

14/10

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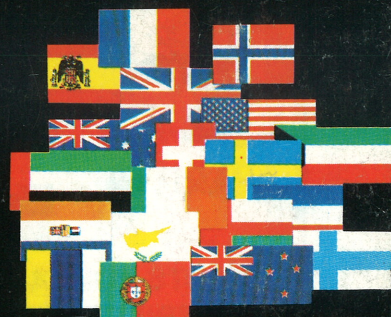
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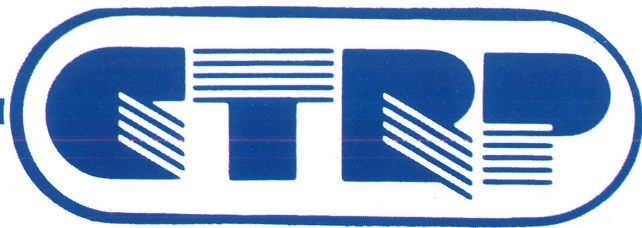
- Denmark & Morecambe World Cup
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- Super One Series

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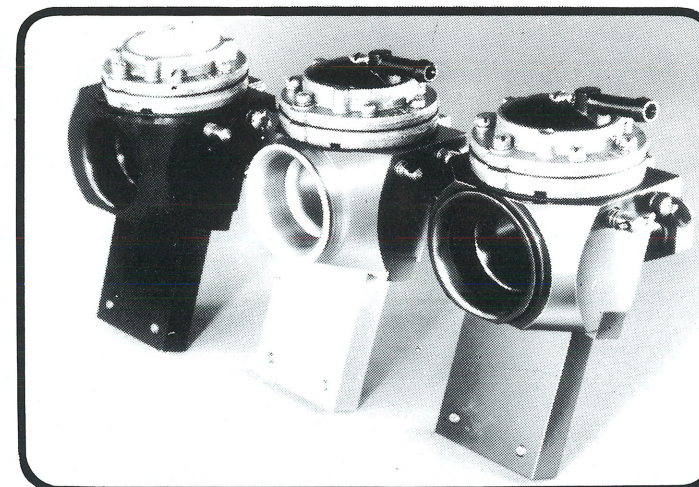
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ADVERTISERS' PAGE INDEX

Aircraft Materials Limited	14
Cheshire Kart Club	30
C.T.R.P.	I.F.C.
Dale Karts	29
Dartford Karting	23
Dino Racing	12
Northumbrian Kart Club	14
Fred's	29
Fullerton Racing	14
Goff Racing	12
Jersey Kart Club	29
K&S Subscription Form	31
Merlin Developments	12
P&A Karting	22
Parker Racing Engines	31
Peak Revs	5
Redhill Racing	I.B.C.
Trenchex Tractors	31
Wilson Racing Engines	30
Zip Kart	9,15,28,30

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Since the last issue the month has seen very mixed fortunes, from the very positive British performances in Denmark to the eyebrow lifting results of Silverstone. In particular must be the surprises dominating both the 125 and Formula 'E' groupings. Ability was never seriously in contention. The determination to win was baulked by the harshness of one of the fastest motor racing circuits in the world, from the indecisive conditions on the Friday to the soaring temperatures of Sunday's finals. The effect on tyres was to produce more blowouts than could have been expected from a duck shoot. But that's another story. No doubt the lights will be burning late in many establishments, endeavouring to rectify the position for future venues. Everyone, whether lesser or greater in the points ratings, gave one hundred percent effort because there was so much at stake and, equally, each competitor deserves one hundred percent appreciation from our public for those efforts. Such is karting and such is the world.

The RAC Open Day at Donington, though not as heavily subscribed as it should have been, is already throwing out many bones for the top dogs to gnaw over. As entries to the Junior classes show a very definite grey area to what used to be a positive scene, it becomes evident drastic measures are called for to induce youngsters into the sport, thus protecting karting's bread and butter if it is to continue to grow and produce future kings.

Every venture in life must be approached with positive drive and those who make the rules are, by virtue of their position, bound to honour such a reference. A maze is an interesting contest once you know the way home, disarming if you don't. The "wailing wall" has at last closed and those who made the rules must carefully study the ramifications of their decisions and be prepared to stand by them.

ED McCORMICK

FRONT COVER:

The 125's swing into copse with Colin Mills (9) leading the pack from Andy Cowgill (86) and Peter McCallum (26). Inset: Mills on the winners' rostrum with Stephen Coward.
(Picture: Rodger Calvert)

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KART AND SUPERKART

Monthly

No. 55

contents

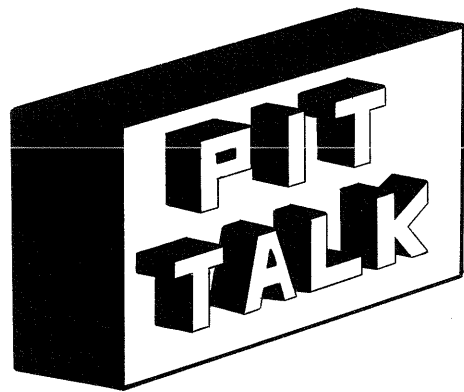
- 2 Pit Talk**
Latest news and gossip from around the karting world.
- 6 RAC News**
We report on the RAC Open Day held at Donington Park.
- 7 "O" Dean . . .**
The John Player World Cup, as usual at Morecambe.
- 10 Felton Super One**
Alan Evans on Round Four of the multi 100cc series.
- 13 Mainly Merlin**
Chris Merlin discusses the GP and the dramatic changes to the World points.
- 16 Horem (Germany)**
The European 100cc Team Championship, plus preview K&S round 5.
- 17 Silverstone '83**
Complete coverage of the Grand Prix. Mike Smith reports.
- 21 Higgins Takes The Flag**
Derek Calver reports on round three of the K&S/Bridgestone series.
- 24 Hines Quarter**
Martin discusses the GP tyre problem, Paul Ricard, and more . . .
- 25 The Denmark Flyer**
First round of the CIK World Superkart Championship, Jyllands Ringen.
- 31 Club Scene**
Latest news and interest from the club racing scene.
- 34 Kalendar**
Where and when to see karting during the coming month.

NEXT MONTH*:

**Brands Hatch Superkarts
K&S Series
RAC 100 National Champs
TV Times Superkarts**

PUBLICATION DATE: 4th AUGUST

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



Technical Features

Shortly we intend to commence a series of regular technical features on engine preparation. The series will cover all classes of engines currently in usage. Already Alan Cheetham, Jim Luby, Stuart Ziemelis and Mark Allen have been approached with the view to supplying such material for your information and guidance. Without asking them to give away 'trade secrets' they have agreed. We know of people who have spent years 'going it alone', with or without a workshop manual, stumbling from pillar to post and blowing up gear faster than a bomb squad before they discovered what they were doing wrong. It's a very costly exercise . . . So if any of you would like to contribute material to this end, please write, c/- The Editor, K&S. If you can supply photographs (diagrams where applicable) they will be most gratefully accepted and returned if required.

This magazine is about karting but, more so, it is about people in karting. A lot of credit has been given to the drivers consistently finishing in the top 6 or 7 in every class — what about the drivers, often going it alone, who are also consistent, but finish further down the order? They deserve a mention, because nothing helps the ego more than recognition for effort and achievement. In future issues we will be featuring 'Mini-Profiles', selected at random, in the hope that they will give that added zest to do better. So watch out, those of you reading this, you may well be first!

Now that Summer is well on its way (!) perhaps those amid you with sufficient spare coppers might be thinking of a winter get-away break. Try this for size: Trinidad. The Trinidad Kart Club is only 3 years old but boasts nearly 100 members. The club has two circuits, one long, one short, each raced on alternate months at the club's regular meetings. It would appear from correspondence that the club mainly races 100cc gearbox class machinery, and in May held its first international event with entries from all over the Caribbean. So anybody contemplating a trip west to the Winter sun, write first to:—

Trinidad Karting Club,
49 Benjamin Street,
Averboukh, Diego Martin,
Port-of-Spain,
Trinidad, W.I.

for details. They'll probably help with accommodation etc. And take your leathers! . . .

NEW KART SCHOOL

P&A Karting, 95 Windsor Road, Southport, Lancs., recently opened a new Kart School at the Three Sisters Circuit. For those interested, sessions are held every Thursday and the cost is £25 per session. So go along and try your hand. For further information, ring:

Paul Proctor (0704) 38160 (day)
(0704) 41523 (evenings)

or just call along to the shop. You'll be very welcome.

HOLLAND JUNIOR FRIENDLY

Due to last minute changes in the team selected to visit Holland for the Junior Team Event on 21/22 May, Tony Temple's squad were a bit 'under par' when faced with strong Dutch and German opposition. Those who drove, drove well. Of note was young Emily Newman who stepped in at a week's notice. Unfortunately she was involved in a startline incident, resulting in a broken ankle, from which she is fortunately recovering well.

Others who acquitted themselves well were Piers Hunnisett and Steve Brogan, who had gone along as a mechanic but found himself racing to make up numbers.

GERMANY

The teams to travel to Horrem for the World Junior meeting on July 10th are:

CIK (Individual)	4 Man Team
Steve Brogan	Simon Collins
Jeremy Cotterill	Lloyd Ross
Piers Hunnisett	Francis Stewart
Sammy Hunt	Andrew O'Hara
Jason Plato	
Rowan Dewhurst	

GOOD NEWS WEEK!

The BRSCC meetings have traditionally only fielded two races for 250 International karts. This year at Brands Hatch on August 14th could well see a change. It is proposed to field 2 grids 125 Nationals, provided there is sufficient response. The entry fee for the meeting is £15. Regulations are available from Mike Wilds at Brands Hatch. Tel: (0474) 872331, or Ian Rushforth of the Central Kart Club.

STOP PRESS

The South Yorkshire Club announce the cancellation of the meeting scheduled for 10th July at Wombwell, in order not to prejudice the Appeal to be held by Barnsley magistrates on 24th August.

The club is however organising a restricted entry meeting for 28th August (pending the outcome of the appeal). For details and an updated report on the campaign, phone Alice Wright, (061) 633 1720

TV TIMES SUPERKART CHALLENGE

Round 2 of the TV Times Superkart Challenge will be held at Donington Park on Saturday July 9th. Those unable to attend this exciting event can still view it when it is screened the following Saturday (16th) at 12.20 pm on ITV's World of Sport programme.

Chas Walker's sudden collapse at the RAC Short Circuit Champs on 25th June was caused by a heart attack. Chas, a frequent contender among the 125cc legion, is making steady progress, though the word comes down that he will no longer be able to race, nor will he now be able to emigrate to the USA as he had planned for so long. We know everyone in karting will wish him a speedy recovery and we look forward to seeing him at future venues.

JESOLO -- 15th MAY

After the heats the drivers got down to the Pre-Final with Terry Fullerton and Mike Wilson getting away from the rest. They continued a battle of 'lead swapping' until, unfortunately, Terry's motor packed in, leaving Wilson to take the flag from Marc Boulineau (France) with Patrick Lundin and Martin Bott (both Germany) close behind.

The final saw Terry Fullerton on the back of the grid with Wilson on pole. As they left the start it was Wilson who took the lead from a pursuing grid, comprising of Boulineau, Lundin and Bott. Then Wilson developed steering problems and was forced to adopt an unorthodox driving position to prevent the steering coming adrift! He still held onto his lead, while Bott took Boulineau past Lundin to battle over who was going to take second. At the flag it was Wilson, from Bott and Boulineau.

1st Mike Wilson	(Italy)
2nd Martin Bott	(Germany)
3rd Marc Boulineau	(France)
4th Joakim Lindstrom	(Sweden)
5th Peter Koene	(Holland)
6th Otto Rensing	(Germany)



BELT UP!

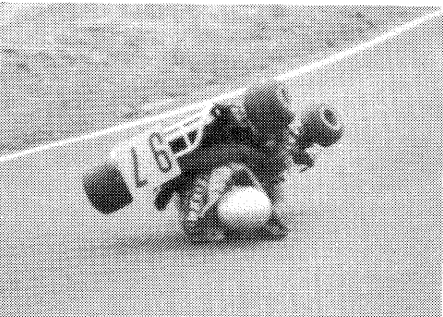
A new ratchet fastening belt system for securing loads, whether on lorries, cars, motor cycles or on trailers has been introduced in the UK by S.A.L. Known as 'The Easy Binder', the belt is sold in various lengths and thicknesses for either industrial or leisure use.

Well karters? It might be better than chewing gum and string! Interested parties are invited to contact: John Fletcher, S.A.L. Group of Companies, 1 Houghton Street, Chorley, Lancs PR6 0RG. Tel: (02572) 71914/5

Photo Caption Competition

Our photo caption competition is becoming a regular feature. It is very popular with readers. If any of you have amusing (black and white) photographs and would trust us with a copy, please forward to K&S. N.B. Any photographs submitted must be karting orientated.

Alan Cheetham (Peak Revs Kart Centre) sent us this photograph taken at the Morecambe World Cup in May.



Graham Roscoe — practising for the Australian Grand Prix? (No damage . . .)

FIAT OM55 TRANSPORTER

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BRITAIN EQUIPMENT. Very competitive Reema chassis with three very quick Arrow engines. Spare wets and dries. Two engines on first bore. Complete outfit £350 with spares. Engines £185-£200. Phone Peter Studer, Bourne End (06285) 21609.

FULLERTON/DART WAY PARILLA, some spares, very fast outfit, £350 or swap for good 125 outfit. Tel. Cardiff (0222) 734174 after 6pm

READY TO RACE Zip Shadow/Kawasaki 125 with front fairing. Spare engine, wets with rims, jets, sprockets, bearings and gaskets etc., plus trailer. £450 ono. (0780) 55786

FOR SALE. 1 x MM3 rolling chassis, 12 months old, £180. 1 x Zip rolling chassis, £80. 1 x Zip chassis, £65. 1 x Hewland Arrow, 2 barrels, one end-ported, Factory tuned £200. Contact Trevor: day Exeter 211034, eve 70550.

MERLIN EXHAUSTS

RAVENGLASS, CUMBRIA
(06577) 244

Congratulations!

Denmark:	1st Martin Hines
Silverstone GP:	1st Torjger Kleppe
250 Nat. GP:	1st Alan Cheetham
125 Nat. GP:	1st Colin Mills

EXHAUSTS FOR CHAMPIONS

1965—66—68—70—71—72—73—80—81—82
and now 1983!

Agents:

Chattertons	CTRP	Dino (UK)
Eddie Gates (Jersey)	LD Racing	Mark One
Grange Karting (N. Ireland)	Peak Revs	
Merlin Developments	Stuart Ziemelis	
	WPT	Zip Kart
Scandinavia:	Lennart Bohlin	
USA:	Joe Grubbs, John Gibson	

Chasewater

Chasewater's June meeting was run in aid of 13 local branches of the Spina Bifida Association. The weather was fine and a large crowd turned out for the day's racing. The entry of just under 80 was well below our average.

Junior Britain

These lads were very quick throughout the day with Clough Jones and Alexis Peake being the front runners. Peake won two heats and Jones the other. Jeremy Evernden was having an "off" day and the other drivers were lucky not to go off with him. However he still managed to get on the second row for the final.

From the flag Jones got the break followed by Peake, Evernden, Martin O'Connell and Steve "Kid" Brothwood. This order remained until lap seven when O'Connell seized. On lap nine Jason Bird collided with Brothwood when trying to take fourth. Bird came off, restarted and then spun off again on the same bend next time round (who said a Bird on the track is worth two in the grass?). Meanwhile Jones had increased his lead and maintained it to the flag. Peake followed in second with Evernden still on the track in third.

Junior National

Long gone are the days when we had 20 plus Juniors in a race at Chasewater and today was no exception. Only 6 Nationals turned out to join the 8 Britains (although only two were Novices). Come on lads, we need more support!

Back on the track Andrew Howells won two heats and Piers Jones (brother of infamous Gavin) the other. The two Novices James Ashby and Simon Leason were going very well all day and Ashby was on the front row for the final.

In the final Howells took off and by lap three was in no danger. Leason and Jones battled for second with Leason keeping cool and remaining second to the flag.

100 Britain

Richard Hartley won 2 heats and followed them up with a second. Mark Eccleston had a reverse in results; second in two heats and won the third.

In the final Eccleston took the lead on lap one from Hartley, Mark Lawson, Andrew Hadley and Steve Wallace. The leading pair pulled away but Lawson dropped from third to fourth on lap five. By lap ten Eccleston was 50 yards clear and Hartley was just as far in front of Hadley. Wallace relieved Lawson of fourth but had no chance of catching Hadley. Eccleston maintained his lead to the flag taking a comfortable victory.

100 National

Ricky Christo, Rob Cooper and Mark Allen won the three heats all on Christo prepared motors and started the final 1, 2 and 3. (Watch out all K&S competitors!)

From the flag Cooper got the jump as Christo appeared to oil up slightly (so he tells me!). Christo made the first bend in second followed by Warwick McRae from grid four and Allen. Lap three and Cooper had a slight lead which was increased when Christo spun off, moving McRae and Allen up to second and third and Steve Hall to fourth. Christo restarted approximately last.

By half distance Cooper was nearly half a lap ahead and was lapping back-markers. Christo was moving through and was up to eighth by lap twelve. Two laps left and all Cooper had to do was stay on the track to win. Unfortunately a back-marker seized going into T-Bar Bend taking the leader with him into the sand bank. Cooper dragged his Dart back on to the track and restarted in fourth behind Hall and the two leaders. McRae held Allen off for the whole race to take a fine victory. Cooper dived inside Hall to take third on the last lap but then his chain

broke. Hall regained third, Gerry Wainwright a steady fourth and fifth was Mr. Christo.

125 National

For some unknown reason we had no local 125 drivers here, however the racing was very close and with the return of the regulars next meeting, we should have a full grid and better racing.

In the final Alan Phillips from Cardiff took the lead from Allan Harrison of Oldham, Steve Shirley and Wayne Olorenshaw following closely. This order remained until lap six when Harrison took the lead. Phillips later repassed Harrison to take a fine 125 victory.

210 National

A good turnout, but unfortunately for 'Mad Brad' (George Bradbury) the Scrutineer banned his watercooled twin cylinder turbo Villiers for obvious reasons: it was too noisy!

The front row for the final saw John Tunstall making his comeback on pole position. DMA Championship front runner Dennis Osbourne was on 2 and Don Thompson was on 3. After one lap it was Tunstall, Osbourne, Thompson, Johnston and Bradbury with Mike Edwards in sixth. By lap five Tunstall had opened up a good lead from Osbourne and Thompson. On lap seven Bradbury and Edwards moved up a place as Johnson slipped back. This order remained, but by lap fourteen Osbourne had closed the gap on Tunstall. They came down the back straight on lap eighteen side by side, neither driver going to give way - and both went into the sand, with only Tunstall returning to the tarmac, still in first place. He held it for the remaining laps to the flag from Thompson and Bradbury.

250 International

Only five 250's turned up, but the main attraction was a beautifully turned out full bodied watercooled outfit driven by an ex Chasewater regular in Junior days, Kurt Luby. (The coach wasn't too bad either!) Needless to say Luby dominated the event and won the final in fine style.

SPINA BIFIDA EVENT

During the interval a special event was held for young spina bifida drivers. They had a full 15 laps "race" and the crowd cheered them heartily. Afterwards all competitors were presented with a trophy in the pit area. Well done to them all.

Rob Cooper

Junior Britain

1st	Clough Jones	Zip/Christo Arrow
2nd	Alexis Peake	Lane/Arrow

Junior National

1st	Andrew Howells	Sirio/Yamaha
2nd	Simon Leason	

100 Britain

1st	Mark Eccleston	Zip/Christo Arrow
2nd	Richard Hartley	Lane/Arrow KR

100 National

1st	Warwick McRae	Zip/TKM
2nd	Mark Allen	Ferrari/Christo Parilla
3rd	Steve Hall	DMA/DMA TKM
4th	Gerry Wainwright	Dart/Christo TKM
5th	Ricky Christo	Christo/Christo Parilla

125 National

1st	Alan Phillips	Barlotti/Billway Rotax
2nd	Allan Harrison	Zip/LDR Rotax

210 National

1st	John Tunstall	Zip/Villiers
2nd	Don Thompson	
3rd	George Bradbury	Barlotti/Villiers

250 International

1st	Kurt Luby	Phoenix/LD Rotax
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Kalendar

JULY

17 DUNKESWELL (5 miles from Honiton, Devon) 100 Britain RAC Championship.

BECCLES — East Anglian Champs.

BOYNDIE (Banff)

CASTLE KENNEDY (Stranraer)

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

SHENINGTON (8 miles from Banbury)

ST. BRELADE (Jersey K& MC)

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

23 BRANDS HATCH (nr Farningham, Kent) RAC Long Circuit Champs, Round 3.

24 LAVAL (France) 100 International European Championship.

BLACKBUSHE (Camberley KC)

CRAIL (Kingdom KC)

FULBECK (8 miles from Newark)

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

SNETTERTON (15 miles s.w. of Norwich, on A11)

31 CADWELL PARK (midway Horncastle and Louth on A153) RAC Long Circuit Champs, Round 4.

CLAY PIGEON (midway Yeovil/Dorchester on A37) Junior Brit./International RAC Championship.

DUNKESWELL (6 miles from Honiton, Devon)

SNETTERTON (15 miles s.w. of Norwich on A11)

ST. BRELADE — Jersey K&MC

AUGUST

3 CARRICKFERGUS (Ulster KC)

7 LITTLE RISSINGTON (Air force base, nr Stow) Junior National/100 International RAC Champs.

DONINGTON PARK (off Junction 24, M1) Superkart BRSCC Cup, Round 3.

MONDERCAGNE (Luxembourg) 135 International European GP series, round 3.

PHOTO CAPTION COMPETITION

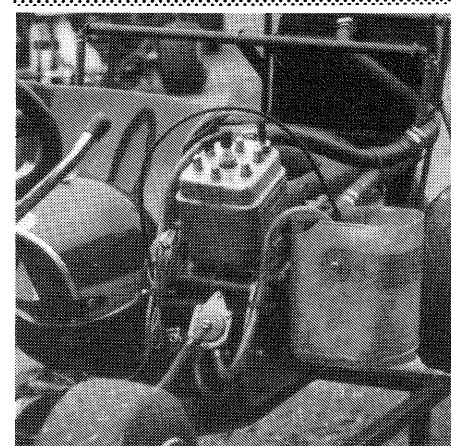
The winner of last month's Photo Caption Competition is: P. Starling, of High Street, Wycombe, Bucks., with: "Wake me up one lap before the end - that's when I'll make my move..." Mr. Starling wins a Zip Team Jacket.

Consolation K&S Subscription to Wayne Smith from Blackpool; "Who's protesting now!"

£550

That's the minimum in cash and prizes up for grabs in August at Felton. Saturday 13th is practice day with a barbecue in the evening, and on Sunday 14th the grids will include 125, 210 and 250 International classes. Sponsors so far include: Pattersons, Tyneside Auto Electricals, North East Promotions and IND Racing.

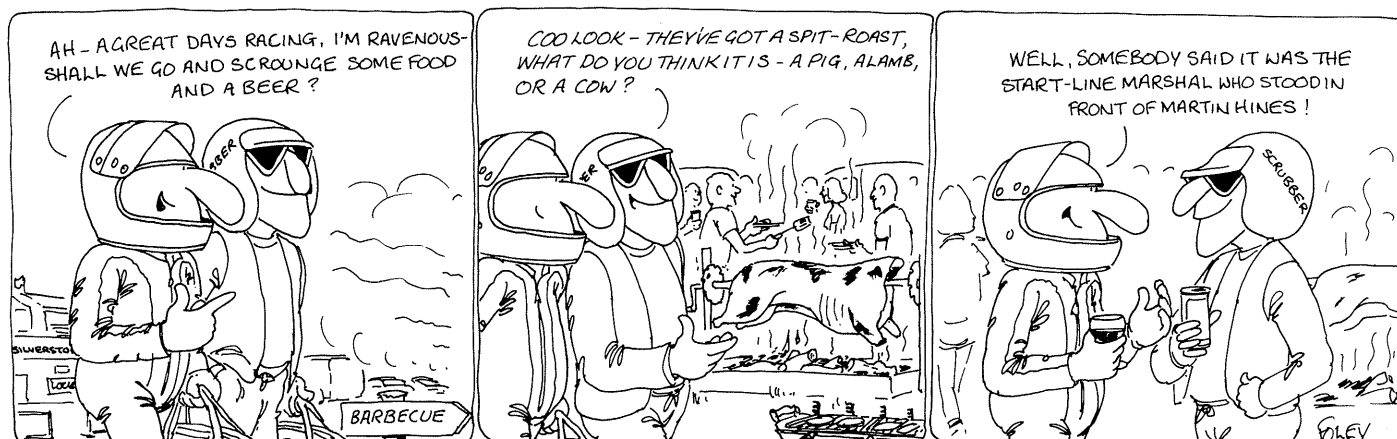
Further information will be published as soon as it is available, but in the meantime, if you have any enquiries, contact Andy Martin on (0632) 371489.



The photograph shows Keith Bisp's 125cc water-cooled Rotax, seen in action at the World Cup in May. Keith and his mechanic John Crookes believe this motor is proving more reliable than its air-cooled counterpart, and say that in the long term, it will be more economical to run. A lot of interest was shown in it in the pits and drivers commented that it was a sound idea.

● Dale Karts announce they are now official Dell'Orto agents. They also announce that their new silencer for Class IV, the DK 90, has RAC approval and is currently undergoing tests at Shennington. Results would indicate a reduction of between 4 and 5 dB.

FRIGGIT



BARCLAYS SUPERSAVERS GO KARTING

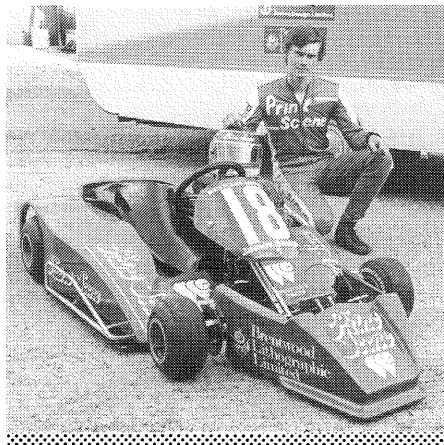
● The Competition Secretary of the Lincs Kart Club, until further notice, is Miss P. Wilson, 77 Moore Lane, Lincoln, Lincs.

Print Scene, the Maldon, Essex based Design and Print production Company have sponsored for 1983, a 125 International Kart Racing Team, headed by Geoff Page, aged nineteen, an apprentice motor engineer.

Geoff has enjoyed a successful career in motor sport, winning his first Championship at the age of fourteen, when he took the Lincolnshire Junior National title, and has returned to karting this year after a year in Formula Ford 1600, to gain further experience.

During last year he was offered a semi official works drive in Formula Ford 2000 through Roger Cowman Racing of Derby, but unfortunately insufficient sponsorship prevented him accepting their offer.

This will be Geoff's first season in long circuit kart racing and the team will be competing in all events both in the United Kingdom and Europe.



Members of Barclays Bank Supersavers Club, Nick Mason, drummer with the Pink Floyd, motoring writer Gerard Sauer, and ex World F1 Champion James Hunt, here pictured during a day's karting at Rye House as runner-up prizewinners in a Barclays Supersavers 'Car of the Future' competition.

The competition attracted over 4,400 entries. Competitors were required to study the articles on car design in a recent issue of Barclays Supersavers Magazine, then list in order of priority the ten most important features of the car of the future. Prizes were awarded to the first correct entries opened by Gerard Sauer.

Three first prizes of double tickets to the Le Mans 24 Hour Race and 50 third prizes of Champion Racer video games were also awarded. The competition was open to some 170,000 members of the Barclays Bank Supersavers Club, comprising youngsters between the ages of 7 and 17 who have opened a savings account at Barclays Bank.

JOHN PAYNE

One of our more prominent 250 National drivers has opted out of karting to try his hand at car racing (which category is still unknown). John hopes that Valvestock, manufacturers and stockists of industrial valve units, will be as keen to help his car career as they were to sponsor him during his karting days. John 'long distance runner' Payne has been competing in a series of Mini-Marathons to raise money for charity. We hope his very creditable efforts have left him with sufficient leg length to reach the pedals in his newly chosen venture! Anyway, we all wish him the best of luck.

BY BARRY FOLEY



We welcome your letters on any topic related to karting and they should be posted to: Kart & Superkart (Letters), Pindar Road, Hoddesdon, Herts. They should have the name and address of sender, whether or not this is to be published. Opinions expressed are not necessarily those of the Editor or staff.

Dear Ed,

We went to the Open Day at Donington intending to argue against the proposed changes in regulations concerning Junior karting, but on hearing the alternative proposals from the 'gang of five' we at first thought that these would be more suitable. On reflection however, we feel that these would be too costly and therefore not in the interests of the sport.

We agree that the sport needs to attract as many newcomers as possible, but the first consideration should be to existing karters. The majority of Junior karters race at club meetings only, and for these people who have already purchased an outfit and have had expensive tuning carried out the sudden expense of a) one or two new engines, b) two new sets of wheels and tyres (slicks and wets), could be enough to make them leave karting in favour of a cheaper sport.

The format for 1984 karting as we would like to see it is as follows:

Age Groups 10 - 13, 14 - 16 (dropping Junior National but having the option to stay in Junior Britain or move to Junior International).
Engines 1983 regs. to remain unaltered.
Chassis 1983 regs. to remain unaltered.
Tyres One make and compound only to be allowed.

However if changes are necessary, then only one aspect per year should be changed i.e. if it is necessary to introduce wider wheels and tyres in one year, then engine regs. should not be altered until the following year, with one full year's notice of impending changes to be given.

Finally, we feel that the best way to encourage newcomers to the sport would be to promote it in its existing form via the media e.g. competitions in children's comics, coverage on children's television programmes, arrange demonstrations for youth organisations etc. Then, if the grid sizes increase, would be the correct time to introduce a Junior Gearbox class.

Mick and Jill Wood
Junior Britain Parents
Milton Keynes, Bucks.

Dear Sir,

As a trade entrant and enthusiastic sponsor in 125 National, and 250 International karting, I must express disappointment in the overall number of spectators at the British Kart Grand Prix, and also at the World Cup, although I appreciate that some of our top drivers were missing at Morecambe due to the World Championship round in Denmark.

For Silverstone, my Company decided to hire a hospitality unit, and entertained fifty guests, most of whom had never enjoyed our sport. All left at the end of the weekend saying, "When can we come and see karting again".

The impression I have gained recently, is that although we have a wonderful product to offer to the general public, there does not seem to be the necessary marketing and sales expertise in the higher echelons of karting, to promote our sport and attract the support, to which our drivers are entitled to expect, with all the tremendous enthusiasm, dedication and more often than not, the personal financial sacrifices which they make, during the course of the racing year.

I feel very strongly that a working committee should be established from within the sport, comprising enthusiastic professional marketing and sales orientated individuals, who together can examine all the possibilities available to us to increase spectator attendance for what is unquestionably the most exciting and spectacular form of motor sport, available to watch at low cost - the potential should be enormous.

As Managing Director of an aggressive marketing orientated company, with publishing and printing interests, I would personally be happy to serve on such a committee, and would be pleased if anyone with the right qualifications would contact me on Maldon (Essex) 0621 56622 office or 0621 53446 home.

D. F. Page
Maldon, Essex

REGRETS

We have been unable to give coverage this month to the Ulster GP and RAC 100 National Champs at Rye House due to lack of space. However you can expect full reports of both meetings in our August issue.

Dear Ed,

Through the pages of K&S I would like to express my thanks to some of the people who helped me become 100 National Champion at Rye House on 19th June.

To Jim and Barb., Tony and Nev. at Dartford Karting - thanks for everything.

To Paul and John for all their help on the day.

Many thanks to *everybody* for their best wishes and support, and for making it a really happy day.

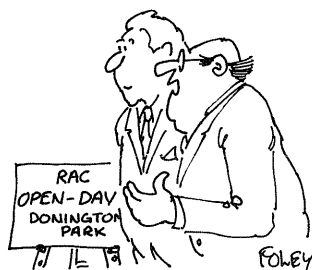
Gary Prior
Romford

Dear Sir,

With reference to Martin Hines' recent article regarding Class One bodywork. This is surely one of the most significant things he has said in the magazine.

It is my opinion that we lose a lot of Juniors to scrambling simply because a Junior Scrambler looks just like a Senior, whereas a Class One kart compared to a Superkart is archaic. I endorse everything Martin said but would suggest that instead of it filtering down from the CIK, the RAC should act now and allow side pods and possibly a small bubble shield on all of our Class One karts. It would not make them faster but they would be safer and look like a 1983 instead of a 1963 racing machine. Surely this would help attract more youngsters to karting and bury the go-kart image forever.

G.T. Brockwell
Hockwold, Norfolk



I CAN'T HELP FEELING THAT THE INCREASING POPULARITY OF VASECTOMIES HAS GOT SOMETHING TO DO WITH THE FALLING JUNIOR CLASS GRIDS.

BITS

● As we go to press we pick up the cry for assistance from Derek Price. If he is to continue competing this season and even think about 1984, he desperately needs two 250 Rotax twins. Anyone who can help this very capable driver, regarded by many as being firmly established among the front runners in his class, should contact: Derek Price, Bolton 396537, or John Stephens, Wigan 34567.

● To relieve the tedium you might take along a copy of Kart & Superkart. Of course you can read it from cover to cover, time and again. What's missing? A crossword of course! So those of you whose grey matter isn't taxed too much might like to try compiling one. All submissions will be welcomingly received. Please try and restrict entries to those of a karting nature or related to the karting scene in general.

Beat This!

Fancy a trip to the World Champs? Mrs. Wilson is currently organising a coach trip to Le Mans for this year's 135 World Championship event. Departure date is 15th September, returning 18th September. Cost for the coach and hotel is an unbeatable £86 inclusive. For more details, Mrs. Wilson can be contacted in the evenings on Barnsley 753135.

Boyndie

The first round of the Northern Championships took place at Boyndie on Sunday 12th June in brilliant sunshine. Spectators had their money's worth as the racing was excellent and extremely close in most of the heats and finals.

Junior Britain and Junior National

Stewart Massie looked unbeatable after three convincing wins over the heats in the Britain class. His closest challengers, Alan Innes and Norman McLeod, had two seconds with a second and third respectively. David Scott, Scott Benton, Ryan Reeves and Ian Innes all had finishes in the first four, but Johnny McDonald, who usually finishes up front, had mixed fortunes. It was Massie who led the field off pole position. Chasing after him came Alan Innes, McLeod, Benton, McDonald, Scott and Martin Stewart. On lap 3 McDonald had moved into third but this was short-lived as mechanical problems struck again and he exited the Championship. Massie was beginning to pull out an impressive lead which he held to the flag. Richard Scott moved up through the field to finish fourth, while Innes and McLeod held their positions throughout.

Three Junior Nationals were combined with the Britain class: Ian McLeish, Darren Parks and Donald McRae. McLeish won all heats and the final with Parks coming second to him each time.

125 National

With a full grid of 125's the competition was fierce but highly entertaining; Roy McQueen, Colin McGinness and Sandy Taylor each winning a heat. Alex Pettigrew, Ian Pratt, Dave McKay, Peter Gray, Bernie Shepherd, and Bill Urquhart all finished in the top four over the heats.

McQueen and Pettigrew had a terrific race-long battle for the lead, with Pettigrew tailing the leader all the way, slipping past after a mistake on lap 11, but being retaken before the final flag. Urquhart held third until McGinness and Shepherd went by, but retained the spot as these two disappeared on laps 7 and 9. Pratt, Douglas and Gray were contesting fourth until they were gobbled up by Sandy Taylor who had come flying through from the back of the grid.

100 National

Andrew Graham, Ian Mowatt and Gordon Wilson each won a heat and had seconds, thirds and fourths. In the final it was Wilson who made it into the hairpin in the lead, with Mowatt, Smith, Cartwright, Baillie and Graham jostling for position behind. On lap three Smith slipped into second spot and set his sights on Wilson. Cartwright came flying after him followed by Graham, Mowatt and Baillie. Lap 13 proved lucky for Smith as he took the lead. There was no way Wilson was letting him get away though and there was no daylight between them as they completed the last three laps. Graham got inside Cartwright for third at Caravan corner, with Mowatt ending fifth, and Baillie sixth.

250 International and National

Paul Williamson, who is looking unbeatable so far this season maintained his record by winning all three heats. Leslie Cranston and Bevan Fraser fought out the heats for second and

third. In the Nationals, Bruce, Gibson, and Graham Seymour had finishes in the first five.

In the final Fraser had a flier of a start and Williamson had to sit behind for three laps, until at his third attempt, he flew round the outside of Fraser at the hairpin. The field was rather spread with Seymour third and Gibson fourth, positions remaining unchanged until the last lap when Williamson, with 150 yards to go to the flag, went straight on at Caravan corner and through the bales, leaving Fraser to win. Williamson was unhurt, brakes (or lack of them) causing the problem.

210 National

Sandy Pratt landed pole for the final, but it was Doug Taylor who led the way for seven laps, with Pratt banging wheels each time at the hairpin. On lap 7, Pratt's persistence paid off as he held his line out of the hairpin to make it to the left hander ahead of Taylor. Donaldson held third and Wallace fourth.

Junior Britain

1st Stewart Massie	Zip/Hewland
2nd Alan Innes	Zip/R'frd Arrow
3rd Norman McLeod	Zip/TKM

Junior National

1st Ian McLeish	Zip/PCR
2nd Darren Parks	Kestrel/DAP

125 National

1st Roy McQueen	Zip/Rotax
2nd Alex Pettigrew	Zip/SRS Rotax
3rd Bill Urquhart	Zip/Rotax

100 National

1st Niall Smith	TKM/TKM
2nd Gordon Wilson	Wright/Hewland
3rd Andrew Graham	Birel/R'frd Arrow

250 International/National

1st Bevan Fraser	ZipGP/Yamaha
2nd Graham Seymour	Zip/Montessa
3rd Bruce Gibson	Zip/B&S Yamaha

210 National

1st Sandy Pratt	SM Sprint/PH Upton
2nd Doug Taylor	Zip/RKR Upton
3rd Gordon Donaldson	Barlotti/Villiers

Report: Jenny Taylor

Ellough

On Sunday 29th May the club held its fifth meeting of the season, a special trophy event for the 210 class this time. Entries were a bit low due to some members attending the World Cup, but the racing was still exciting.

Juniors

Steven Webb dominated the Junior Class winning all three heats and the final, leaving Marion Rump and Darren Wenn to scrap for the places.

As Webb raced away in the final, Marion was left to fend off Darren, which she did well for the whole 10 laps. Despite all his approaches to get by, she held on and took a deserved second place.

125 National/250 International

Following a dead heat in race one with John Davies, Boyd Barrington won the two remaining heats comfortably to take pole for the final. Other challengers looked to be Roger

Barrington and ex Junior Darren Marion.

The final however provided another flag to flag win for Boyd Barrington, with most of the interest being in the battle for second, with Roger Barrington holding off the on form John Davies for lap after lap. That was until lap 12, when John finally overdid it and rotated at the Pit corner, fortunately able to continue without losing his third place. Marion finished fourth.

100 National

A smaller than usual grid in this class made for some very close and exciting racing. The first heat was no exception, with Miles Townshend taking a good win after Derek Calver spun out on lap three, leaving Gordon Chenery to push Miles to the end. Chenery took an early lead in heat two, but Townshend took over on lap 6 to win. Gordon held off Shaun Reid until lap 8, but then he disappeared, leaving Shaun second from Calver. Again, Chenery took the lead in heat three, was passed by Townshend, but then got back to the lead as Miles fell back, promoting Les Gomeche to second and Mark Ross to third.

The final was a real cracker, with Chenery again taking an early lead only to be passed by Townshend, who looked set to pull away. However on lap 9 he pulled off the circuit with a broken seat, leaving a delighted Gordon back with a healthy lead. However, all eyes were on the rapidly moving Derek Calver, who despite catching the leader, could not find a way past and settled for second, with Gomeche breathing down his neck every time he looked for a way past Gordon. Very exciting racing. Simon Overett took fourth, with Mark Ross fifth.

210 National

This was the "Special Trophy" event of the meeting, with the winner and runner up going home with beautiful silver salvers. Heat one started well for "Shoestring" Jon Sapey, but on lap 5 Trevor Woodhouse took the lead and won, with Ralph Howard a close second, and the other "Shoestring", John Minns, third. Tim Ayres held the early lead in heat 2, but went out after two laps, allowing Woodhouse his second win, with Novice Paul Newton second. Ralph Howard took heat three, after the Woodhouse challenge ended in a spin.

Jon Sapey got off to a good start in the final, from Minns, although he was demoted by Chris Prue, making his first real showing of the day until a big end went on lap 5. Minns now attempted to catch Sapey, but in the end laps ran out. Newton lost his silencer, but went on to finish third accompanied by loud cheers from the crowd!

100 Junior

1st Steven Webb	Lancer/Hewland
2nd Marion Rump	Mustang/Parilla
3rd Darren Wenn	Lancer/Burris TKM

125 National

1st Boyd Barrington	Spyder/Rotax
2nd Roger Barrington	Spyder/Rotax
3rd John Davies	Lancer/Rotax

100 National

1st Gordon Chenery	Dart/DK Arrow
2nd Derek Calver	Dart/TKM
3rd Les Gomeche	Gillard/Manx

210 National

1st John Sapey	Bullit/Villiers
2nd Jon Minns	Bullit/Villiers
3rd Paul Newton	Barlotti/Villiers

Report: John Davies

Crail

SPEED TROPHY MEETING 29th MAY 1983

Despite clashing with the World Cup, the total entry for the Speed Trophy Meeting at Crail was not down on the usual numbers as only a few of the regular names had ventured south of the border. The weather proved to be disappointing and was overcast for most of the day, with the threatened rain just wetting the track for the finals, giving the competitors the problem of which tyres to select.

Junior Britain
Young Paul Gordon dominated all the heats and took the Kingdom Junior Trophy in the final, much to the delight of his father. Stuart Massie ended the day as he had begun in heat 1, with a second place in the final.

Junior National
Ross McMorrine and Jonathan MacDonald took 1st place alternatively in all the races. Jonathan took the chequered flag in the first heat but spun early on in the second giving Ross the edge he required. Heat three went to Jonathan which set him on pole position for the final. However, the greasy surface, and sheer exhuberance saw him trailing at the rear by the end of the first lap, with Ross way out in front. After four laps, Ross seemed to realise his lead, but in settling back let the rest, including MacDonald, catch up. The latter actually edged past on the last lap, but then a broken coil lead pushed him back to third . . .

100 National
Bryce Wilson and Andrew Graham looked almost set to clean up on the programme but the first heat produced some surprises. Bryce led at the start but bulldozed into a novice sitting broadside on the track as he came out of Paddock bend – end of Bryce! Former Junior, Craig McWilliam, took over the lead with Bob Knowles behind him until his steering broke, allowing Jim Baillie and Andy Graham to take over second and third. The final lap saw Baillie and Graham slip past Craig as the flag went down. The remaining heats went true to form with Wilson first, and the placings to Graham, McWilliam and Baillie.

As the grid for the final was forming, there was consternation and frenzied activity as people decided whether to use slicks or wets. Andy Graham, on wets, led the first lap while Bryce, on slicks, spun down to eighth on lap two. McWilliam took over the lead from Graham on lap five, with Wilson gaining a place every lap – using all his skill to prove Newton's Law of Gravity, despite the slicks! At the flag he was only inches short of leader McWilliam.

210 National
A good grid of 210's had three 125's joining them – Carl Lockyer and two novices from the Banff & Moray Club. The heat honours were shared alternatively by Les Campbell, novice Peter Baxter and Sandy Pratt; Carl Lockyer on the 125 Rotax stayed ahead in his class in the heats but failed to make it for the final, the award going to novice John Cadiz. Local driver Peter Baxter had done well on novice plates and won the 210 final and the John Irvine Trophy, Pratt and Campbell behind him.

"Speed Sprint"

The short sprint races against the clock followed the finals, with the leaders from all the classes taking part. Race times were slow due to the weather.

Juniors: Britain winner Paul Gordon spun out, while the race was led all the way by Jonathan MacDonald with Ross McMorrine 2nd – both on National outfits. Race time, 3:47.2
100cc: Bryce Wilson led Andrew Graham from flag to flag. Race time, 3:20.8
Gearbox: Sandy Pratt led all the way, with Campbell keeping Baxter down in third place. Race time, 3:49.2

Results:

Junior Britain
1st Paul Gordon Sprint/Arrow
2nd Stuart Massie Zip/Arrow
3rd Richard Scott Jeta/BTR DAP

Junior National
1st Ross McMorrine DAP/TKM
2nd John McKnight Dart/White TKM
3rd Jonathan MacDonald PJ1 Bobkart/Kwik BM

100 National
1st Craig McWilliam ART/ART Arrow
2nd Bryce Wilson DAP/BTR DAP
3rd Andrew Graham Birel/R.frd Arrow

210 National
1st Peter Baxter Barlotti/Villiers
2nd Sandy Pratt SM Sprint/PH Upton
3rd Leslie Campbell Barlotti/Villiers

125 National
1st John Cadiz Zip/SRS Rotax

Speed Trophy
Bryce Wilson 100 National

Junior Britain winner Ivan Hunter (Zip/Arrow).



Tilbury

Results:

Junior Britain
1st Ivan Hunter Zip/Arrow
2nd Nicky Kyriakides TKM/TKM
3rd Andrew Guye-Johnson Kestrel/Arrow

100 Britain
1st Andrew Stapley Kestrel/Arrow
2nd Darren Gibbs Zip/Arrow
3rd Russ Malkin Dart/Arrow

National Novice
1st Henry Cooper ART/Parilla
2nd Guy Wormald Sprint/Parilla
3rd Kevin Molyneux Sprint/Parilla

National 'B'
1st Gordon Chenery Dart/Arrow
2nd Ashley Sinclair Dart/TKM
3rd Kevin Keable Dart/TKM

National 'A'
1st Dave Jacobs Zip/PCR
2nd Steve Tillett Gillard/TKM
3rd Ray Osborn Dart/Parilla

210 National
1st Nicky Caley Zip/APV
2nd Geoff Ball Star/9E

125 National
1st Steve Thomas Barlotti/Honda

250 National
1st David Carden Aero/Yamaha

250 International
1st Kevin Ramage Dino/Yamaha
2nd Stanley Botton Zip/Yamaha

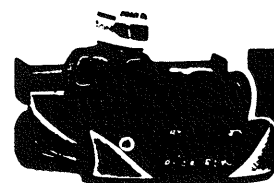
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2nd D. Rodgers P.R.P. Zip/Peak Revs Yamaha
3rd P. Sadotti Zip/Peak Revs Yamaha

OTHER RESULTS FOR 1983

February, Cadwell
March, Snetterton
April, Cadwell

1st Derek Rodgers
1st Alan Cheetham
1st Derek Rodgers

May, Cadwell

May, World Cup

1st Alan Cheetham
2nd Derek Rodgers
3rd Dennis Barnes
1st Derek Rodgers
2nd Alan Cheetham
3rd Chris Penn

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RAC NEWS

The venue for the Annual 'Open' Day was changed to Donington this year from the customary Belgrave Square scene in the hope that, at Donington and also by holding it on a Saturday, it would attract a greater turnout. I estimated somewhere in the region of 35 - 40 people attended, the greater proportion of those being Club Officials, with a nominal sprinkling of drivers.

The meeting commenced around 11.00 a.m. in the unit adjacent to the motor museum and not Redgate Lodge as originally stated. The first question to arise was that of unruly behaviour on the part of some Juniors, which had been noted at several circuits of late. The Committee stated that, where those drivers under 17 years are involved, the responsibility to comply with the accepted code of behaviour lies with fathers or guardians as appropriate. The RAC Steward present at a meeting has the power of the Council to suspend an offender's Licence for a period of 3 months. "Unruly" behaviour was taken to mean reckless driving only, but this heading now covers unsportsmanlike actions, such as physical violence between competitors. Should a driver be deemed to be unruly or exert unwarranted behaviour he may be penalised, the penalty being based on a 'judgement of fact', that meaning where he is witnessed committing an infringement. The driver cannot appeal against an adjudged fact but *may* appeal against the penalty imposed, through an RAC tribunal.

The problem of noise and noise boxes raised its head again. The stated level permissible must not exceed 90db. A lot of drivers have managed to reduce induction noise without using a special noise box. Those preferring to use boxes requested clarification as to what the RAC consider constitutes an effective noise box as there are a variety of shapes and sizes on the market, including the 'home grown' items. It was asked whether or not a drawing could be provided by the RAC defining their specifications on noise boxes. This was agreed in principle, the Committee agreeing that Scrutineers did incur a lot of problems due to the ambiguity of the rule.

Then again, how far do we go with noise controls? We've dealt basically with the induction problem, though there is some concern that by reducing induction noise to or under the definitive level, performance is also reduced. Having reduced the induction level, there is still the problem of exhaust noise and Peter Wardle made the point that the general public tend to be greater critics of noise levels than perhaps clubs are. Exhaust noise being low frequency carries a far greater distance than does high frequency (induction) noise which dissipates within the circuit parameters, thus it would seem more an environmental problem. Tony Wilkins from Shenington put forward a suggestion which is currently being tried out at his Club; gradual reduction of noise levels, for example: start at, say 95db's for one meeting. Those entries over that limit are not permitted to race. Next meeting 93 and so on to 90db's. They are also instituting at Shenington both static and moving checks where drivers will be individually noise scrutineered but without incurring penalties, rather a means of establishing those over the limit without peripheral interference which can bias the reading in favour of the meter.

Another point to this situation is, I suspect, that not all Clerks of the Course are limiting their members to 90db's for fear of a drop in race entries, probably having found that if they are too strict drivers will compete at another circuit where the ruling is a little more lax. But I would ask that, surely if some or most drivers can reach the limit then, why not all? Perhaps it would be a good idea to have an RAC approved and tested noise limiter available, to be fair to all concerned. Personally I think the rules require standardising more to prevent 'bending'.

The Junior scene in its present form must be looked at seriously and come under some drastic restructuring if it is to attract youngsters into karting instead of Junior Motor Cycle racing, the consensus of opinion being that four-wheeled mobility is infinitely safer than two-wheeled. A proposal is currently being tabled for the RAC by a team of 5 members: Peter Wardle, Jerry

Cotterill, Bob Clowes, Neil Hann and Bill Sisley. A full report will be published as soon as the decision on this very contentious issue is known.

Other items of note were:

1. Better system of training to be established for Clerks of the Course.
2. An official training programme is now in hand for Scrutineers, details of which will shortly become available from the RAC.
3. There is the intention to have a qualified Scrutineer on the Technical Committee of the RAC.
4. The RAC to issue more extensive technical information to clubs.
5. It was suggested that perhaps Novices obtained the four signatures too easily and that more vigilance be exerted by the Club Stewards. Also Clerks of the Course go thoroughly through the regulations and club rules with parents of Junior Novices.
6. Mr. Langford suggested, after extensive discussion on the tyre problem, that it might be pertinent to circulate to traders an evaluation on tyres, asking them to submit tyres for scrutiny and testing, though it was argued that this could well be a protracted issue.
7. Engines for 250 National Class, the suggestion was for an introduction of watercooled engines rather than the Rotary Valve type. It is an issue yet to receive full attention and I think it will be necessary for 250 National to soldier on a little longer.

I have put the foregoing together from notes taken as an observer at the 'Open' Day. Karting I feel is reaching a divergence. On one hand we have the Short Circuit club scene with Class I and Gearbox machines. On the other is the Long Circuit and more prestigious, enjoying sponsorship and the media's attention, endeavouring to relieve some of the more prohibitive costs. Unless something quite drastic takes place the gap is going to steadily widen, the end result being karting in two different contexts. It has been suggested by several bodies that what the club and short circuit side needs is a total facelift. Apart from technological advances club karting still appears in the same guise it presented 15 to 20 years ago. Side pods with perhaps nose cones certainly would enhance those machines more to prospective advertisers. However club circuit racing tends to have more than its fair share of bumps, which would result in replacement fibreglass shells adding to the escalating costs of running a season, something every driver is eager to circumvent. The RAC are currently considering the possibility of such innovations and, no doubt, we shall have their decision in due course.

The idea of a Short Circuit Kart Committee, which I think would be a good move to alleviate some of the attendant problems, was vetoed by the RAC as too onerous a proposition on the grounds of administering. I believe the establishment of a Short Circuit Committee would do a lot for that side of karting, which is forced by media circumstances to play second fiddle to its alter ego.

As an observer I try to examine all facets of karting and the karting way of life. Class I is just as important to those competing in it as Class IV is to its contenders. Without Class I where would you get your Class IV drivers for tomorrow? Actually the two go hand in hand, and, if you really consider the idea thoughtfully, one is the 'grass roots' where the youngsters are weaned. The other end of the spectrum, where in a lot of cases money is attracted, allows for research and development. A great deal of time and effort, to say little of expenditure is invested in testing out new ideas and theories to ensure that the youngsters coming into the sport know they can go onto a circuit relying on their equipment.

ED.

CLUB SCENE

Kimbolton

Sunday, 12th June turned out a fine, warm, sunny day, a decided change from previous visits I paid this season. The shorter of the two circuits was in use because of a tarmac problem on the top bend. There were good grids for each class except Junior National, which more and more seems to be the norm these days.

The heats gave some exciting racing, promising concerted efforts and hard tussles in the finals. I'd like to make note of Paul Scutchings (31) 100 Nat. 'B', son of John who works for Zip Kart. It was the first time he has driven a kart since he was nine and now, nine years later, has found a revival of interest fielding a Zip/Arrow. After one shunt and a seize in the heats he competed in the final with only one idea in mind, to get round in one piece and finish, which he did, taking a well-deserved 6th overall in his class on Novice plates.

In Junior Britain a good field turned out for the final giving some fine racing from well accomplished drivers. There was a healthy sprinkling of Novices on the grid doing their utmost to jockey with the Club's top liners. Mark Parker took the flag with Simon Richardson in second, followed by Chris Gent, Mark Hawkes and Glenn Taylor.

Junior National, the smallest grid of all had only five entries for the final with trophies awarded to Ian Robinson and Stuart Sampson.

The National 'A' final displayed the usual high turnout with over twenty machines lined up as the green light appeared. Leaping to the fore were Chris Barnett and Clive Wheldon followed by Mark Piercy and Colin Church, making for a four kart race as the field began to spread out. The order of those positions was to be short lived.

An incident at Stowe Corner took out Wheldon and Barnett. Though Barnet managed to restart he was no longer in contention. Colin Church took the lead, holding it from the rest to finish first, followed by Piercy, Crocker, Day and Scott.

The 100 National 'B' again sported a good grid listing 10 Novice drivers, all eager to finish and get their signatures. The results of this interesting race gave first to Mark Querzani, second to Francis Saux, then Michael Woodley, Gavin Wilson and Peter Spinnelli.

The 100 Britain class saw some interesting dicing to see who was going to take the flag. Again Stowe Corner was to be the 'Waterloo', this time for favourites Nigel Goff and Gary Parker. However these stalwarts managed to restart and charging from the back had their work cut out to weave a way through the whole field with Nigel Goff eventually taking the lead, fending off Parker in second place. As the last lap finished Goff crossed the line in front of Parker and Vic Rawle.

The 125 National is as good to watch short circuit as it is on long. Good heat positions gave Roger Goff pole position with Nigel Wigg eyeing him from the same grid. At the green light Roger was slow away which gave Nigel the chance he was waiting for. He was to cling onto that lead until, coming into sight out of Stowe it was Goff leading with a furious Wigg snapping at his heels, looking for any avenue to get through, but Goff effectively closed all doors. It was a hard fought bumper to bumper contest with Goff taking the flag to make it a 'double' for the family and have Charlie jumping up and down with elation. Nigel Wigg took second with Colin Mason third and Colin Croxford fourth.

The 210 National was decidedly under subscribed due, I think, to the proximity of the Silverstone

GP, and Colin Poole, that excellent driver from Wootton, Beds., had the field to himself, finishing a good many seconds ahead of brother Alan, with a creditable third going to Paul Umney.

The 250 National/250 International race, as is customary on short circuits with small grid numbers, was run as a combined event. John Ottery's 250 National sounded sweet, literally flew through the field to take 1st for the National with Fran Rowthorne leading home the International brigade from Roger Thompson.

I'd like to extend my thanks to all the officials, drivers and families who made my Sunday at Kimbolton very enjoyable. To Robert Plummer - get out there on that 250 National before it rusts and the tyres perish!

Ed. McCormick

Junior Britain 1st Mark Parker 2nd Simon Richardson 3rd Chris Gent 4th Mark Hawkes 5th Glenn Taylor	100 National 'A' 1st Colin Church 2nd Mark Piercy 3rd Dave Crocker 4th Gavin Wilson 5th Peter Spinnelli
Junior National 1st Ian Robinson 2nd Stuart Sampson	100 Britain 1st Nigel Goff 2nd Gary Parker 3rd Vic Rawle
125 National 1st Roger Goff 2nd Nigel Wigg 3rd Colin Mason 4th Colin Croxford	250 National 1st John Ottery
210 National 1st Colin Poole 2nd Alan Poole 3rd Paul Umney	250 International 1st Fran Rowthorne 2nd Roger Thompson

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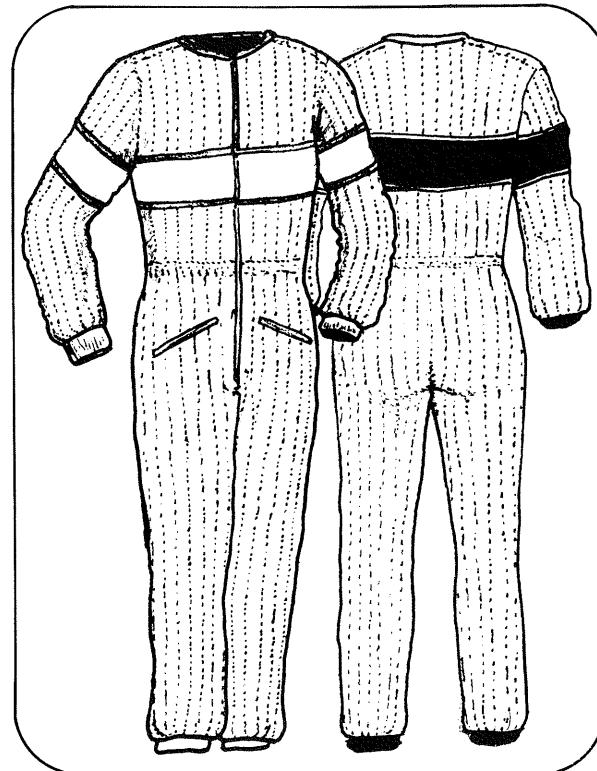
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"O" Dean!



Richard Dean's World Cup! Sweden take 2nd and 3rd places. 125 win to Wilcox from Shaw and Goff. 'Peak Revs Duo': Rodgers and Cheetham with unsurpassable 1st and 2nd 250 Nat. victory. 210 Nat: Newton wins from Doble and Poole while Lilley, Donoghue and Foster lead the 100 National.

Report: Mike Smith Pics: Rodger Calvert

The famous black and gold of John Player was in evidence once again at Heysham Head over Spring Bank Holiday weekend for the 16th Annual World Cup classic.

For many people this event is something rather special and those 0 plates are still looked upon as plates to win. With the first round of the new Bridgestone World Series coming just a few days after this meeting it was perhaps inevitable that the entry, particularly in the 250 International class, would suffer. It is a rather sad fact that it did just that, and none of the previous winners were present in the World Cup class.

However, the lure of this event was highlighted in the attendance figures for the two days with well over 30,000 people passing through the gates. Further proof of the attraction of the World Cup was to be seen in the fact that Malcolm Turner, who had travelled from Devon to spectate, donned borrowed gear and took over an entry in a borrowed kart! He thoroughly enjoyed himself too . . .

The entry list for the World Cup class included only two names from abroad; Christer Johansson and Mikael Janson, both from Sweden. Arguably the top British 'names' were those of Richard Dean and Phil Ansell, whilst in the classes a more representative entry was present, particularly in the 125's although both Kurt Luby and Stuart Ziemelis were not competing.

At 1 o'clock on Sunday the racing got under way with the 125 class first to sort out their grid positions for the final on Monday.

WILCOX WINS

The 125 class provided perhaps some of the best racing seen for some time, and by the time the large number of heats had been run the man shown on pole position was Bedford's Roger Goff. Next up was the Barlotti of Keith Bisp with Wigan's Gary Rawlinson completing the front row. Ian Shaw from Salford was on the second row in the company of Roxburgh based Peter McCallum.

A 'B' Final was required to decide the last five places on the back of the main grid and these went to Chas. Walker, J. Codie, Mark Webster, P. Shaw and V. Gray. Twenty laps of this tight 758 yard circuit were in prospect before the winner would be decided. As the flag dropped to send them on their way it was the front row getting away first. But . . . only yards up the hill and disaster struck for Peter McCallum. He was thrown from his kart and all hell let loose with the outfit looking as if it would endanger the rest. The red flags were quickly displayed and the 'race' was brought to a halt. Peter fortunately

The 125 National 'A' final with the order at the finish - Wilcox (22), Shaw (20) and Roger Goff (1).



Phil Ansell (40) jumps into the lead ahead of Richard Dean (32), hotly pursued by Christer Johansson (20), Mikael Jansson (21) and Colin Olden (12).

was uninjured, but took no further part in the proceedings.

Attempts to restart were thwarted by two false starts but eventually they lined up to the satisfaction of the starter and the race was on once more . . .

Roger Goff was the first to show but his advantage was very soon whittled away by Adrian Wilcox and after two laps the order was; Wilcox, Goff, Colin Bird, Shaw, Alan Sorenson and Mike Doble. By four laps Shaw had got the better of Bird and settled into third place, and the battle for the lead was hotting up!

For the remainder of the race the large crowd was treated to a great display of close formation driving . . . on the limit. Wilcox held sway but was pressed non stop, first by Goff, then Shaw. By lap 8 Shaw had found a way past Goff and was right with the leader, but the 'wide' Dino was proving very difficult to pass.

For about 3 laps Goff appeared to have lost touch a little, but into the second half of the race he struck back and regained second.

Behind all this dicing at the front, the usual 125 action was going on down the field, providing one of the best finals seen anywhere for a long time. Colin Bird still had fourth place ahead of Walker (from the 'B' Final), Sorensen and Doble.

Lap sixteen and the order was still; Wilcox, Goff and Shaw. The latter made a superhuman

effort over the remaining distance to overhaul the leader. Although he managed to get within inches, time was running out. John Cooke and Sorenson had a coming together at the top end of the circuit on lap seventeen and that was the end of Cooke's race.

Out of the hairpin for the last drag to the line and Shaw was ready for a last ditch effort but, as they crossed the line, Wilcox hung on to win by the smallest of margins . . . inches! Goff took third, with Bird fourth and Chas. Walker fifth. Mark Webster, like Walker through from the qualifier, had managed to find a way through to finish a creditable ninth.

A PEAK REVS BENEFIT

The 250 National field produced only a dozen runners and two names stood out as likely winners – the Peak Revs duo of Alan Cheetham and Derek Rodgers were expected by all concerned to head the finishers on Monday afternoon. The pundits were not disappointed, as Rodgers claimed pole, with Cheetham alongside.

Chris Penn, also on a Peak Revs prepared motor, completed the row. Roger Lindsay, on his first visit to the Heysham track, was thoroughly enjoying himself and lined up on the second row. As he commented before the final, “all I need is for Rodgers and Cheetham to blow up and I could win this!” . . .

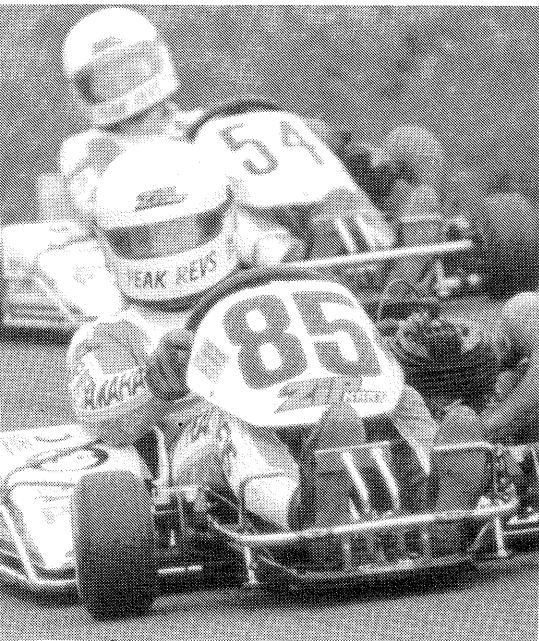
Alas it was to be no fairy tale weekend for the Barnsley based driver. As the flag signalled the start of the 20 lap final the expected happened: Rodgers and Cheetham fairly flew away from the rest.

Really, it was no contest as the Peak Revs duo romped away into the distance and by lap eight were devouring backmarkers. Mary Douglas and Richard Thomas were the first to be put on the wrong lap as the Rodgers/Cheetham steamroller pressed on.

Penn, Duncan Pearcey and Lindsay held third, fourth and fifth, but even they were gradually being caught by the two leaders. Half distance and Lindsay found himself a lap down; two more laps and Pearcey was overhauled; and such was the leaders' pace that by the end of fifteen laps the third placed man, Penn, was also lapped . . .

No changes occurred over the last four laps, with Rodgers recording a very dominant win from Cheetham. Penn was third, from Pearcey and Lindsay.

The 'Peak Revs' of Rodgers (85) and Cheetham (54) chalked up a resounding victory for 250 National.



NEWTON'S KNOW HOW

Three acknowledged 210 masters filled the front row for the final; John Newton on pole, long circuit champion Tim Doble next, with the Dale kart of Mark Allen completing the row. John Haigh and Colin Poole made up the second row, while No.1, John Burns was languishing on the last row but one.

Twenty laps were on the cards and at the “off” Newton quickly got into his stride to take up the lead. Haigh, Doble and George Wright were next, in line astern, with John Brennan showing well in fifth.

By lap six Doble had edged into second place to renew his now customary battle with Newton. Haigh, Brennan, Anthony Bar and Wright were next. Mark Allen was in eighth spotwhilst, from the back, John Burns had made rapid progress into twelfth spot, and still climbing.

By half distance, backmarkers were being taken by the leaders and Poole was dropping away a little from third placed Haigh. Allen was now sixth with Burns not far behind.

As the race reached its last quarter, Doble closed on Newton, but try as he may, there was no way past. Newton, using all his experience, kept the youngster at bay and took the flag to win. Behind Doble came Poole, followed by Haigh and Allen.

TERRY IS TOPS

Around twenty five 100 Nationals were entered in the programme and here again two drivers dominated proceedings. It was a North versus South battle, with the front row men being Romford's Terry Lilley on a Zip/Parilla and Scotland's Tony Donoghue aboard the similarly powered Sprint.

At the drop of the flag these two were first away and never looked seriously troubled throughout. For eight laps Lilley had the lead then, for laps nine and ten, Donoghue sneaked by to take up the running. Lilley however struck back to regain the lead by the end of the eleventh tour.

Behind the two front men, Appleton had run well in third before going out at mid-distance. Into the second half of the race and Phil Foster with Adrian Wolfenden held third and fourth. Miff Smith and Duncan Bullock were next with Doug Croft chasing them. Three laps to go and Croft was to go missing, but the order down to sixth remained the same to the end; Lilley, Donoghue, Foster, Wolfenden, Smith and Bullock.

DEAN'S DELIGHT

Sadly the World Cup class was a shadow of what it used to be with most of the 'names' busy preparing for Denmark. A serious look at the racing calendar for future years is surely called for in order to avoid the fixture pile-up that has occurred this season. With those coveted zero plates going to the winner, talk around the paddock was that one of two names was likely to appear on the World Cup trophy for 1983; Blackpool's Phil Ansell or Ripley's

John Newton stamped his authority on the 210 National final.

Richard Dean. That was not to say the other runners had no chance, but a look at the programme indicated both Dean and Ansell were rightly regarded as the hot favourites.

Richard Dean in fact lined up on pole for the final with, yes, you've guessed, Phil Ansell alongside . . . Swede Mikael Jansson completed the row. The Phoenix of Mark Hey and Colin Olden's Zip made up the second row, with the second Swede Johansson on the third row with Philip Bristow.

Despite the lack of big names the usual buzz of excitement was heard around the Heysham banking as the finalists rolled down the hill to the start. Two rolling laps were necessary before the starter was satisfied and then the '83 World Cup was on. Twenty five laps and a new name assured on the trophy at the end . . .

Phil Ansell it was who got the jump to lead up the hill and into the top right-hander. Dean was second, followed by the two Swedes. Hey and Williamson led the rest as they screamed down the hill to the tight hairpin.

The order at the front quickly became established as Ansell and Dean pulled out a slight advantage, encountering backmarkers as early as the sixth tour. The two Swedes held third and fourth, with Colin Olden making progress through the field to take fifth on the eighth lap.

Half distance, and Dean made his move, putting Ansell into second, but still well in touch. Three more laps though and Ansell's luck deserted him as he was forced to pull off by the commentary box with a broken chain. That left Dean well clear on his own, with Jansson and Johansson clear of Olden now in fourth.

125 INTERNATIONAL			
1st	Adrian Wilcox	Dino/Rotax	
2nd	Ian Shaw	Zip/Rotax	
3rd	Roger Goff	Zip/Goff Rotax	
250 NATIONAL			
1st	Derek Rodgers	Peak Revs Zip/Yamaha	
2nd	Alan Cheetham	Peak Revs Zip/Yamaha	
3rd	Chris Penn	Zip/Peak Revs Yamaha	
210 NATIONAL			
1st	John Newton	Zip GP/APV	
2nd	Tim Doble	Zip/Villiers	
3rd	Colin Poole	Zip GP/Villiers	
100 NATIONAL			
1st	Terry Lilley	Zip/Parilla	
2nd	Tony Donoghue	Sprint/Parilla	
3rd	Phil Foster	Wright/Yamaha	
250 INTERNATIONAL			
1st	Richard Dean	Castrol Zip/Rotax	
2nd	Mikael Jansson	Zip/Rotax	
3rd	Christer Johansson	Sonder/Rotax	
4th	Colin Olden	Zip/Rotax	
5th	Darrel Dinwiddy	MJ/Merlin Rotax	

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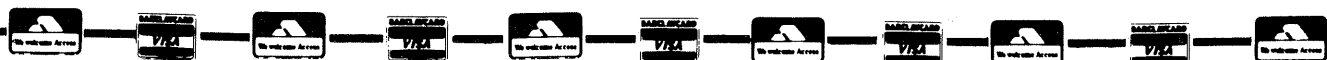
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FELTON SUPER ONE

Report: Alan Evans

For this the fourth round of the Super One Series, the Wingrove Motor Co. Ltd., had provided the Northumbrian Kart Club with generous sponsorship, together with a recovery vehicle, both of which were greatly appreciated. Felton, Saturday 28th May, greeted everyone with what has become the 'norm'; with gale force winds and driving rain and apart from the foolhardy few, drivers only ventured on to the circuit by necessity. Competitors were this time, quite understandably, concerned about the availability of wet tyres, for, with the sales of such tyres running high, stocks were falling fast. In the course of conversation, it was clear that some teams had had some difficulty in obtaining certain sizes of tyres for this meeting. As if to confirm that too much spare time was a dangerous thing, speculation about 'trick' tyres within the Junior International world was rife, and it was only after long conversations with those competitors who had been at Horem the week before, and had used or witnessed the performance of these tyres, was it clear that CIK Pirallis were considerably quicker than anything available in the UK - though by no means 'trick'. The real problem was their non availability for the foreseeable future. Through it all the Series Administrators, for the sake of stability, obtained the signature of competitors to exclude all other tyres other than the Bridgestones for the remaining rounds of this Series. Though some signed under duress and it must be stated that not all of these had, or particularly wanted Pirellis. The decision was swayed somewhat by the fact that no other tyre had been available until this meeting, perhaps a

regrettable decision as it turned out, as a van load of Dunlops was in the pits with an express intention of making an alternative tyre available to all. Through the hours of Sunday morning the stormy conditions blew themselves out and by the time practice was over there was no doubt that the wet tyres could be put away for the time being anyway.

JUNIOR BRITAIN

I never cease to admire the serious way in which Juniors take their racing, and one of the spin-offs of this is their attitude to starts. Junior Britains particularly wanting it to be right, and it is a strange starter who has problems with these chaps. Once again, as the starter raised his flag we had a first rate start with the whole field streaming through the pit bend and away through the sweeps towards the bottom of the circuit. As they slammed across the line for the first time it was Beasley, Price, McNeish, Stewart, Elliot, Wilson and Cuff with the rest in close pursuit. Into the pit corner and McNeish sliced inside Price, just being able to hold off the retaliatory inside move on the exit. From then on Beasley's lead was in question as he and McNeish pulled clear of Price, now under considerable pressure from Stewart, with Cuff beginning to close. By lap eight the leading pair were well clear, and when McNeish made his move, such was the quality

Alan McNeish (21)

Pics: Rodger Calvert

of his effort coming onto the straight that he was able to pass Beasley and get back onto the racing line before the braking area without impeding Beasley.

Further down the field were Griffiths, Kemp and Connelly, totally engrossed in their own battle, while Guye-Johnson was desperately trying to catch them. Another three-cornered battle going on, at the tail of the field, was between Nicholson, Chapel and a delayed Radford, which could have easily been mistaken for a battle for the lead.

By lap 18 this little group, having now been left by Radford, was caught by the leaders. As third man Price caught Chapel at the end of the straight he was balked, giving Stewart his only opportunity so far - and he took it, cleanly passing Price in the Pit bend. Once again, on the exit, Price retaliated as he had done with McNeish, but this time he and Stewart touched, and third and fourth men were off. Stewart was able to restart in a lowly 18th but poor Price was sidelined with a gaping hole in a tyre. By now the rest of the field was well spread, and over the final laps McNeish was comfortably ahead of Beasley, while Cuff, some distance back, was closing on the second man. Griffiths took fourth from Kemp, Connelly, Guye-Johnson and Baker, who had come from the back row of the grid.

1st	McNeish	Wright/Arrow
2nd	Beasley	BM/Arrow
3rd	Cuff	Sprint/Arrow
4th	Griffiths	Boxer/Parilla
5th	Kemp	Kestrel/Arrow

this first round were going out of their way to be obstructive, but always with a smile!

So ended the first round of the Bridgestone World Series. One or two lessons were learned I'm sure. Nevertheless, even those left behind on the outward journey said they had enjoyed the weekend despite the problems. Monday dawned bright and sunny and a number of different routes were taken back to the boat. We made a visit to Legoland and found it to be a fantastic place, a small boy's dream. My son Jamie enjoyed it too! The Dana Anglia provided a very pleasant and enjoyable trip back with an excellent cuisine guaranteed to satisfy the most demanding appetite.

CIK BRIDGESTONE WORLD FORMULA 'E' CHAMPIONSHIP

POINTS AFTER FIRST ROUND

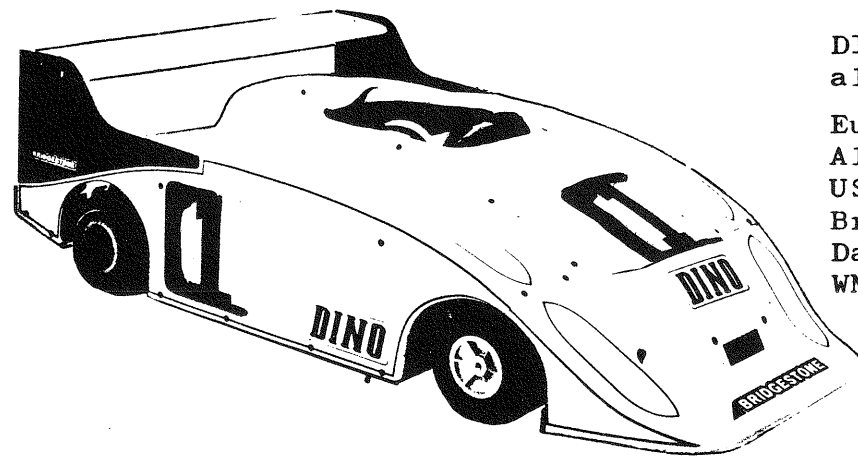
1st	Martin Hines	GB	15
2nd	Poul Petersen	DK	12
3rd	Perry Grondstra	NL	10
4th	Giles Butterfield	GB	9
5th	Reg Gange	GB	8
6th	Torgjer Kleppe	NOR	7
7th	Gerd Marquardt	GER	6
8th	Hans V.d. Heijden	NL	5
9th	Chris Lambden	GB	4
10th	Christer Johansson	S	3
11th	Bobo Westman	S	2
12th	Carolynn Grant-Sale	GB	1

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Butterfield leads Dane Nils Oleqist in the 'wet'.

new World Cup holder Richard Dean who performed admirably to notch a fourth, a sixth and a seventh. Danes Tinghoj and Poul Peterson were next in the list just ahead of Lennart Bohlin. The Super Swede dropped one heat with a chain failure but won both his other runs. Reggie Gange was once more the victim of someone else's incident, finding himself heading for the sand trap at a fair rate of knots in his first heat. After making use of the wash facilities he won the second time out and took fourth in his third heat.

Problems of various sorts were to be found in many team camps. At the end of the six heats the points were all totted up with Nigel Smith just managing to avoid the 'last chancers' race, taking the last position, i.e. fourthieth, to go through to the pre final.

Fifteen laps then were on the cards for the 'B' final with the first ten finishers going forward to the main final. Graham Roscoe, Gordon Douglas, Paul O'Shea, Glenn George and Steve Papworth were the British names on the grid for this last chance effort.

Roscoe and Dane Mortenson were first away but after a couple of laps Allan Kronow took over at the front and there he stayed. With ten going through it was almost a case of motoring round steadily to claim your final spot. At the end of it all, Roscoe, O'Shea, Douglas and George were the British lads to make the final. So that was Saturday's racing over and still no times issued . . .

With Hines having firmly secured pole position for the pre final the grid at the front looked like this . . .

Hines	Styrin	Steffenson	Kleppe	Johansson
Dean	Tinghoj	Peterson	Bohlin	
Grondstra	Gange	Lambden	lb. Peterson	Haga

At about two o'clock on Sunday the field lined up for fifteen laps of the Pre Final and at the 'off' it was Bohlin who got the jump, leading from Kleppe, Styrin and Poul Peterson. Martin Hines

Poul Petersen fought hard to take second spot and 12 points.



was about sixth but running well and making rapid progress. Kleppe and Styrin had been joined by Grondstra with Peterson slipping back a couple of places. Gange and Lambden were next up with Richard Dean lurking.

On lap eight Hines made his move and got by Bohlin; Styrin was fourth behind Kleppe with Per Steffenson close at hand. Eleven laps completed and Hines found himself alone at the front – Bohlin had gone missing. Steffenson, always a threat, had moved ahead of Kleppe. Styrin still had fourth from Grondstra, Lambden, Dean and Gange. Giles Butterfield was enjoying better fortunes running in about fourteenth spot behind Malcolm Belbin.

At the flag then it was Hines stamping his superiority on the proceedings and netting pole position yet again, this time for the main final.

The grid for the twenty two lap final then looked like this;

Hines	Steffenson	Kleppe	Styrin	Grondstra
Lambden	Dean	Gange	P. Peterson	
Price	Johansson	Ljunglof	Belbin	Butterfield
Hemes	Haga	Grant-Sale	Olsson	

A number of familiar names were languishing further back with Bohlin having a ninth row start and a lot to do . . .

At three-thirty on Sunday afternoon they lined up for what promised to be a cracking final. Once more I had the problem of getting where I could see the action and, in the company of one Richard Boston, had the task of convincing the officials that I *really* was representing the Press! After much discussion we were eventually allowed into the in-field from where a good vantage point was secured. Oh to be at Silverstone, or Cadwell, or Snetterton!

THE FINAL

All eyes were on Hines holding pole position as the Danish National flag was dropped to signal the 'off'. He didn't disappoint his supporters as he screamed away from the line with Styrin and Steffenson in close attendance. Lambden was left, still struggling to get away with a failed clutch as the field poured into the first left hander

and beyond . . .

At the end of the first tour Hines' orange outfit led. The white Dino of Styrin was next followed by Poul Peterson, Kleppe, Grondstra and then a trio of British lads in the form of Dean, Belbin and Butterfield. Gange was also a little way down the field whilst Lambden was beginning to make headway.

The order at the front quickly settled; Hines led with Peterson chasing hard in second spot. Steve Styrin had moved into third spot ahead of Steffenson and the rest. Belbin, Price, Butterfield and Gange were the next British drivers up. After six or seven laps the leaders began to encounter backmarkers. Lennart Bohlin had pulled off with clutch failure and Styrin was locked in battle with Grondstra disputing third spot. Steve certainly looked good, especially through the in-field and the right hander.

By lap ten the racing was being done in pairs; Hines and Peterson at the front; Styrin and Grondstra for third place and Butterfield versus Gange for the next two spots.

Derek Price was running well until about half distance when a suspected big end failure forced him into retirement. The same fate befell Richard Dean and the casualty rate increased. Chris Lambden was still making good progress, saying afterwards he thought he had passed more people in a short space of time than for a long time previously! Hines meanwhile was looking more and more a winner. Peterson got close on occasions, but not close enough to really challenge for the lead . . .

As the race reached its closing stages Styrin was looking set for a good result, having shaken off the attentions of Grondstra, when disaster struck. On the in-field approaching the second right hander the out-of-luck Steve pulled off with a broken clutch. A determined effort, with nothing to show for it at the end.

Grondstra then, picked up third place again and with Butterfield getting the best of his duel with Gange that was the order of the first five at the flag. An emphatic win for the Hermetite Team Leader with due credit going to those well placed. Chris Lambden was relatively happy with his ninth spot after that awful start, and Carolynn suffered agonies on such a physically demanding circuit to take an excellent 12th place and one World Championship point.

Just out of the points in thirteenth place was Glenn George, but that was no mean feat after all the hassle he had put up with throughout the weekend . . .

1st	Martin Hines	Hermetite Zip/Rotax
2nd	Poul Petersen	PVP/Rotax
3rd	Perry Grondstra	Zip/Rotax
4th	Giles Butterfield	Zip/Rotax
5th	Reg Gange	Hermetite Zip/Rotax

Track Record: Hines – 44.45 secs.

COMMENT

Scrutineering according to the British representatives present, left a lot to be desired, as did the general organisation and information services over the whole weekend.

In addition to the World Series for Karts, Formula Ford and Super Saloons shared the weekend's racing. It was noticeable that the publication of results relating to these supporting events was far superior to those for the main event: The Formula E World Series.

It throws up the question: Why was the circuit allocation made in the first place and why were not more strenuous efforts made to improve the information services whilst there?

Anyway my first trip abroad to a race meeting certainly made me appreciate the usual quiet efficiency of organising clubs here at home. One sometimes got the feeling that the organisers of

100 NATIONAL

John Herbert had the meeting "all together" and sat on pole; alongside him another young charger in Gary Moynihan. Neil Hann and Stephen Sykes filled row two while Graham Kershaw and David Allen didn't look too far away on row three. Further down the grid, Derek Higgins was on grid 8, Paul Fletcher on 14, Ian Williams 15, while Peter Christo occupied an uncharacteristic grid 25.

From the flag Herbert jumped into the lead followed by Moynihan, Hann, and Sykes, and once again the first lap was incident-free. As they completed lap one, Herbert had pulled a few lengths clear of Moynihan with Higgins taking every opportunity to gain places while the whole grid was in close company, to such good effect that he was up to fourth and hard on Hann's heels. Next time around and Herbert was still clear, but Moynihan was now settled and closing, and thereby pulling away from Hann. Just as Moynihan caught Herbert, so Higgins slammed through into third place, and the chase was on to close the gap of about 70 metres to the leading pair over the next 5 or 6 laps. As the leading pair continually out-braked each other into the pit bend and hairpin at opposite ends of the circuit, so Higgins remorselessly closed to within a few lengths, and Ian Williams powered his way from grid 15 through the fantastic battle going on between Allen, Box, Brown and Dart and on towards fourth, some 100 metres behind Higgins.

Just as Higgins caught Moynihan, we lost Herbert. His motor had sounded intermittently off tune for some time and on inspection, a new plug cap was found to have been faulty and fallen off. . . Now it was Higgins' and Moynihan's turn to swap places at every opportunity, while Williams was proving equal to Higgins' earlier efforts and was pulling in the lead pair at an impressive pace. Not to be outdone, Sykes, having been passed by Williams, appeared to get a second wind and was holding station behind him and also closing on the leaders.

With two laps to go Higgins was leading and holding the inside line down the straight to thwart Moynihan's efforts to overtake. As he moved out to take the race line, Gary lunged down the inside and took the lead, while Williams was on Derek's bumper as he tried to counter the move. Next time round and Moynihan was two lengths clear, but as they came into view to take the flag, it was again Higgins, having grabbed the lead at the bottom of the circuit, while Williams was only inches away in third.

1st	Higgins	DAP/DAP
2nd	Moynihan	Wright/Yamaha
3rd	Williams	Dart/TKM

JUNIOR INTERNATIONAL

The Junior Internationals started off the day's finals with all the signs of a close race for no-one had stamped any clear advantage. On pole position however, the man who rightly deserved the fifteen pounds prize money from Southern Mechanical Handling, was Jason Plato. He had secured a first and two-thirds in the heats and as always was extremely quick. Alongside, was an on-form Sammy Hunt who must have felt happy to have 'Honest John' back where he belongs, hurling happy abuse at all and sundry, and motivating Sammy to one heat win, a 2nd and a 5th. The second row was filled by Messrs Dewhurst and Brogan; Rowan on grid three confirming his position at the top of the Championships table with a convincing heat win and two high finishes. While Steve; 2nd, 4th and 8th indicated just how competitive and closely fought this class is. Having seemed to have found



all the answers at Rissington, Jeremy Cotterill sat on grid seven surely wondering what he had to do to regain the outstanding form of Round 3. Gary Jordan on grid 10 was proving to be as quick as any, but having the sort of luck usually reserved for the likes of the Cotterill equipe. As the starter let them go the whole grid charged as one for the first corner with no-one having made an inch but, as they powered out of the corner, Plato drifted wide and Dewhurst took full advantage to grab the lead, closely followed by Hunt. With the field charging off towards the bottom of the circuit, Brogan rolled to a halt on the second bend, not to restart until five laps later. As they crossed the line for the first time, it was Dewhurst, only a foot clear of Hunt, with Plato alongside, Murphy only inches behind, from Cotterill, Hunnisett and Jordan. By the time they reached the pit bend all seven seemed convinced they could outrake each other and had concertinad to cover a distance of perhaps three kart lengths. All held station once more they jostled and jiggled through the bends measuring each other for any move. Across the line for the second time and the order and distance was as before, but this time Plato was able to dive inside Hunt, just. Lap three, and Dewhurst and Plato had pulled away a couple of lengths from Hunt, while Murphy, Cotterill, Hunnisett and Jordan continued to keep up this fantastic pressure. Cotterill in particular looked to be trying very hard with his kart hopping and skipping, sometimes to quite alarming angles, in his effort to outrake Murphy. For the next six laps we were entertained by racing of heart-stopping proportions, with only Jordan falling foul to mechanical gremlins. Lap nine and Murphy and Cotterill burst on to the straight side by side and that is how they stayed to the Pit Bend, with Jeremy only able to take the advantage because he had the inside line and all this was going on under the rear bumper of Hunt. Lap 12 and they were still at it. Cotterill successfully dived down the inside of Dewhurst and Hunt and in a flash, while they were just off-line, Hunt was back to sixth and still only five lengths behind the leader. One lap later, and as they braked for the Pit Bend Plato snapped sideways and was off. Lap 15 and the pattern was still the same with all the five virtually touching each other throughout the circuit, and breaking formation to attempt to outrake each other for the Pit Bend. And this time it was Hunt's turn to succeed, moving past Hunnisett and into fourth. Lap 18 and both Hunt and Hunnisett dived inside Dewhurst and it looked as though this fantastic battle would continue to the end –

Jamie Beasley – Junior Britain

and then it happened! On lap nineteen Hunt dived down inside Murphy. To his credit Murphy did not try to close the door, but held station around the outside line, just under Cotterill's rear bumper as Cotterill's kart skipped sideways. On the exit Murphy touched him and they both spun out, slowing Hunnisett and Dewhurst while Hunt, who had been very tight to the inside curve, was able to power through and away. One lap later Hunnisett was gone and Hunt was clear of Dewhurst, heading for a great win. At the end it was Hunt from Dewhurst, Cotterill and Murphy, still dicing will to will after their restart, and Kavanagh. Now that's a hard act to follow!

1st	Hunt	Dino/Arrow
2nd	Dewhurst	Sprint/Parilla
3rd	Cotterill	BM/Yamaha
4th	Murphy	ART/Arrow
5th	Kavanagh	Ferrari/Parilla

SENIOR BRITAIN

The front row for the 'A' Final was filled by Mark Beddall and Miles Hall, from Tony Negal and Patrick Walsh on row two. Mike Devine and Darrell Beasley filled row three.

From the flag Hall beat Beddall to the first corner and from then on was never headed, with the rest of the grid charging through the first corner with no-one coming off, and places changing in the most unlikely spots on the first lap! At that time Hall led Beddall from Stapley, Negal, Beasley, Walsh, and Cotterill. Lap 2, and Negal was slipping back from Stapley and under pressure from Beasley. Next lap, and Beasley was by, setting after Stapley while a storming battle developed between Negal, Cotterill, Walsh and Salter. Lap 12 and Beasley was past Stapley and then the pair set about closing the considerable gap between themselves and Beddall, a feat that took Beasley until lap 27 and Stapley 2 laps later. The battle for fifth place ended with Negal sidelined and Cotterill and Salter closing on Beddall in the late stages of the race, while the rest of the field were well spread.

1st	Hall	Zip/Arrow
2nd	Beasley	BM/Arrow
3rd	Stapley	Kestrel/Arrow
4th	Beddall	Zip/Arrow
5th	Cotterill	Barlotti/Arrow

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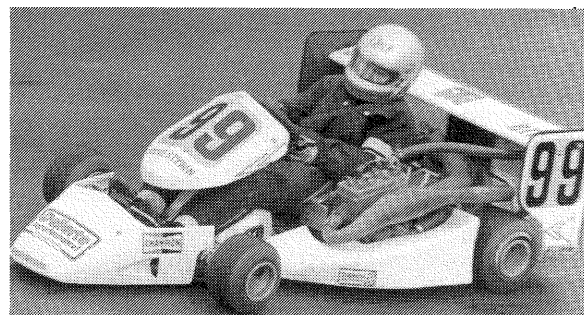
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The first round of the newly formed World Series for Formula E took place at the Jyllands Ringen circuit in Denmark over the first weekend in June. What an experience that turned out to be...

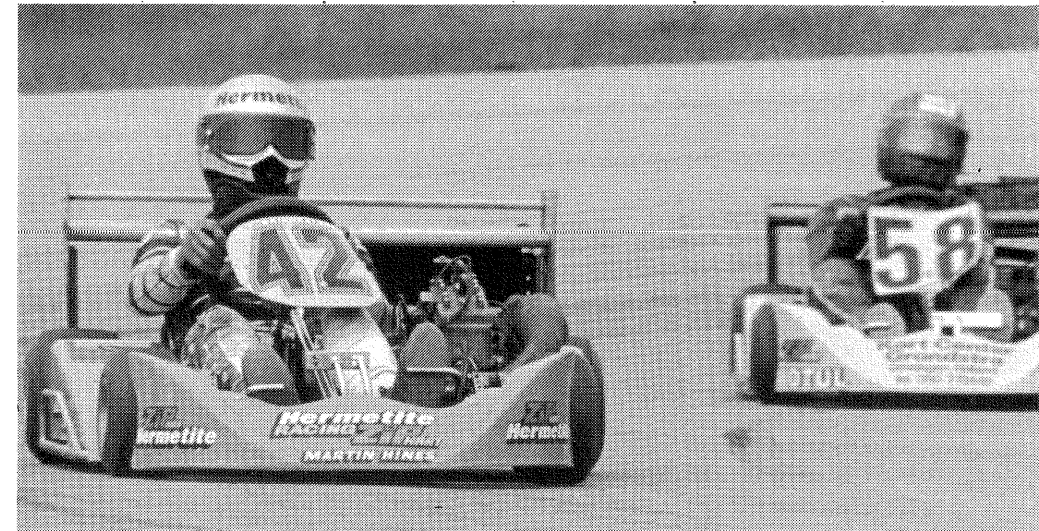
Two parties from these shores were booked to travel out by DFDS Winston Churchill on Wednesday June 1st. One party under the guidance of Bert Hesketh and the second one under the auspices of Circuit Travel. All soon became one large convivial assembly but not before one or two problems which meant that some competitors and their crews missed the boat... literally! Graham Roscoe, Gordon Douglas, Drew Liddle, Glen George and Steve Papworth were all left ashore as the boat eased out of Harwich. What a way to start a World Championship Series! The unfortunate personnel through no fault of their own had to spend a further night on the wrong side of the water. Graham Roscoe decided to try his outfit out on the quayside to the great amusement and interest of a nearby workforce, almost bringing the docks to a standstill. After being booked into a local hotel for the night and partaking of some liquid refreshment the five drivers, their equipment and crews were despatched to Denmark 24 hours later.

The remainder of the party however were well on their way and by late Thursday afternoon were setting up camp either at the circuit or on the nearby camping site.

Having established ourselves on the campsite and armed with letters of accreditation I, my wife Jean and photographer Rodger Calvert, proceeded to the circuit offices in order to 'sign on'. There we learned the first lesson — no signing on required! We were however, given passes to the paddock area and assured we had access to all parts of the circuit. As John McEnroe would say, "This is the Pits man", and the lesson was, come Sunday one needed an exchange of pass to get into the said pits. However all was not lost. Our unofficial, but very important looking, self-acquired, Identity Cards were considered to be the 'in' thing and one look at one of those was enough to get us anywhere... well almost!...

Elsewhere problems were evident as the question of the legality of the all-covering body adorning the Dinosaurs gave rise to controversy. It was initially rejected as being illegal but, after an appeal, a decision was issued stating that the karts would be allowed to run provided the offending 'skirts' were removed.

Back to those unfortunates left behind at Harwich. On their arrival at Jyllands they could reasonably have expected their problems to be over. Friday afternoon when they arrived at the circuit they were informed that they could not have any practice, nor take part in timed practice and would be allocated starting positions at the back of each heat. Considering the hassles they



Martin Hines took maximum points with third man Perry Grondstra carrying home 10.

The Denmark Flier

The first round of the Bridgestone World Championship Series Formula E at Jyllands Ringen goes to Martin Hines with a new track record of 44.45 seconds! 2nd and 3rd places to Poul Petersen and Perry Grondstra with Butterfield and Gange completing the first five home.

Report: Mike Smith

Pics: Rodger Calvert

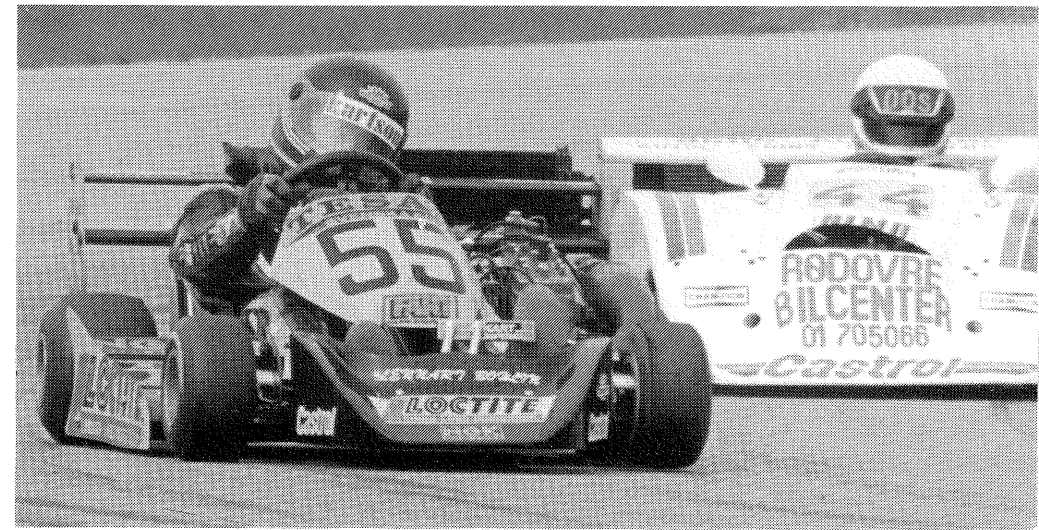
had put up with, to their credit, they took it very well... Bear with me also; I was provided with no race times at all and had only a minimum of fastest recorded lap times to work with.

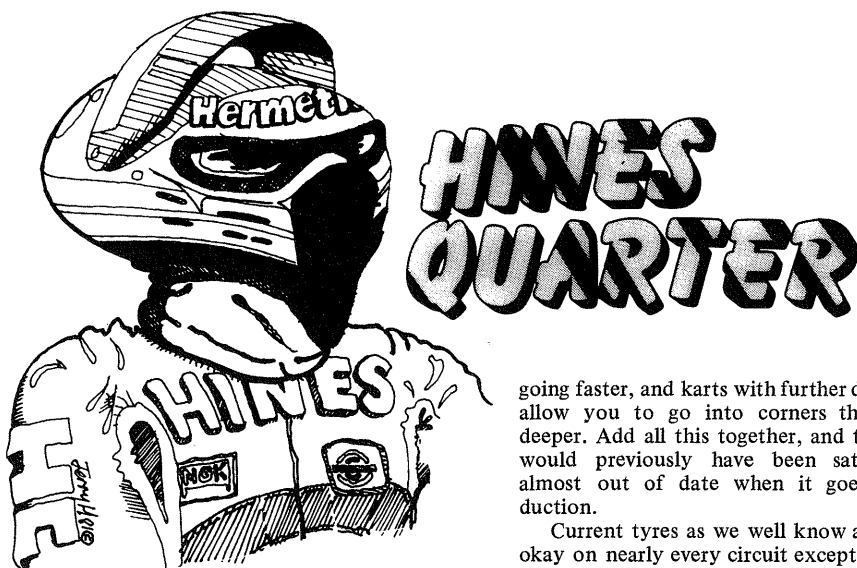
However, we were in Denmark for the racing, basically, and the programme listed just over seventy entries with the largest number, 22, being from Britain. Denmark and Sweden had a dozen each with Norway, the USA, Austria, the Netherlands, Switzerland and Germany also represented.

The CIK system was in force; that is, timed practice, heats, a pre final of fifteen laps and the main final of twenty two laps. The circuit is 1475 metres in length, anti-clockwise with 5 left turns and 2 right handers. In itself this presented a few problems to some drivers; muscles aching in places they didn't realise they had muscles!

Once timed practice was over it was obvious that one man was going to be difficult to beat — Hermetite Zip Team Leader, Martin Hines. With the benefit of prior knowledge of the circuit, after winning here in May, Martin headed the timed list with a lap of 44.74 seconds. Perry Grondstra of the Netherlands was second quickest, being just 3/100ths slower than Hines. Super Swede Lennart Bohlin was next against the clock with a time of 44.78 seconds while Dane Erik Tinghoj was fourth fastest in a time of 45.36 seconds.

Unlucky — Bohlin and Kronow failed to finish.





THE SAME TYRE-ING PROBLEM . . . AGAIN!

June 1983 is certainly a month I will not forget for a long time! It gave me one of my best moments, in Denmark, and then just 14 days later I was completely deflated, along with my tyre. However, I wasn't alone as a few of those with World Championship points were also hit with the Silverstone tyre problem . . .

It does seem at times like this that the blame is to some degree levelled at me. True, I do the majority of testing for Bridgestone Superkart tyres as I have done over the last 6 years. However the failure of tyres has also cost me more races than anyone else . . . so if I can not get the right tyres, what is then wrong? The main problem would obviously seem to be the lack of testing actually at Silverstone, and even more importantly, what testing there is is not carried out early enough in the year. I know Bridgestone have now realised this, and are doing everything in their power to commence testing in the next couple of months to cure the problem once and for all.

It always seems that once a problem has occurred, an effort is made to cure it for the next year. What is not taken into account is that by the time the following year arrives, drivers are trying that bit harder, engines are



IT'S BEEN A TERRIBLE DAY FOR INJURIES, TERRIBLE - THREE BRIDGESTONE TYRE TECHNICIANS HAVE COMMITTED HARI-KARI.

going faster, and karts with further development allow you to go into corners that little bit deeper. Add all this together, and the tyre that would previously have been satisfactory is almost out of date when it goes into production.

Current tyres as we well know are perfectly okay on nearly every circuit except Silverstone, which is of course no reflection on the circuit itself as indeed it is my favourite and its safety features are second to none. It is a shame that so many should have suffered tyre problems, but I feel that this year it was not in vain as Bridgestone have taken a great deal of "stick" from all sides . . .

Several drivers in the National classes also had tyre blistering problems, which in many cases were due to incorrect or no running in period for the tyres, as well as over-inflation. When the temperature rises as it did at Silverstone, to 24 degrees, you should reduce your "cold" tyre pressures by 2-4 lb. On a day when for example the temperature is a more normal 10 degrees, a tyre that is set at 20 lb will rise to about 22-24 lb by the end of the race, which is, if anything, too high. You should aim to have a pressure of about 20-22 lb at the end of a race. So on a day when the temperature is 24 degrees, you really only need 16 lb in the rear tyres and about 13 lb in the front. I wonder how many people did in fact reduce their pressures accordingly . . .

One other problem I noted at Silverstone was front tyres going down, with no apparent sign of a puncture. One well known foreign competitor had this very problem 5 times! The answer is simple - use valve caps . . . This helps to act against the centrifugal force which tends to literally fling the valve open! There were also one or two tyres in the National classes coming off the rim. Well, we've been through that problem 4 years ago - and know that at Silversone you MUST fit bead retainers. Regulations or not, it's for your own safety, and in my opinion no-one should even be allowed to race at Silverstone without them fitted, no matter what the class.

Finally, it is worth realising, not only by competitors but also by the manufacturers, that due to the small diameter of kart tyres and the speeds at which we are now going, the pressure while cornering on a kart tyre is far greater even than the stresses put through a F1 tyre. I'm sure many people do not see it this way. If F1 cars were travelling at about 350 mph then the rpm of the tyres and the stress factor may well be comparable - and if so I'm sure they would be having greater problems than we are. Perhaps the tyre companies will now get into development and realise what is developed for Superkarts today will be to the benefit of F1 tomorrow!

BRANDS HATCH

Practice: 9am - 12.30 pm, Thursday
21st July. £20, Central Kart Club Members.

BRSCC BOOST FOR 125cc CLASS

Yes, the BRSCC are to run a 125 class event at their Brands meeting on 14th August. I have entry forms and if anyone would like one, send an s.a.e. It will be first come, first served, and I would think a maximum of 40 karts would be accepted. This is obviously a great chance to promote what is now the largest long circuit class.

CIK ADAMANT - IT'S STILL RICARD

Rumours have been flying for the last couple of months that the final round of the World Superkart Champs may well not be at Paul Ricard. However, Mr. Buser of the CIK is adamant that the event will be staged as scheduled at Paul Ricard. If you are eligible for the World Championship, this is an event not to be missed. The circuit is excellent, with an atmosphere like Silverstone, and coupled with the south of France weather it's an excellent week away.

Entry forms will be available later in the year for qualified drivers, and of course you will have to obtain your own Visa from the RAC to compete.

While Bridgestone have taken a bit of a hammering over the tyre problems, we mustn't lose sight of the fact that it is they who are sponsoring the World Series, and must be congratulated for their stipulation that all monies should go directly to the drivers. This is so well distributed that Carolyn, who drove excellently in Denmark to finish 12th, received 500 Swiss Francs in prize money (around £160). Those drivers who compete in all three rounds and finish in the top 15 at Ricard also get a bonus of about £160 each, which certainly goes a long way to covering expenses.

250 NATIONAL GETS A BOOST!

As from January 1st 1985, the 250 National Class regulations will change to allow water-cooling, but the class will remain limited to piston or reed induction motors. There will as now be a ceiling price for the engines, which may well be considerably lower than the current limit. An approved list of engines will be issued by the RAC in August '84.

DOUG IS ON THE MEND

I am pleased to let you know that Doug Rees is well on the road to recovery after his horrific accident in the final at Silverstone. I am sure everyone will join me in wishing him, and Phil Ansell who also had a nasty accident, a speedy return to full health and the circuits.

The disappointment after Silverstone proved too much for my faithful mechanic Gary Harrison, who has now returned to New Zealand. Well not really - he had already planned to go home after the GP . . . but I would like to put on record my thanks for everything he has done for me, and indeed, a great deal of our success is due to his efforts. Hopefully he will one day return to our shores and join us once again, but if any of our kiwi readers want a good mechanic, he's the boy.

Well, with another TV meeting just around the corner I wonder if I can break my TV jinx this time . . .

Martin

Earlier this year I had a picture of the new Dino bodywork in the column and due to the somewhat "lumpish" nature of its shape, I found myself searching for non-complimentary remarks to make about it - I certainly wasn't expecting it to be heading home a few months later on British soil to claim 15 points in a World Championship round! It very nearly didn't. . . Half an hour before the Pre-Final qualifier, Torgjer Kleppe's crew were ready to give up.

Kleppe's victorious trip to England started with a package of some long awaited, supposedly special, Hoeckle crankshafts arriving at the Dino Works an hour before they left. Practice and timed practice went smoothly enough, although they weren't satisfied with either their 19:19 or 20:19 gearing. Something in between was what they were looking for. The half-inch chain setup was then tried and found to foul the chassis, so was fitted eventually by putting the gearbox sprocket on backwards with half a tube of Loctite as the standard locking device could not be used this way round! It was also decided to fit the special cranks. The engine was totally stripped by midnight, and then the box, with a promise of extra speed and reliability was opened and found to only contain standard reconditioned Rotax cranks! The whole lot was then reassembled as it was, in readiness for the practice session on Sunday morning!

Their improvisations to achieve the ideal gear ratio didn't work - the setup came loose! The whole lot had to be taken off, and with an hour to go before the Pre Final qualifier race, one of the rear axle bearings was found to have seized and didn't want to come off the axle. Half an hour's battling *totally destroyed* a hefty lead mallet! The bearing would not budge. Patience and, most of all, time was running out and any chance of salvaging a few points to add to his useful Danish score was rapidly vanishing. Enter Steve Styryn with the offer of an even more 'persuasive' hammer such as only Yorkshire men use! The bearing was soon off, a new one fitted, the rear of the kart reassembled and rushed to the waiting grid. The rest is history. Everyone else had *their* problems in the Final - Torgjer had more than his fair share in the previous 48 hours! . . .

With the threat of Bohlin diminished after his Pre Final puncture, resulting in a lowly grid position for the Final (and then becoming involved in the six or more kart grid accident) Hines had every reason to feel pretty confident of his prospects as he sat on pole position with number 2 man Gange alongside. His confidence was such that to avoid possible tyre problems he was going to sit back for about six laps and then make a charge if necessary at the end. His confidence was justified, though at the back of his mind it niggled that no-one had ever won the GP twice, nor had they ever won from pole position. . .

Lady Fate stepped in front of him, literally, to see that the pole position and second win jinx remained intact. As the starter changed the lights to 'go' one of the grid marshals was walking in front of Gange's kart. As the grid surged forward he was plum in front of Martin's, resulting in both he, and behind him Lambden, having to stay put until he was out of the way. Now I didn't see it, but this was corroborated by Gange, Lambden and a host of others, who having to take avoiding action themselves nearly caused another accident. Clearly the eyesight and the competence of the starter comes into question - it is after all not expecting too much for someone to ensure that a large grid is free of marshals! Hines meanwhile should be given an "award for humanity" for quite possibly sparing the life of the marshal who cannot himself in any way be blamed. As it was, Hines had to go ten-tenths from the start, as he was so far back. When he did get going, along with Lambden, as a consequence he cooked his tyres, and that may have cost him



the Championship, which on present form he looks good enough to win.

To rub salt into Lambden wounds, after his recovering from the start he found himself having a battle royal with Kerkhoven and for two-thirds of the race with a very impressive 'H' Yamaha powered Mick Goy (the ex Teign Valley Motors' Elmore kart). Due to the very bad accident that Doug Rees had on lap seven, the yellow flags were being waved from Abbey Curve to Woodcote for the last two laps. The warning light was also on at the Daily Express Bridge. It was between these points that Kerkhoven claimed fourth place in the heat of the moment on the last lap. Somewhat aggrieved, Lambden queried this, saying that he had slowed slightly at the sight of the yellow flags, and was told by the Deputy Clerk of the Course, in the presence of the Clerk of the Course, words to the effect that he shouldn't have slowed, it was his mistake, and as they had received no marshal's report to corroborate this, there was nothing they would do. . .

Forty year old Lennart Bohlin's timed practice superiority by a clear second enhances his already high esteem still further. Lennart's time was not the result of using any special 'trick' tyres - he used the ones he raced on in Denmark. All to no avail however. Lennart was bitterly and understandably disappointed as without a single point to his credit, he is completely out of the running for the Championship, and doubts whether he will go to the final round.

Rumours were circulating that due to lack of a sponsor the final round at Ricard was under threat, but apparently the French organising body, to save face, will fund the meeting themselves if a sponsor cannot be found.

At the post mortem in the Zip camp after the Final, Gange had obviously, though still in good humour, discounted any hope of his Championship chances, though judging by the very high rate of non-finishers in the two rounds so far he still has an, albeit slender, chance. He amused himself by suggesting that if Hines offered him an all expenses plus trip he would go to France in October to 'hack' Torgjer Kleppe out of Martin's way! . . .

Only two drivers have scored at both rounds; Kleppe with 22 points total and Lambden with 12 points. To take mathematical possibilities to the extreme, 10 drivers are in with a chance of becoming World Champion. Gange has 8 points and being a potential race winner could win if he scored 15 points at Ricard and Kleppe didn't finish, and Hines scored less than 8 points or also

didn't finish, and Peterson, Styryn or Lambden scored 10 points or less. The computations are numerous and fascinating. It is on good authority that I hear Hines will have an 'on board' calculator at Ricard, to see who Gange has to "punt off" and who he has to beat! Oh yes, and Carolyn is driving "topless" to distract any witnesses to Reggie's foul and dirty deeds. . .

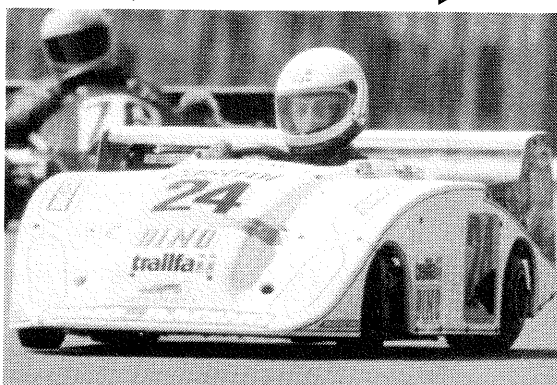
One particular driver at Silverstone who surprised a few was Brian Heerey. He bought Owen Jones' last year's kart, and still with an '82 engine was a very good match for Styryn. One used to associate Brian with being a somewhat impetuous charger who was burnt out by the time the Final had come round, though his driving speed was never in doubt. Remember how he went in a wet heat at the European Championships at Donington last year, with a double engined Yamaha? With the acquisition of the kart, he has been blessed with the capable attentions of West countrymen John Watkins and Harry Rolfe who looked after Owen Jones last year. The engine work is the joint effort of Harry and Brian's father Mr. Heerey. A happy and highly competent team.

Alan Cheetham and Derek Rodger's run of success still continues but with the engine man of Peak Revs on top at the moment, which in itself makes me smile. At Cadwell, up to which point Rodgers was doing most of the winning, I asked (inwardly reckoning that Derek was undoubtedly the more seasoned driver) whilst talking to them both, who in fact had the quickest motor. Alan reckoned they were pretty equal and Derek agreed with that. The fact remains that the very likeable Alan has shown Rodgers the way home ever since!

Many months ago now I mentioned the legendary Peter Burgess. He apparently turned up at Jyllands Ringen, living not far away in Silkeborg, having a very nice house and continuing his life of many varied interests. Everything he does is in the true Burgess manner of near perfection. He had a meal with Drew Little one evening, and presented him proudly with a very palatable home made wine - with his own Chateau Burgess label, complete with very professional looking silver foil capping over the cork. Drew got the impression he still misses his mates from karting in England but was very complimentary regarding how they have now evolved - though somewhat horrified at the cost of modern day Superkarting!

I came away from Silverstone still chuckling over one or two things I had seen and heard and one particular impression of a very determined driver. Whilst Torgjer Kleppe was driving into Stowe Corner at a hell bent pace, possibly due to the right hand engine position and light rear end of the Dino it was consistently hopping on two wheels away from the apex, the determined little Norwegian seemed totally unperturbed! Then in a few seconds time, the battle between Kerkhoven, Lambden and Mick Goy would

The Dino bodywork.



The master of all conditions – Dave Buttigieg.



Dave Buttigieg was at the Kart GP and obviously paid a visit, if only to mock, at Nigel Smith's pit. He breezed in with a "Hello W...kers", which was just the encouragement that Peter Berry and Nigel could do without during their prolonged weekend of disaster! A little fly on the wall is supposed to have heard Buttigieg whisper to Berry "We'll beat the lot again next year". So possibly we haven't seen the last of Buttigieg after all. . .

Chris Merlin

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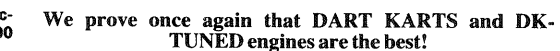
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July 1983

line to begin lap 8 he made his move. Dagless went up the outside of Prior while Higgins dived down the inside. Three abreast at the end of the straight is a hell of a way to spend a Sunday afternoon, but incredibly they kept it together and it was Higgins who emerged as the new second place man after a bit of slipping and sliding, with Prior firmly holding off Dagless.

Higgins then proceeded to pass Tillett, taking Prior, whose front bumper seemed welded to the new leader's rear. This spelt trouble for Tillett who was now getting filled in by spray from the front two, making his visibility even worse, so he wisely let them get out of spray shot, settling down to fend off Dagless. Higgins and Prior raced away in an exciting duel but after a few laps of ten-tenths trying by Prior to find a gap, one suddenly became apparent between the two karts — either Prior had decided to settle for second or Higgins had got his second win. Either way it meant that barring accidents the attention was going to be on the duels for the minor placings.

Lap 13 saw Tillett finally giving way to Dagless while behind Till, Owen and Edwards headed the duel between Sutton and Moynihan which the latter won two circuits later to put him eighth. The order stayed the same until two-thirds distance when Edwards suddenly shot up three places to 4th with Till ahead of Tillett, Owen, Moynihan and Sutton. Moynihan improved his position by two places on lap 22 and the unfortunate Tillett lost another place next time around.

Edwards lost his safe looking 4th in just 3 laps when his engine seemed to gobble in a gallon of water, which does not mix too well, as he showed by tumbling down the order to finish 17th. Till gratefully accepted the place, but behind him all was not rosy for

Moynihan as Owen launched a late attack which was almost perfectly timed. He got the better of his opponent on the penultimate lap, but had to submit to Moynihan's counter attack on the last tour.

Higgins was in complete control at the front, and reeled off the last 700 metres to take a win which must go a long way to make up for the disappointment of last season, when

he suffered engine problems while leading. Second was taken by Prior with Dagless, the Dark Horse of the day, third . . .

1st	Derek Higgins	DAP/DAP JM
2nd	Gary Prior	Dart/DK TKM
3rd	Chris Dagless	TKM/TKM
4th	Gary Till	Zip/PCR
5th	Gary Moynihan	Wright/Yamaha



Gary Till (96)



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EUROPEAN TEAM CHAMPIONSHIPS

The 1983 CIK 100cc European Team Championship took place on June 11th/12th in Germany, at Geesthacht, 25 miles south of Hamburg.

Teams from Britain, Belgium, Denmark, Finland, France, Italy (1), San Marino (Italy 2), Sweden, Switzerland and Holland took part in the two day meeting.

The circuit was defined as being approx. 850m in length, but it seemed nearer 1,000m and was of a very smooth nature some 10m wide. The best way to describe the general appearance of the circuit is to compare it with Cadwell Park short circuit. The pits were in the centre of the circuit, and the whole circuit was surrounded by 20ft high grass banks, despite a 180 degree hairpin bend (with an uphill exit). The main straight was over 175m which meant gearing was of the order 10/72 with speeds in excess of 85mph.

The Great Britain team consisted of 135cc regular John Alcorn, young charger Martin Prior and 100 National stalwarts Andy Buchan and Nigel Edwards. John Alcorn and his team had arrived on Thursday in order to get in some extensive testing, but, as a pointer of things to come, no testing was allowed. The rest of the team were on site by early Friday morning, however practice did not commence until 2.00p.m. When things eventually got under way continued stoppages restricted total practice time to 2 hours (a factor which weighed very heavily against the GB team).

Pre-testing the week previous had thrown up the Italians and Germans as the favourites and this was confirmed in unofficial practice. Quickest of all, not surprisingly was the world class DAP team driver Stefano Modena who was using Dunlop tyres and the latest 2-bearing "A" frame.

The German pairing of Otto Rensing (Mach/PCR) and Peter Hant-

scher were also flying and along with Bernd Schneider and Thomas Neubert would form a very strong team.

Saturday dawned bright, sunny and warm, but following timed practice there was little to shout about in the GB team. Martin Prior proved quickest of all but was nearly a second down on a "quick" time. John Alcorn was next up but was still unhappy, while Andy Buchan and Nigel Edwards were still sorting carbs and tyres. (At one stage Andy used his Tilly carb and SL tyres and was just as quick.)

Only two heats were competed which the Germans and Italians dominated, leaving GB to go into the recharge on Sunday with France and Finland.

Despite team tactics and much head scratching the team's performance on Sunday was little better. The recharge went reasonably well until half distance, when John Alcorn lost a rear wheel and Martin Prior got involved in an incident, leaving Andy Buchan to scrap for a place and Edwards to soldier on with carb problems. So a very, very disappointed GB team were out of the Championship. Valuable experience had been gained by the newcomers but generally all were feeling sick.

The pre Final and Final ran much to form with erratic and super fast starts, the Germans getting the better of the Italians (partly due to Modena non-finishing the first Final.)

The main Final was won by Swede Nicklas Johansson whose Birel/Parilla outfit was absolutely flying and he worked up to the front from grid four. Despite a super charge from the back of the grid by Modena, ending up third, the German team did enough to claim overall victory.

Kimbolton

KART & SUPERKART, ROUND 5

Situated in Huntingdonshire just off the A1, Kimbolton is an easily accessible circuit. Located on an old airfield the circuit is reasonably fast and speeds in excess of 80mph are achieved on the main straight. Pit facilities are sparse, although there is plenty of tarmac to park on.

The circuit is approx. 800m in length and is bumpy with very high and unforgiving kerbs on the "wiggles". The main straight is approached on a curve which is flat out to the bottom hairpin (approx. 200m). The back side of the track is a series of curves which can be taken quickly if the kart is properly set up and these lead to a bumpy and nearly flat out right curve. This leads to the most difficult corner on the circuit – the new top hairpin, an original extension idea which has rather been spoilt by the unbelievably bumpy approach (karts visibly leaving the ground under braking). Caution must be taken at this corner not to lock wheels under braking and also watch the kerb on the inside and the drop off into the field on the outside. Following the hairpin one returns on a left hand curve to the start and finish straight.

Previous experience indicates this is a motor circuit, with gearing approx. 10/81 – 10/83. Also of interest is that the races are started by lights. As there is no death defying starter in the middle of the pack, the starts are usually fast, so don't get caught out if you are down the grid, also the "bumpy hairpin" is usually cut out on the rolling lap.

So get your engines in top form and make plenty of padding for your seat!

Nigel Edwards

KART & SUPERKART/BRIDGESTONE 100 NATIONAL CHAMPIONSHIP

Round 5 -- Entry Information

Venue: Kimbolton, 10 miles s.w. of Huntingdon,
Date: 28th August
Practice: 27th August 1pm to 5pm
Entry Fee: £10 (Practice, £5) to: Paul Cunningham, 14 Wantage Road, Irchester, Northants.
Entries Close: 19th August
Signing On: 27th August – 9am to 12 noon.
It is also intended to run races for Junior Britain and 100 Britain. First 24 entries for each class will be accepted. No novices please.
Camping is available at the circuit, but no water.

Results After Round 3

Pos.	Driver	1	2	3	Total
1st	Derek Higgins	98	80	95	273
2nd	Gary Prior	101	75	93	269
3rd	Paul Fletcher	90	88	76	254
4th=	Andrew Colson	95	84	66	246
4th=	Steve Tillett	65	94	87	246
6th	George Price	91	75	73	239
7th	Gary Till	63	83	88	234
8th	Nick Crabtree	81	67	78	226
9th	Norman Box	80	93	50	223
10th	Peter Giddings	76	70	74	220
11th	Gary Moynihan	81	67	71	219
12th	Ian Murphy	57	82	75	214
13th	Nigel Edwards	51	88	71	210
14th	Peter Rochford	34	91	84	209
15th=	Andy Buchan	82	49	68	199
15th=	Ian Williams	49	76	74	199
17th	Peter Stephens	70	72	56	198
18th	John Percy	49	69	78	196
19th	Chris Dagless	42	58	91	191
20th	Steve Dart	25	80	70	175

HIGGINS TAKES THE FLAG

KART AND SUPERKART 100 NATIONAL ROUND 3 – SNETTERTON

Derek Higgins scores a victory to put him ahead in the points league, with Gary Prior 2nd, followed by Chris Dagless.

Report: Derek Calver
Pics: Rodger Calvert

With this being my first foray into reporting on a meeting of such magnitude I hope all you knowledgeable readers will understand if my debut is not quite up to the usual high standard, but with the request to do the job catching me rather by surprise, I feel like a novice again, taking my place on the grid for the first time! But enough excuses, and on with the meeting . . .

The weekend of May 21/22 found the sleepy pastures of Norfolk invaded by the leading entourage of 100 National drivers seeking at least a high points return from round 3 of the Bridgestone/Kart & Superkart Championship in order to gain some breathing space in what is proving to be an extremely closely contested series.

Saturday practice took place on one of those rare sunny days, which gave the drivers a chance to show how quickly they can circulate the kartway now that they have been here a few times.

Peter Rochford was the first onto the circuit and after a few pit stops to make minor adjustments he settled down to reel off some quick laps, bringing back memories of last year's epic Britain final race with Andrew Colson, the man who now sat at the top of this Championship. Round 2 winner Neil Hann had a very wide front track set-up, but it seemed to work as he put in some fast laps . . . Paul Fletcher arrived without Nicola (away on holiday), did a few laps and then disappeared again after declaring himself satisfied. Another to do a minimum of practice was Wayne Homer, in his first K&S outing of the year, while team-mate Gary Prior elected to do a little more. Local favourite Gordon Chenery, who had reigned supreme at the wet "Super One" meeting earlier in the year, did just enough to get the feel of his Bridgestone SL's.

Sunday however brought the forecast of yet more rain – just what does the K&S series have to do to get a full dry race day this year? Practice went without incident and even the two short, sharp showers during the heats did little to dampen the action as the wind quickly dried the circuit. However the third sprinkling came just at the wrong time, making wets the order of the day for the main final . . .

Heat 1 went to Gary Moynihan, leading throughout from Derek Higgins with Nigel Edwards moving up for the places. Robert Owen led heat two until Prior took over on lap 4, while Gary Till came through well to finish 3rd. Chenery briefly led heat 3 before being passed by Terry Lilley who then had to fend off Nick Crabtree before Andy Buchan came through to pinch victory on the last lap from Lilley, Hooker and Crabtree. Nicky Parrington came from 5th on the opening lap to win the fourth heat, leading from lap 5. George Price held onto second ahead of Homer.



Derek Higgins (73) chased by Gary Prior (21)

Heat 5 produced another spate of overtaking before Hooker ran out the winner from Peter Giddings, Lew Marsden and Lilley. Prior took another flag to flag to produce his second win with Dagless second ahead of Williams and Till.

Rochford raced away with the penultimate heat with Paul Mace a race-long second and Homer and Price moving up after Hann had gone out on lap 7, spending the remainder of the heat coolly sunbathing on one of the central barriers as the action continued on either side! Edwards passed John Percy on lap 2 of the last heat to lead, but it was short-lived as Tillett took over to lead home Edwards, Higgins, Sutton and the rest.

"C" FINAL

Paul Perry led throughout what was almost a formality as there were just five karts running at the end of lap one. Main attention centred on the battle for the last qualifying spot between Adele O'Hara and Andy Clarke. O'Hara was driving a fine race to fend off the attentions of Clarke, but on lap 7 the almost inevitable contact was made at the end of the main straight, which left Clarke as the fourth qualifier.

"B" FINAL

So close was the scoring that despite victory in the penultimate heat Rochford could only qualify on pole for this final. This was mainly due to his second heat when he was unable to make much impression and only collected finishing points – a reason why more than a few drivers sat on the grid for what is probably the least liked of all finals. Buchan completed an interesting front row line-up while down on grid 10 sat Moynihan with Norman Box, who had performed with great consistency previously at this venue, languishing on grid 20.

Rochford crossed the line in the lead at the end of lap one, but any thoughts he may have had about qualifying were quickly dispelled when his rear bumper came partially adrift and swung precariously behind, attracting

the inevitable black flag. Buchan was handed the lead, followed closely by Phil Foster, Moynihan, Box, Chenery, and the rest. Foster charged into the lead on the next tour with the order behing Buchan unchanged. Moynihan closed on Buchan, while Charlie Brown was making good steady progress and with three laps to go was in fifth and ready to pounce on any mistake by the front quartet. Moynihan made it second on the penultimate lap while Buchan and Box settled for the other qualifying places.

"A" FINAL

With wet tyres fitted places were taken on the grid for the main final. Tillett had done just enough to wrest pole from Dagless, whose consistent high scoring had edged him onto the front row ahead of Prior and Till. Row 3 was filled by Price and Owen, which really sounds like a Welsh double act, while the 'JM' pair, Edwards and Higgins, occupied row 4. Further down the field, last year's winner Sutton sat on grid 13, Fletcher was right behind, while Homer and Colson shared the ninth row.

With a great plume of smoke and spray the karts were despatched onto the circuit like animals into Noahs Ark and the atmosphere thickened as the rolling laps were completed.

At the raise of the starter's flag Tillett snapped away from the line to lead into turn one, dragging Prior with him ahead of Dagless, Price, Till, Higgins, Edwards, Owen and Dart. Almost at once the leader was in trouble as a lens became dislodged which impaired his vision – a situation not helped by all the water that was about. As Tillett slowed, Prior searched for a gap only to be foiled by the blocking tactics Tillett was forced to use. Lap 2 saw Higgins move up to 4th and Moynihan also passing a couple of karts. Till took 5th place on the third tour from Price and set off after Higgins, who in turn was closing on Prior and Dagless, who could still not find a way past Tillett.

A couple of tours later Higgins was threatening the leading group and as they crossed the

head Luby/Ziemelis battles of last season.

As far as the heats were concerned the Phoenix of Kurt Luby came out on top. The Air Kilroe outfit was ably piloted to three heat wins and the blue and white colours firmly planted on pole for the Final. Ziemelis on the other hand had not a very happy time in the heats, the full bodied Zip giving Stuart more problems than he cared to think about. He was however well pleased with the extra fibreglass, expressing satisfaction regarding its handling qualities.

For the Final Stuart would start three rows from the back. Second spot on the front row was the property of Colin Mills, a win and two second places earning him that position. Phillip Neville on an SRS tuned Rotax took the middle berth in the five wide front row. He had also won a heat coupled with a fourth and a sixth. Number 86 in the programme was Andy Cowgill who for this, (and future) meetings was running an all new Luby Phoenix. Andy was well pleased with the way things were going, a second and third being his best heat results. Chris King completed the first row with Glazebrook, McCallum, Hart and Patterson making up the second row. Previous winner Stephen Coward had more than his fair share of problems and languished on the eleventh row, two rows

the end of that tour! Lap five at Stowe and commentator Tony Wilkins reported Luby going through but with his hand up indicating trouble. Ziemelis was also dropping back and, as the leaders appeared at Woodcote to start lap six, Chris King had the upper hand from Coward. Ian Brown and Colin Mills were also in there ready to pounce.

Cowgill had also gone missing and Ziemelis was obviously in trouble. Could Stephen Coward repeat his win of a couple of years ago? Well he was certainly trying for, at the end of laps six and seven, he had the lead. Colin Mills was second, Chris King third with Ian Brown next. Ballantyne was also in the thick of it as were Hart, Taylor and Neville.

Into Woodcote for the last time in a typical Silverstone finish and Colin Mills, 26 year old plasterer from Downham, Kent, got his RWM/Rotax to the flag first, by a whisker. Coward was next, followed by King, Brown, Hart and Taylor. The final result sheet showed only 2/100ths of a second separated Mills and Coward after eight laps.

Winners Time: 14m:30.54s

Fastest Lap: Mills — 1m:46.74 (98.72mph)

BARBER'S BATTLE

No-one really dominated the two heats for the 250 International non Championship event. In fact only two names appeared in the top six for both heats; that of Mark Hey aboard the Phoenix/LD Rotax. He scored a pair of fifth places. Trevor Causer and Paul Dennis were the winners of the heats, whilst Alan King was the second name to figure twice in the first six. Alan had a second and a third.

The grid then for the six lap final showed King on pole with Dennis, Hay, Causer and Holmes making up the row. Barber, Steer, Hood and Childerhouse comprised the second row, although Mark Hood later became a non starter.

At the green light it was Roger Goff who got a flier from a lowly grid position but it didn't last for more than just one lap when his hand went up and Trevor Causer moved forward to lead. At the close of two laps it was Dennis leading Causer followed by Hey, Barber, King, Ed Duckett and Robert Mitchell.

The order soon settled and the leading half dozen remained the same with King edging forward to fourth spot by the last but one lap. At Stowe for the last time Paul Dennis had the



Lap 3, 125 Final. GP Luby holding the lead with Ziemelis (1) making good ground from a near back of grid position.

from the back. As the Final approached both Luby and Ziemelis were confident each had the measure of the other, but as so often happens...

With eight laps then to decide the '83 125 Grand Prix it was expected to live up to the high standards we have become used to from the class. Luby did not get a great start and by the time the pack reached Stowe for the first time it was number 9 Colin Mills leading from Patterson, with Luby steaming down the outside in a bid for the lead. As Woodcote was approached for the first time the Phoenix was in front, Mills had second, Patterson third and pouring through from his lowly start position was Stuart Ziemelis. Chris King and Andy Cowgill were next before a typical horde of 125 battlers poured through to start their second tour.

Stowe for the second time and it was hotting up; Patterson was at the front from Ziemelis and Luby but... '81 winner here, Stephen Coward was driving like a man possessed and was up to an incredible fourth spot. Remember, his start position was nearer the back than the front. The pace was hot and the lead was constantly changing; Coward led at Stowe on lap three; Ziemelis at Woodcote to start lap four; Luby at Stowe lap four and Ziemelis again at

CIK BRIDGESTONE WORLD FORMULA 'E' CHAMPIONSHIP

POINTS AFTER SECOND ROUND

1st	Torgjer Kleppe	NOR	22
2nd	Martin Hines	GB	15
3rd=	Steve Stylin	GB	12
3rd=	Poul Petersen	DK	12
3rd=	Chris Lambden	GB	12
6th=	Perry Grondstra	NL	10
6th=	Brian Heerey	GB	10
8th=	Giles Butterfield	GB	9
8th=	Rob Kerkhoven	GB	9
10th	Reg Gange	GB	8
11th	Piet Hartog	NL	7
12th=	Gerd Marquardt	GER	6
12th=	Richard Arnold	GB	6
14th=	Donovan Collier	GB	5
14th=	Hans V.d. Heijden	NL	5
16th	Timothy Allen	NI	4
17th=	Christer Johansson	S	3
17th=	Peter Wessels	NL	3
19th=	Bobo Westman	S	2
19th=	Phil Hemes	GB	2
21st=	Carolynn Grant-Sale	GB	1
21st=	Ivor Greenwood	NI	1

lead, Causer was next then came Barber. King and Hey were disputing fourth.

Under the Express Bridge for the last time into Woodcote and it was all change again at the front as Barber got the verdict from Causer with Dennis relegated to third. Alan King was fourth and Mark Hey crossed the line fifth but was later excluded for being underweight. That moved Graham Joy up to 5th and Ed Duckett to 6th.

Winner's Time: 9m:45.93s

Fastest Lap: Barber — 1m:35.77s (110.03mph)



News of Doug Rees and Phil Ansell, our two Superkart drivers involved in separate incidents during the GP final. Phil sustained multiple fractures of an arm and wrist, but is now at home recovering. As we go to press, Doug is now comfortable and making steady progress. His head injury is thankfully not as serious as first thought, and his two fractured ankles and other fractures will of course mend fully. We wish them both well.

SILVERSTONE '83



A truly International entry assembled at Silverstone prior to the 6th Annual British Kart Grand Prix held over the weekend of June 18th and 19th. The meeting also took in the European Championship for 250 Formula E together with the second round of the CIK Bridge-stone sponsored World Series.

All National classes were of course represented, competing for their own Grand Prix titles and in addition those 250 International drivers unable to meet the World Series entry requirements were allocated two heats and a Final of their own, rather quaintly titled a non-Championship event.

The ever growing 125 category had the largest class entry with 120 plus names in the programme and required three split heats to accommodate them. The 250 Nationals and 210's each had around the sixty mark with just over forty 250's entered for the non Championship event.

The entry for the World Series and European Champs was just over eighty with over ten countries being represented. The format was the usual CIK system that is, timed practice, heats, a repechage, a Pre Final and the main nine lap Final. Coming only a couple of weeks after the opening round in Denmark life had been a bit hectic leading up to this event and one or two names had been scratched from the entry list. However all those expected to do well were present with few dramatic changes in equipment apparent. The weather over the weekend was good with Sunday proving to be sunny and warm, the temperature in fact causing a few tyre problems as you will read later.

PIT PATTERN

No really startling innovations were evident amongst the National classes with most of the regular long circuit runners sticking to what they knew. 125 British Champion Stuart Ziemelis caused a few murmurs when he unveiled a full-bodied Zip outfit. Stuart expressed himself quite pleased with its performance.

Formula 'E' all set for a cracking Final with Hines on pole, Gange, Arnold, Kleppe, Heerey and Stylin...

Defending GP title holder, Kurt Luby was his usual bubbling self and had a new Phoenix runner in the shape of Andy Cowgill sharing the pit lane garage. Andy was full of praise for the general performance of the chassis and on more than one occasion referred to it as 'magic'. Indeed confidence was high.

The dominant duo of 250 Nats., Peak Revs' Alan Cheetham and Derek Rodgers were giving little away but again were quietly confident especially after some excellent practice times by Rodgers during Friday. Richard Boston aboard the Dino was still searching for that little bit extra, hopefully to put him just ahead of the Cheetham/Rodgers pairing.

The season long dominance by John Newton and Tim Doble in the Villiers class was again very much evident with each looking for the best way to go to get that decisive break just when it mattered.

DINO'S DELIGHT

After practice sessions for all during Friday the serious business of sorting out the runners in the European and World events got under way on Friday afternoon with the time trials. The time sheets showed a total of 78 names with only 58 of them being credited with a time. Some entries had not arrived until after the timed session and would therefore be placed at the back of the grid for the heats.

A familiar name topped the list though, Super Swede Lennart Bohlin with the Loctite sponsored Zip/Rotax. Lennart looked on form

from the word go and his time of 1m:29.99s was almost a full second quicker than the next man, Hermetite Zip's Martin Hines.

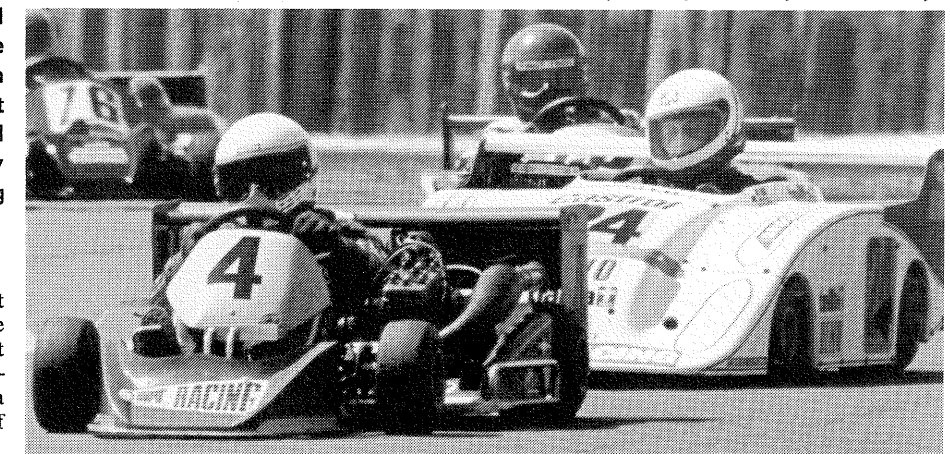
The grand old man of karting, as the Daily Express described him, was playing his cards close to his chest though and once the actual racing got under way things were seemingly going according to plan. Nigel Smith, with those Space to Let stickers temporarily covered by the name Eurotext, for this meeting at least, was third fastest. In fourth place was the welcome sight of Stockport's Brian Heerey, making one of his all too rare appearances aboard the WPT Zip. His time of 1m:32.45s underlined his known ability, especially in view of his limited outings of late. The second Hermetite Zip driver and GP title holder Reg Gange was next up in the time stakes, not bad for a driver who readily admits to not liking driving against the clock.

To go through all the names in the published list would take up far more space than is available, suffice to say at this stage that the Netherlands Perry Grondstra was in 9th place; Chris Lambden being his usual steady self in 11th spot with Dino UK Steve Stylin in 13th place. Norwegian Torgjer Kleppe was in 18th spot with names such as Kerkhoven, Hemes, Collier and World Cup winner Richard Dean a little further down the list. Wigan Kart Centre's Derek Price was having one of those days, indeed it turned out to be one of those weekends, and was down in 47th place on the timed list.

So having got that little lot over all drivers were then split into groups to contest a series of heats during Saturday which were so arranged as to bring all up against each other at some stage.

Points were awarded for heat performances — 0 for 1st; 2 for 2nd; and so on. After six heats Official Bulletin No. 39A had a number of familiar race numbers at the top. In first place and therefore on pole position for the Pre Final was No. 47, Lennart Bohlin. He had certainly looked pretty good, beating Hines into second place in the first heat and putting Gange into second spot in the last heat. In second spot was that man again, winner in Denmark, Martin Hines. The Hermetite Zip leader scored a couple

Brian Heerey — a superb third position. ▶

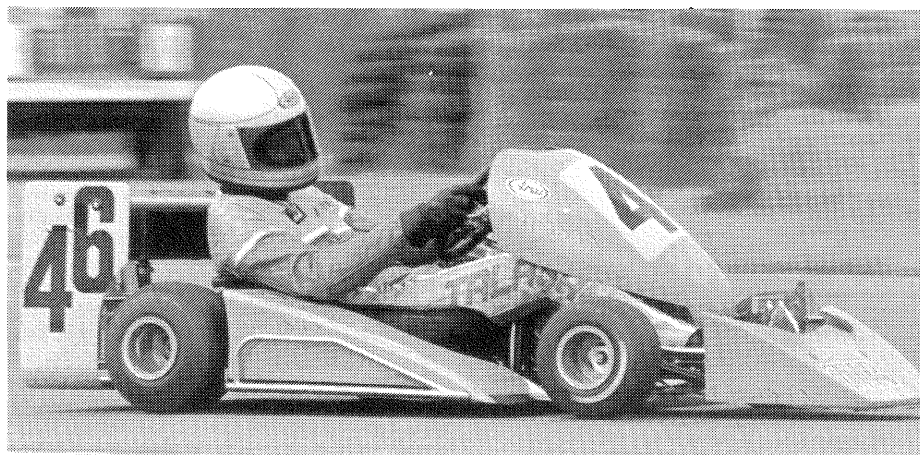


of victories in addition to that second place and he lined up alongside Bohlin on the Pre Final front row.

Next up was the Dino UK driver, Steve Stylin, a model of consistency with third place in each of his three heats. As in Denmark Steve was running well and the mood around the Dino garage was pretty good. Fourth spot on the front row for the first of two Finals went to Norwegian Torgjer Kleppe. Also Dino mounted,

tour, the order was; Bohlin, Hines, Heerey, Piet Hartog, Lambden, Kleppe and the rest. Gange was making progress and by the end of two laps was in the top ten. Butterfield had also got on the leader board and was in fifth spot as they started lap three. Kleppe was in the top five and challenging Heerey for third place on lap three.

At Stowe for the fourth time and the orange Hermetite Zip was closing on leader Bohlin.

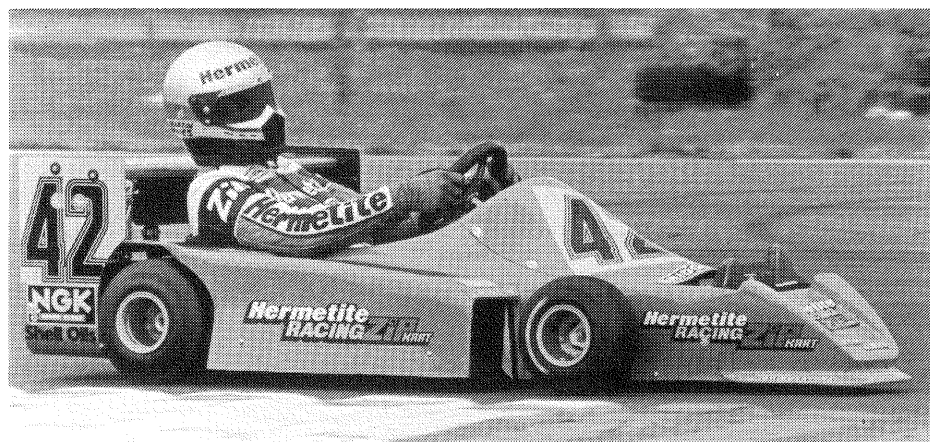


Chris Lambden — a valiant drive — deserved a better place.

but with the all-enveloping bodywork which caused a few ripples in Denmark, Torgjer had earned the admiration of a number of his fellow competitors for the way he handled the outfit round the ultra fast sweeps of the Grand Prix circuit. The last occupant of the front row was the Rugby Club of London Zip piloted by Giles Butterfield. Two second places and a ninth gave Giles 13 points and he at last seemed to be having a change in fortunes. The second row held some equally familiar names, the Dino of Mirfield's Mick Goy, the Talasan Zip of 'Mr. Consistency', Chris Lambden and the WPT Zip of Brian Heerey. Between Goy and Lambden we had Stolk of the Netherlands. World Cup victor Richard Dean, running with additional help from Print Scene, was on row four with Reg Gange a row behind that having dropped a heat. Nigel Smith was back on row eight whilst Perry Grondstra, who ran so well in Denmark, started from the twelfth row after having won the repechage. Rob Kerkhoven was none too happy at this stage either; he started from the 11th row having just made the cut and avoided the last chance race. Six laps then were on the cards and the finishing order would become the grid order for the main Final which would be over 9 laps.

As the lights flicked to green it was Brian Heerey who initially got the best of it, but as they sorted themselves out over that first lap and appeared at Woodcote to start the second

Martin Hines



Kleppe, Stylin, Heerey, Butterfield and Gange were next up, but the order was to change again as they started lap five. Martin Hines had taken the lead from Bohlin, while Reg Gange had pushed the second Hermetite outfit into third place, soon to become second. . . Bohlin had gone off at Copse with a puncture, leaving Hines very much out on his own. Gange, Heerey, Kleppe and Stylin were disputing second place over the last lap and the only change to that at the flag was that Kleppe had edged into third ahead of Heery. Talasan's Chris Lambden came through in sixth spot followed by Richard Arnold. Perry Grondstra, winner of the repechage remember, had a creditable eighth place ahead of Goy, Ansell, Dean and Carolyn. So for those who hadn't finished for one reason or another; names such as Collier, Butterfield, Roscoe, Smith and of course Bohlin, it was a case of hurried efforts to sort out the problems for the 'big one'.

For those who had come through it all reasonably well, the question was "was it good enough? Could any further improvement be made?" Well Reg Gange, for one, opted to return to the full body for the main Final, having run the more orthodox setup in the Pre Final. The front row for the European Championship and World Series Round 2 had a very formidable look to it. Hines on pole with Gange, Kleppe, Heerey and Stylin completing the row. Lambden, Arnold, Grondstra and Goy made up the second row with Ansell, Dean, Carolyn, Steffensen and Eddie on the third. Having only



19

just made the Pre Final directly, by a couple of places, Rob Kerkhoven had performed admirably to put the RKR outfit on the fourth row. With Lennart Bohlin almost lost in the middle of the grid, on the ninth row, the prospect of another 'Butty' style drive from the back by the Super Swede was mouth watering to say the least. . .

Alas it was not to be for as the lights signalled the off, barely fifty yards had been covered when Bohlin was involved in a multiple shunt which removed half a dozen drivers at a stroke. The start in fact had not been exceptionally good, with the starter flicking the lights while a startline marshal was still standing on the grid! This bad mistake left pole man Hines standing on the grid when the lights changed. Lambden, immediately behind was also delayed and it was the funnel effect from this which seemed to cause the Bohlin incident. . . Meanwhile the race was on and the pack had gone.

The Dino of Steve Stylin had made the best of it but by the time Stowe was reached for the first time Gange was leading, Heerey was third with the Dino of Kleppe about to put in a challenge. Martin Hines was recovering from that start delay, and was cautiously picking his



Torgjer Kleppe.

way back towards the top ten. Lap two completed and the order was, Gange, Stylin, Kleppe, Heerey, with Hines now really charging and Arnold, Gardiner, Goy and Lambden coming into the picture. Lap three saw Butterfield and Dalgarno showing well after a troubled Pre Final, with Rob Kerkhoven also starting to make in-roads onto the leader board.

Lap four and it was all change again; Hines took the lead from team-mate Gange with Kleppe and Stylin also getting the better of the GP plates to relegate Reg to fourth. Lambden was proving his consistency yet again with ninth place now his.

Into the second half of the race and Butterfield was into the pits, his race over. At the end of lap six the order was, Hines and Kleppe then a short gap before Heerey and Stylin appeared. A further gap and Lambden, Goy and Kerkhoven were disputing fifth. Gange was in trouble, and on the next tour he too pitted with a deflated rear Bridgestone. The heat was beginning to tell. Carolyn also suffered the same deflation. But worse was to come for the Hermetite Zip team, for as they entered the Pits Straight for the last but one time leader Hines was obviously in trouble. As they approached Copse, Kleppe

83



swept by the orange outfit and then at Copse itself Hines was seen gyrating into the catch-fencing; his race ended by another blown Bridgestone. . .

The 30 year old Driving Instructor from Norway then was the surprise leader and, with less than a lap to complete, no-one was within striking distance of the Dino. Heerey and Stylin were still battling it out for second spot and at the flag Steve got the verdict to crown a fine day for the Dino boys. The next two, Rob Kerkhoven and Chris Lambden were so close that the timekeepers couldn't separate them. . .

After his fine win in Denmark it was a disappointing weekend for Martin Hines, but all credit to Kleppe for what turned out to be a fine weekend for him. Indeed he and Lambden were the only drivers to score points both here and in Denmark. There must be a moral there somewhere. . .

1st Torgjer Kleppe Dino/Rotax
2nd Steve Stylin Dino/CTRP Rotax
3rd Brian Heerey WPT Zip/CTRP Rotax
4th Rob Kerkhoven RKR Zip/RKR Rotax
5th Chris Lambden Talasan Zip/Rotax
Winner's Time: 14m:3.24s
Fastest Lap: Martin Hines — 1m:31.78s (114.81mph)



John Newton (210 National).

NEWTON'S LAW

The first of the Grand Prix finals was the 210 Villiers and this proved to be another case of Newton's Law. His main rival so far this year, British No. 1 Tim Doble, had a slightly better time of it during the three heats, two second places and a win earning the youngster pole position for the Final. Newton won the second heat after a third place in the first one and took second in the last heat to secure second spot on the front row alongside Doble. George Bett had a win and a second heat third place to put him next in line. Bob Pooley was consistent throughout Saturday and three finishes in fourth spot put his Zip on the front row. The Barlotti of Don Thompson filled the last berth on that front row. . .

At the off it was the Zip/APV of Doble which got the best of it but his lead was short lived for at Becketts first time he was to pull off and into retirement. That left Dunstonian Garage's Newton at the head of the field and really, that was that! John cleared off at such a pace that it was no contest at the front. George Bett tried, but to no avail, and indeed by lap three he was slipping down the field. At that same stage Newton was encountering back-

markers and increasing his lead by every lap. The rate of attrition was high; John Waggett, John Haigh, Bob Pooley, Don Thompson and John Brennan being amongst those reported to have pulled up at some stage of the six laps. At the front John Newton motored on seemingly untroubled and at the flag he was well over 40 seconds clear of second on the road, Alan Ogden. Unfortunately Alan failed to turn up

Mugglestone and Alan Jones completing it. As the lights flicked to green it was Paul Taylor who got off the line first and led into Copse for the first of eight laps. Cheetham however, was having none of it and before they reached Stowe for the first time he was leading. Sadotti was third behind Taylor with Rodgers about to make his move. By the time they hit Woodcote for the first time ex Superkarter Rodgers was



The 'Peak Revs' squad with Alan Cheetham (54) Sadotti (23) and Rodgers (85).

for post race weighing etc., and was removed from the results. That elevated the Aero of Andy Martin to second ahead of John Underdown and John Burns with sixth placed Anthony Bar being credited with the same race time as Burns. A just reward for John Newton who afterwards remarked, "I've waited a long time for that one. . ."

Winner's Time: 14m:51s

Fastest Lap: Newton — 1m:49.44s (96.28mph)

CHEETHAM'S DAY!

I'm sure the 250 National competitors were all thinking hard over Saturday night and Sunday morning as to how they could break the stranglehold of the Peak Revs duo of Alan Cheetham and Derek Rodgers. Some quick practice times were proved to be no flash in the pan when the heats were run on Saturday. The first two heats went according to the form book, Rodgers first, Cheetham second. But . . . the best laid plans . . . heat three and neither of them appeared on the result sheet. Trevor Roberts took that one followed by Paul Taylor, Paul Sadotti, Richard Boston and Dennis Barnes with Roy Patterson in sixth spot. Mind you the Peak Revs flag was still fluttering if not flying, both Sadotti and Barnes on the Oldham concerns prepared motors.

For Sunday's Final Rodgers had pole, Cheetham was alongside, Trevor Roberts Discount Centre Zip was next with Paul Taylor and Sadotti completing the row. Temple Motors' Richard Boston headed the second row aboard the Dino with Roy Patterson, Alan

Lennart Bohlin.



in front. Taylor and Sadotti had also got past Cheetham and these four looked to be about to commence a ding dong battle. Richard Boston was not far adrift and he too came into the reckoning during the next tour. End of lap two and Cheetham had struck back, drifting through Woodcote side by side with Rodgers, Sadotti, Taylor and Boston following.

As the next three laps came and went Cheetham hung on to his lead, Sadotti started lap six in second place and Taylor slipped down to fifth behind Boston. At the end of that tour a new pattern had emerged. Three at the front, Cheetham, Sadotti and Rodgers, a little gap then Taylor and Boston. As they started the last tour the order was, Rodgers back in front, Cheetham second, Sadotti third. Taylor had the better of Boston but by the end of that last lap he was sidelined and into the pits with a puncture.

Out of Woodcote for the last drag to the line and Cheetham had it, Rodgers taking second ahead of Paul Sadotti. A Peak Revs 1-2-3. Richard Boston came home fourth and had the satisfaction of fastest lap. Trevor Roberts and Denis Barnes were next up, again both on Peak Revs motors.

Winner's Time: 14m:1.89s

Fastest Lap: Boston — 1m:43.43 (101.88mph)

MILLS MAKES IT

All classes have had their dominant factors this season and with the recent return to form of 125 British Champion Stuart Ziemelis it looked very much like a repeat of the many head to