I have ever seen took place . . . As they crossed the line, not only was Prior ahead of Fletcher, but also Rochford from grid 3, while Chenery from grid 5 was almost alongside, causing turmoil at the first corner as everyone tried to change to the faster inside line! As they streamed down the straight for the first time, Prior had made a break, while Rochford and Moynihan were tripping over each other contesting second place. Fourth was Chenery, from Price, Christo, Nicky Fletcher, and Sykes, while Paul Fletcher had been rudely deposited to last place.

Lap two; and it had to happen – as entertaining as Rochford and Moynihan's battle looked like becoming, the conditions were so bad that it could not last, and off they went, leaving Prior with what looked like a safe cushion. But as the laps reeled by, it could be seen that Chenery was closing on the leader, and at the same time, Fletcher – now in third – was closing on both, while Christo was fourth.

With two laps to go, the first three were together, but Prior had it where it mattered – be it gearing or technique, he was able to pull away some 2-3 metres coming onto the main straight, and keep the others at bay though they were with him again before the end of the straight, and there seemed nowhere else that anyone had any advantage.

Last lap, last corner, and Prior's motor faltered for that split second, and his advantage didn't come. As they dragged up to the line, Chenery was jumping out of his seat to gain those extra revs which enabled him to grab a one foot lead as they crossed the line – and Fletcher was down the other side of Prior and only half a length back!

1st Gordon Chenery	Dart/Arrow
2nd Gary Prior	Dart/TKM
3rd Nicky Fletcher	TKM/Parilla

135 INTERNATIONAL

Regretably it was decided on the Sunday morning before racing started that to run a depleted entry of 135's would be of no benefit to the meeting, the sport, or the drivers, and therefore their races were cancelled. Make no mistake, the International problems are only a magnification of those in Class 1 in general and the writing is on the wall that every effort will have to be made to safeguard International karting, in and outside the UK . . .

the rest to take second place while John Alcorn had his worst result of the day in eighth place but still quite respectable. Brown and Bailey were in trouble again with quite lowly positions. Result: Fullerton, De Leeuv, Vacira, Brouard, Goudchoux, Delia.

A v D: Number two man Andersen threw away his chances when he came off at the first bend leaving Wilson to do his own thing, well out in front of the field led by De Leeuv. Richard Weatherley had a better time and from a ninth grid moved up to sixth. Result: Wilson, De Leeuv, Neubert, Dona, De Bruyn, Weatherley.

A v C: Another easy win for Wilson after Bollingtoft had tried hard to hang on in the early laps. A third place for Forsman kept him in the running but no luck for Richard Weatherley who spun off while holding a good fifth place. Result: Wilson, Bollingtoft, Forsman, Haase, Danielson, Neubert.

C v D: Bollingtoft once again demonstrated that his third place in timed practice was no fluke, and without the superior tactics of Wilson and Fullerton to bother him, came in an easy winner from Forsman and Deila. Result: Bollingtoft, Forsman, Deila, Haase, Ducati, De Bruyn.

Repechage:

Well at least it had stopped raining on Sunday morning, although a damp track made the choice of tyres something of a lottery. As a result a 50/50 split between wets and dries appeared on the grid. The start had to be seen to be believed – it was a battle to hold your grid on the rolling laps, and as they approached the start line all hell broke loose. Mark Bailey went off, Richard Weatherley lost several places before the line was reached, and although Jackie Brown survived the early laps he was eventually sidelined.

A mixture of wets and dries crossed the finish line so the choice of tyres seemed not to matter too much and the six qualifiers for the pre-final were:

Orlandi, Danielson, Cuminatti, Lyps, Moser, Hugon.

Pre-Final:

A blackening of the sky and a heavy sleet shower during the lunch break was fortunately followed by one of those rapid changes of weather that so often occur near mountains. The sun shone, albeit weakly, as the drivers were presented and after the usual two laps to warm the tyres they were away.



It was noticeable that with the rest of the field on Bridgestones, the two works Birels of Wilson and Dorsman were on Dunlops. They were also using the new K30 motors.

As they came into the first bend, Wilson's pole position put him in the lead with Bollingtoft, Neubert, Fullerton and Forsman in close attendance. In the early laps Wilson and Bollingtoft broke away as Neubert held Terry Fullerton back. Once round him though, Terry was very quick and set about making up the deficit. At the front a gap had appeared between Wilson and Bollingtoft and in a remarkably short time Fullerton was in a position to challenge for second place, accompanied by Forsman who had also overtaken Neubert. At the 15 lap mark Terry made his move and was off in pursuit of Wilson. Forsman took a little longer to pass the Dane with the nett result that they were all well spread out and lacking enough laps to advance fourth.

Final:

As they took their places on the grid for the ultimate test, an outburst of Italian temperament was followed by Forsman's kart being taken away for a change of fuel. John Alcorn had had a good run in the pre-final and was on grid seven, while reigning European Champion Peter De Bruyn was right at the back after a spark plug failure had preventing him starting the pre-final.

With the return of Forsman things got under way, and as the flag went up it was Fullerton who nosed ahead and stole the vital first bend from Wilson. Not only did he gain the lead, but he opened a gap of a few yards to cushion him from pressure. That was until a mistake at the bottom end of the circuit allowed Wilson to challenge as they came up the straight.

John Alcorn excelled for fifth over-all.


Terry, after years of wearing an open face helmet, has changed to the full face variety and as they approached the hairpin, was unable to see that Mike was on his inside and moved over, the resultant interlocking of wheels shot Terry into the chain link fence that separates the two halves of the hairpin. Forsman took the chance to snatch the lead, while Wilson somehow kept going. So hard had Terry hit the fence that it took some time for him to disentangle from it, by which time the field had passed. After spending so much time following Mike Wilson you would have thought that Forsman would have hung on to his lead, but a lap later at the same hairpin where he had gained it, he left enough room for Wilson to nip through, and we then had a repeat of the last two world championships with Wilson holding the lead by a whisker as Forsman pressured him all the way.

In third place Bollingtoft was safely clear of Martin Bott, while in fifth place John Alcorn was driving the race of his life. The remainder of the race ran out without any change at the front, but those who could tear their eyes away from the Wilson/Forsman epic were treated to a fine performance by Peter De Bruyn who came through to sixth.

Terry Fullerton's never say die attitude kept him trying right to the end, but fourteenth was the best he could do.

Eddie George

Final Result – European Championship Round 1		
1st Wilson	Italy	
2nd Forsman	Sweden	
3rd Bollingtoft	Denmark	
4th Bott	Germany	
5th Alcorn	Great Britain	



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

NAME . . . . .

ADDRESS . . . . .

.....

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

☐ I enclose cheque/P.O./ money order for £.....

☐ Please debit my Access/Barclaycard/Trustcard, No. .... with £.....

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

SUBSCRIPTION RATES:

U.K. and Worldwide (surface) . . . . £11.50

Airmail Rates:

Europe . . . . . £17.00

Australia, New Zealand, Japan, . . . . £23.00

Philippines . . . . . £21.00

Other countries. . . . .



# Snetterton Super One

**New format 100cc series gets underway, with class wins to Chenery (100 Nat.), Cotterill (Jun. Int.), Elliott (Jun. Britain) and Clark (100 Britain). 135 category cancelled through lack of entries...**

### Report: Alan Evans

With the Class 1 circus on the road once more, Snetterton Kartway staged the first round of the Super One Series. The new series includes Junior Britain and 135 International carried over from the Green Man Championships of last year and the introduction of the new Junior International. Added to these are the 100 Britain Class previously run as the SAM series and the ever popular 100 National Class. Eight rounds have been organised with the best six to count. Points are awarded for all heats and finals, with the emphasis on finishing each race, the greatest penalty being for not finishing. At the end of the weekend we all looked back on the closest finish I can ever remember in karting from the 100 Nationals, the dilemma of 135 Internationals with only four drivers being available for racing, and some of the most atrocious weather conditions for the competitors to contend with.

It had taken most 'teams' all of a dry but blustery Saturday to get handling anything near their liking on the very bumpy sections of the track. As a group the Junior Internationals obviously had the hardest task for this was the first race meeting for the class, with most never having turned a wheel on their brand new CIK SL tyres. The wear rate on the Bridgestones I inspected was very low - Jeremy Cotterill for example having completed close to 50 laps on Saturday morning, with the mould marks still being faintly visible on the tread! Where some went wrong was setting up their karts on full international rubber and therefore giving the impression of being very quick and then going back to SL's and trying to obtain the same balance.

Race day dawned with heavy rain, and gale force winds, leaving those who had spent all the day before on a dry track to start all over again.

After a delay of close on one and a half hours caused through misunderstanding, mainly by the RAC Steward of the day, the heats got under way, obviously without much enthusiasm showing through to those on the sidelines. For no reason that anyone can explain with the forming up of the first final, the meeting seemed to change gear and the atmosphere was much more in keeping with the championship round that it was.

### Junior International Final

With consistent heat finishes of two thirds and a fourth Rowan Dewhurst was on pole. Alongside on the front row sat Steve Murphy with second, sixth and a seventh, underlining the need for finishing all heats with the newly introduced points system. The second row of Gary Jordan with third, fifth and ninth and Piers Hunnisett (fourth, sixth and eighth) confirmed the thinking behind the new system. On row three were, without doubt, the two drivers who had been clearly fastest on Saturday. Sammy Hunt's knowledge of the circuit and therefore "Honest John's" ability to set up the kart accordingly must have had something to do with his progress but few seemed to be learning from the way Sammy was passing them

in the most unlikely places even during the latter part of Saturday when all were getting close to their final set-up. The same could not be said for Jason Plato's pace - he was clearly very quick, as had been the case on those occasions when he had forayed into "blue plate" racing last year. Steve Brogan started the day by showing a clean pair of heels to all his opposition. But after a second in heat two, a non-finish in the third put him back on row five. The two other front runners of the latter part of last year, Messrs. Jeremy Cotterill and Jamie Kavanagh, were at the tail end of the grid, both having the most disastrous day. Jamie had looked very quick and smooth on Saturday but was left to race on a rather sad set of 'wets' and therefore was never quite on the pace throughout race day. Jeremy on the other hand looked to be having the most atrocious luck all weekend, for this most professional of teams seemed to have inherited the Munster family's pet black cloud, and by Saturday evening the Redhill Racing transporter did not seem a happy place. After two heats on Sunday nothing seemed to have changed, for Jeremy had finished neither. The third heat however was a different story with a clean confident win and all seemed ready for the final, but he was a long way back...

Murphy	Dewhurst
Hunnisett	Jordan
Hunt	Plato
Ross	Woolford
Charnell	Brogan
Cotterill	Collins
Sampson	Kavanagh

On the rolling lap Murphy needed some attention but was running again almost immediately, desperately trying to get back to his front row place. He was never given the opportunity, for as he caught the pack in front of the pits the starter was being instructed that they must go this time and obediently up went the flag. Hunnisett took full advantage of the situation and powered past the pole man and into the lead. With both Brogan and Cotterill making their customary first lap progress, they crossed the line on the first lap with Hunnisett having a slight advantage from Dewhurst, Brogan, Hunt, Cotterill, Plato, Jordan and Kavanagh. Lap two: Hunnisett made a slight mistake, Dewhurst pushed through and with Brogan taking advantage of Hunnisett still scrabbling to get back on line, Piers was back to third. Plato was really on the move and was into fourth with Cotterill fifth, Hunt sixth and Kavanagh through to seventh.

Next time round and Brogan was looking for a way by at every opportunity. Plato now in third place was closing fast with Cotterill measuring up Hunnisett for fourth, while Hunt was slipping down the order, his kart looking

distinctly wayward at the pit bends and the end of the straight.

On lap five Brogan's carburettor faltered, while still pressing for the lead. With Plato's charge having eased the rest of the field had spread out, and it looked a comfortable cruise for Dewhurst who for the next six laps began to pull away from the field. But then on lap 12 it happened; first Plato had an excursion that moved him from second to fifth and as Dewhurst exited the chicane he let it get away from him and did a complete 360 degree spin and while he desperately kept his motor going, Cotterill swept through to take the lead, never to be challenged. With the field spread out around the circuit the last three laps were run off with everyone driving to finish, only Hunnisett not being successful, his exhaust coming loose whilst in a comfortable fourth. Cotterill's black weekend had turned full circle, though the points system kept him down in 11th place overall!!

1st	Jeremy Cotterill	BM/Yamaha
2nd	Rowan Dewhurst	Sprint/Parilla
3rd	Jamie Kavanagh	Ferrari/Parilla

### JUNIOR BRITAIN

In contrast to the Junior Internationals, the grid order with few exceptions was a true



YOU SHOULD COME AND RACE IN THE SUPER ONE SERIES, IT'S MORE DEMOCRATIC, EVEN THE POINTS SYSTEM IS DESIGNED TO GIVE THE SLOWEST DRIVER A CHANCE OF WINNING.



reflection of the competition, for Andrew Guye-Johnson sat firmly on pole, with two convincing wins and a third in his heats and Jason Elliott his partner on the front row had collected first, second and fourth. Such was the high scoring of the front four/five rows that Jamie Beasley with two heat wins and Tom Radford, one win and two high finishes, found themselves on the third and fourth rows respectively. If there was a way to capitalize on this new points system then these young fliers had found it.

Elliott	Guye-Johnson
Turner	Kyriakides
Beasley	Knight
Radford	McNish
Connelly	Newman
Webb	Nicholson
Cuff	McEwen-King
Parker	Stewart
Price	Philpott
O'Hara	Baker
	Kemp

Once again on the rolling laps for the final we were given an exhibition of good close grid formation, and when the starter's flag went up it was to be the only final of the day where nobody was to gain an unfair advantage. From his pole position Guye-Johnson took the first corner leading Elliott and the fast starting Radford while Turner, Kyriakides and Knight had been dismissed to the back of the grid, all their hard work in the heats lost in these first few seconds. But disaster didn't stop there for with the track awash in places, Guye-Johnson was taking this first lap cautiously. With no-one to guide him, he lifted off early for the chicane. Elliott, very aware of Radford's presence, was taken by surprise and caught the leader's rear bumper, unsettling Andrew enough for him to slide wide and collect the straw bales at the pits. At the end of the first lap therefore it was Elliott, Radford and Beasley from Cuff, McEwen-King, Connelly, Newman, Stewart and the pack streaming by as one.

Over the next few laps, Elliott was able to gradually extend his lead over Radford by perhaps 10-12 metres while Beasley had his moment on lap three which put him down to 15th place, and his charge was on. With a clear track ahead of him Elliott was pulling clear. Radford in turn was also leaving Cuff but behind these three were two great battles, the first between McEwen-King and Connelly, and



Pics. Top: Junior Britain heat action - Connelly (73), Stewart (52), and Beasley (11) head the grid formation. (Pic: R. Calvert). Above: Senior Britain final - winner Clark (18) inside Baines (35). Below: Junior International - Dewhurst, Kavanagh, and Brogan (Pics: F. Sampson). Left: 100 National heat action - Sykes (70), Hann (18), Box (91), Moynihan (11) and Brown (38). (Pic: R. Calvert)

