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• RAC 100 National Champs



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nined and made of L70 material.	Motorcraft plugs£2.00	Green, Black or Blue with contrasting	incl
oitch, 64T-95T £3.00	NGK plugs £2.00	stripes and available in 7 sizes to	sur
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cket 23T £7.50	case, 2mm-6mm£2.50	combinations and in 7 sizes, also	5.5
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-CAST WHEELS	Seat cover, foam padded £7.95	Simpson type 14 £200.00	450
plete set (100cc) with	Kart cover, special Zip type £9.95	Simpson type 16 £175.00	550
m front wheel bearings.	Genuine rose rod ends,	Simpson Visor (old type) £5.50	700
lable all widths£25.00	8mm female£2.25	Simpson Visor 14, 16,	
plete set (125cc-250cc)	30mm HT ground finish	32 and 62 £10.50	80
lable in full range of sizes	axles £10.00	Bell M.1 helmet, new	
£22.50	25mm HT ground finish	F.1 pattern £125.00	ZIF
wheel sets supplied less rear	axles£8.50	Bell M.1 replacement visor . £10.50	The
ses. Add £2.50 per set for valves	Number plates, all colours	Bell Star helmet £85.00	whe
O-rings. cast rear wheel 5" up to 8" width	(100cc) £0.30	Bell Star replacement visor £7.50	pat
O-ring and valve,	Tillotson filters £1.10	Bell Star II helmet £70.00	Fro
rear boss £6.50	Chain guard strips £0.25	Bell Star II replacement visor . £3.75	Fro
cast front wheel (gearbox	Plastic finger guard £1.00 Plastic chain/finger guard £1.50	Zip rotor visor	Fro
ses), less front boss with O-ring	Plastic continental fuel tanks	(a must for the wet) £10.50	Rea
valve £6.00	with special fittings £3.50	I.C.L. Vari-clear£1.95	Rea
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	CRonus 3T	ZIP DISCOUNT CENTRI	<u> </u>
oplat, 100cc comp £25.00	Cititus LC20D £30.00	Taylor Racing 'Monago' 7 Many	الملمة

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s are available in Red.	(National and Britain Class tyre price
or Blue with contrasting	include temporary current
available in 7 sizes to	surcharge.)
ect fit.	3.5x10x5 YAK(SL) slick £13.5
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K SUITS £29.00	4.5x11x5 YBK slick £18.5
style CIK SUIT – a new	7.1x11x5 YBK slick £18.5
cyle	5.5x11x5 YBK slick £22.0
£39.95	
£39.95 per suits are available in	7.5x11.5x5 YBK slick £28.0
izes as per PVC overalls	3.6x10x5 YBF wet £20.5
ctured in top quality	4.5x11x5 YBF wet £20.5
£82.00	6.0x11x5 YBF wet £20.5
EAM LEATHERS new	7.5x11.5x5 YBF wet £30.0
effect in true Superkart	BRIDGESTONES-
In various colour	SPECIAL OFFERS!
and in 7 sizes, also	5.5x11x5 YBE slick £19.0
ogo.	7.5x11.5x5 YBE slick £23.0
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£92.00	4.5x11x5 YAT wet £14.5
£92.00 ng boots£9.95	6.0x11x5 YAT wet £14.5
boots £16.50	4.6x10x5 YBC slick £10.0
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gloves £10.95	All tyres '81 production, no
Žip-backed	old 1980 tyres.
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Every series, whether major or minor, throws out its own attendant problems. None more so than the current TV Times Superkart Challenge Series, particularly rounds 3 and 4, held at Donington Park on July 9th. Surely, to prevent a similar occurrence of such proportions, witnessed at the start of the second race, when seven karts suffered severe damage, those organising such events may wish to reconsider the effectiveness of their planning policies. To those unfamiliar with the running of these events, the system used to determine grid positions can be explained briefly: the grid positions in each race are decided by the Clerk of the Course. This is all very well and, in essence, is probably designed to give the slower and lesserknown competitors an opportunity of achieving a higher place finish. Unfortunately the idea doesn't seem to be working, and there are many around still bitterly counting the cost.

We have the unfortunate situation where the Superkarts are tagged on at the end of a bike event when most of the spectators would rather discuss their heroes over a cool pint of beer. The attitude seems to be 'the quicker we get this lot out of the way, the better!' Thus, time is of a premium. With only 15-20 minutes for practice, it leaves little or no time for prevention or cure, therefore competitors must pray that nothing goes wrong!

The total shambles at the start of the second race could have been prevented had a little more forethought been adopted. Timed practice is hardly a feasibility at a combined meeting where another sport has, understandably, the monopoly. However, for future events, it would certainly seem appropriate to employ the finishing order in the first race when determining the grid positions for the second, hopefully removing the chances of a repetition of such a costly experience. ED McCORMICK

FRONT COVER:

Andrew Coulson (99) in fine style during round 4 of the Bridgestone/K&S 100 National Series at Little Rissington, July 3rd.

(Picture: Roger Calvert)

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KART **SUPERKAR**1

Monthly

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Mainly Merlin

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Full coverage of round 4 of the K&S series at Little Rissington.

Hines Quarter

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Club Scene

Latest news and interest from the club racing scene.

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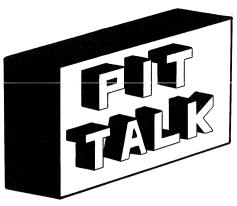
Where and when to see karting during the coming month.

NEXT MONTH*:

Cadwell **RAC Championships (Junior) Rowrah Super One** 135 European Cup

PUBLICATION DATE: SEPTEMBER 1st

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



Heerey's TV **Triumph**

Brian Heerey, the Stockport motor trader, dominated the TV Times Challenge round at Donington Park on Saturday July 9th by winning both seven lap races in fine style.

The first of the two races sported most of the well known names on the front of the grid. It was Martin Hines and Steve Styrin who got the jump at the green light, with Heerey close behind. At Old Hairpin Styrin took the lead, leaving Hines and Heerey to battle over second spot. By lap three, Styrin was striding out with the great tussle still continuing between Hines and Heerey. Lap four and Heerey got the better of Martin, while Kerkhoven had moved up into fourth place to keep the pressure on, followed by Mick Goy, Nigel Smith, Sandy Dalgarno and Donovan Collier who were losing touch with the leaders.

At the start of the last lap, Styrin was back in front. Hines had pulled out, promoting Kerkhoven to third with a long gap before Smith came up, leading Goy, Dalgarno and the rest. As they came into the chicane for the last time it looked like Styrin's race, but he entered wide giving Heerey the opportunity to dive through on the inside to take the flag, followed by Kerkhoven. The Dino finished third with Smith fourth while Dalgarno, Collier, Goy, Arnold, Eddie and Lockwood completed the ten points scorers.

The second race showed a grid reversal as they lined up and looked to be an interesting contest. As the lights changed, chaos broke out in a seven kart shunt, taking out Lambden, Butterfield. Arnold, Collier, Willie, Parry, and King. It seemed as though Parry tried to get through from the sixth row grid, but there was little or

no room to manoeuvre in the pack. Thankfully there were no serious injuries reported, but the question of whether reversing grids is a sensible and safe system must come under contention.

Meanwhile, back at the front, it was Steve Rawson leading from Mick Goy, with Heerey nudging up behind. By the end of the first lap it was Heerey who appeared out of the Chicane, stretching a good lead over the rest. Nigel Smith had made rapid progress from the back and by the end of three laps was lying third behind Mick Goy. Styrin, also from the back, had slotted himself into fifth position, preparing for an attack on the leaders, but Heerey was flying, stretching his lead to a comfortable length. By lap five Smith and Styrin had settled into second and third positions. Martin Hines' machine had suffered damage in the startline shunt and though he drove well considering, was forced to retire on lap six.

At the flag it was Brian Heerev for the second time that day, notching up a fine double victory on the WPT Zip, earning 20 points and fourth overall in the points running. Nigel Smith, second, still retains the series lead with an aggregate of 35 while Styrin's third place brought him to 24. Mick Goy, Dalgarno, Rawson, Lockwood, Carolynn, Belbin and Kerkhoven completed the top ten.

TV Times Superkart Challenge Points After Races 3 and 4

1st	Nigel Smith	35 points
2nd	Steve Styrin	24
3rd	Sandy Dalgarno	21
4th	Brian Heerey	20
5th	Carolynn Grant-Sale	19
6th	Malcolm Belbin	16
7th	Richard Arnold	14
8th	Mick Goy	11
9th=	Reg Gange	10
9th=	Rob Kerkhoven	10

FELTON SUPER ONE

Unfortunately our report of the Super One event at Felton on May 28th, reported in the July edition, contained an error in the 100 National results. The winner should have read: Gary Movnihan, with Derek Higgins 2nd and Ian Williams 3rd. Apologies for any misrepreprevent a similar occurrence.

Contributors are reminded that copy for inclusion in the magazine must reach the Editorial Office not later than the 15th of each month

Brian Heerey (3) through the chicane. Goy follows (Pic: R. Calvert)



SPOT THE TYRE COMPETITION

Please note that owing to circumstances beyond our control, the above competition advertised in the March and April editions of this magazine by Adrian Lumb (who was at that time Editor of this publication), has had to be withdrawn. All monies in the way of entry fees held by Kart & Superkart have been returned.

Any person who has not as yet received a return of their money, is advised to contact Adrian Lumb at the following

> Formula Ford & Kart Racing Magazine. Cranburn House,

Woodland Way, Huntington, York. Tel: York (0904) 769967

The management regret any disappointment this action may have caused readers of this

> M.W. Hines Director

GERMANY

The results of the World Junior Championships, Individual and Team, held in Horrem on July

World Junior (Individual)

magazine.

1st Frank van Eglem Tecno/Parilla (Holland) 2nd Christoff Krumbein Mach 1/PCR (Germany) 3rd Stefano Carelli Birel/Pariila

A very creditable 9th position went to the driving skills of Jeremy Cotterill.

In the 4 man Team Event, the British contingent comprised: Simon Collins, Lloyd Ross, Francis Stewart and Andrew O'Hara. Overall, the team was placed fourth in the finishing order which was as follows:

1st Finland, 2nd France, 3rd Germany, 4th Great Britain, 5th Holland.

AERO KARTS

The well-known company of Aero Karts, previously located at Tilbrook, is now under the new proprietorship of Mr. J.E. FitzGerald sentation incurred and we shall endeavour to after the retirement of Les Loakes who had run the business for many years. The new management will continue to trade under the old name of Aero Karts, but the company is now located at Dean House, Upper Dean, Cambs., telephone Riseley (023 063) 296. All the services, supplies and expert advice enjoyed by customers of the Tilbrook era will find the same benefits at Upper

BRSCC CUP - Snetterton, 26th June

Race 1: 1st Richard Dean Zip/Rotax 2nd Richard Barber Zip/Rotax 3rd Clive Childerhouse Zip/Rotax

Race 2:

1st Reg Gange Hermetite Zip/Rotax 2nd Richard Barber Zip/Rotax 3rd Richard Dean Zip/Rotax

Fastest Race Time: Reg Gange, 9 min 19.7 sec (8 laps).

STOP PRESS

Lincolnshire Kart Club announce that the meeting scheduled for August 28th has been brought forward to August 21st, enabling Wombwell the use of Fulbeck's facilities on the 28th. The calendar has been rearranged in order not to prejudice Wombwell's appeal on the 24th against Barnsley Magistrates ruling on noise.

Kalendar

LITTLE RISSINGTON /Air Force Base, nr Stow) Junior National/100 International RAC Champs.

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

MONDERCAGNE (Luxembourg) 135 International European Gl Series, Round 3.

FELTON (8 miles north of Mor peth on A1)

RYE HOUSE (Hoddesdon)

3 SISTERS (off Junction 25, M6)

ROWRAH (nr Frizington, Cumbria) Super One Series, Round 6.

CHASEWATER (Pleasure Park Brownhills, off A5)

KIMBOLTON (10 miles s.w. o

LYDDEN HILL (nr Dover) Ace Ko

TILBURY (Dunlop Road)

WOMBWELL (Dorothy Hyma Stadium, nr Barnsley)

ZANDVOORT (Netherlands) Dutch Superkart Grand Prix + 125's.

ELLOUGH — Beccles KC

BOYNDIE - Banff

CASTLE KENNEDY - Stranraer

NUTHAMPSTEAD (1½ miles east of Barkway on B1368)

SHENINGTON (8 miles from Ban-

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

OULTON PARK (nr Tarporley, Cheshire) RAC Long Circuit Champ

KIMBOLTON (10 miles s.w. o Bridgestone/K&S Huntingdon) series, Round 5.

ZOLDER (Belgium) Superkart/125 Relaian Grand Prix

LEIDOLSHEIM (Germany) 135 European Series, Round 4

BLACKBUSHE (Camberley KC

CRAIL (Kingdom KC)

FULBECK (8 miles from Newark

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

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

SEPTEMBER

FELTON - 135 International RAC

MAGIONE (Italy) 125 European Championship

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continued...

meetings with trophies both days. See vor there.

Report and Photos: Iain Blair

Sumoi Diffami			
1st	Heath Browning		
2nd	Phil Chappell		
3rd	Vicky Starkey		

Gillard/R'frd Arrow Kestrel/Arrow Le Spectre/Arrow

Junior National

Innior Britain

1st David Price Jeta/GEP T72 2nd Wavne Smith BM/Yamaha BM/TKM 3rd Kevin McBride

100 Britain

1st Paul Browning Gillard/Gillard Arrow 2nd Tim Pell Boxer/FRED Arrow 3rd P. Charnley Sprint/Arrow

100 National

Wright/Parilla 1st Paul Fletcher 2nd Tony Donoghue Sprint/Parilla DAP/GEP DAP 3rd George Price

125 National

Phoenix/LD Rotax 1st Kurt Luby 2nd Andy Cowgill Zip 925/LD Rotax 3rd K. Owen Zip/Rotax

250 National

1st Ian Reading 2nd Malc McDowell

250 International

1st B. Tolson 2nd Mike Davidson 3rd T. Cryer

Zip/Yamaha Zip/Yamaha Zip/Rotax

Dart/Parilla

Barlotti/Honda

Magnum/Yamaha

Nuthampstead

After two very disappointing preceding months. owing to the meeting in May being rained off and the cancellation in June due to the GP at Silverstone, Cambridge Kart Club actually managed to hold the July meeting without incident. There was a good entry and promise of some good racing. The weather was very hot and competitors were "eaten alive" by the thunder flies that came out in large numbers. Nontheless the racing did prove good and without serious incident. The results were as follows:

Junior Britain

1st	Ian McLeod	Goff/Arrow
2nd	Melanie Widdowson	Wright/Arroy
3rd	Simon Harrison	Barlotti/TKN

Junior National

1st Kevin Hulme

100 National 'B' 1st Ian Saville

2nd David Coley 3rd Tony Cole Zip/K88

100 Britain

1st Keith Tinworth Sprint/Arrow 2nd Matthew Reavell Gillard/Arrow

100 National 'A' 1st Pat Revnolds

Gillard/PCR 2nd Phillip Hart Zip/PCR 3rd Peter Turk

125 National

1st Nick Thexton Zip/Rotax

210 National

1st Bill McDougal Zip/Villiers 2nd Simon Ward Aero/Upton

Shenington

26th June, 1983

The June meeting at Shenington was run a week later than usual to allow club drivers the chance to go to the Kart Grand Prix at Silverstone. The date change meant the meeting clashed with the re-opening of BlackBushe, the Super One meeting at Dunkeswell and the Short Cicuit Gearbox Championships at Fulbeck. The classes most affected were the gearbox classes, with quite a drop in entries, though Shenington still attracted over 120 drivers. Fewer competitors gave us quite a feeling of leisure.

The imposition of strict noise control has argely been accommodated by the 100cc karts but the gearbox karts seem to be experiencing considerable difficulty keeping to the R.A.C. regulations

Juniors

One of the youngest competitors 12 year old Guy Wood, won the first heat. Philip Wood (no relation) won the second, another good personal performance. The final was led by Philip Wood. Throughout the final first Simon Richardson and then Guy Wood were subjected to the attentions of Robbie Husband. Martin O'Connell drove well finishing 4th just ahead of Simon Richardson. A pleasing win for Philip Wood and a very encouraging second for Guy Wood. Only two lads were competing in the National class and the final was won by Scott Bevis.

100 Senior Britain

Heat wins went to Brian Taylor and Paul Rixon. Brian Taylor made a good start and kept a comfortable cushion between himself and the mother and father of races between Paul Rixon. Victoria Phillip-Bates and Eric Butler, while in fifth place, Mark Bailey was pressured hard by Martin Sears. Usually rapid Ron Shone had a spill in the heats which upset the handling of his kart for the rest of the day and he finished way back in ninth. The battle for second was resolved when Victoria, on lap nine, managed to find a way past Paul Rixon. Two more laps and Eric Butler had got through to third. Paul drove his hardest but he was subjected to extreme pressure for 10 laps. Paul Rixon's best result this season. Brian Taylor won and crossed the finish line just ahead of Victoria Philip-Bates.

100 National

The large number of entries provided us with a 'B' final. The winner was Simon Pain from Paul Thwaites, Wayne Poole and Neil Flint. (Michael Woodley finished in second place but was underweight).

Richard Knox won two of the heats, Ray Lewis and Mark Querzani won a heat apiece. The 100 Nationals formed up for the final and poor Eric Symons who had driven well all day to gain grid three could not get his kart to run. The starter was forced to let the race start without him. Off the line Richard Knox took the initiative and took the lead. Ray Lewis slotted into second pursued by Dennis Hillback, Richard Blackburn, Mark Querzani, Guerino Cooke, Andrew Pallister and Adrian Game. The race leader kept ahead of Dennis Hillback now in second place and Ray Lewis. Holding defensive lines, Dennis Hillback kept Ray Lewis at bay for eight laps. Guerino Cooke and Andy Pallister were closely matched throughout the final. Simon Pain had an enjoyable race driving well from the 'B' final to finish ninth. The race winner, Richard Knox, completed a very successful day's racing, second place to Ray Lewis and third to Dennis Hillback. Fourth place was held by Richard Blackburn from flag and fifth place was held by Mark Ouerzani

125 National

Some close driving in the heats have wins to Robert Ashley and Kevin Pope. Steve Shirley and Alan Naul shared the front row with the heat winners. In the final it was Steve Shirley who made the early running. The first lap was fast and furious. By lap two I had the order; Shirley, Ashley, Naul, Pope, Olderenshaw, Palmer, Smith and Ide. The activity was at the front of the race. Steve Shirley clung onto his lead for only two laps and was demoted by Robert Ashley. The Pope challenge was coming and by lap 3 he was threatening the leadership. It took Kevin Pope three laps to find a way to pass Robert Ashley, Aian Naul's final came to end when he spun away fourth place in the pit's bend. Once in the lead Kevin Pope opened up a comfortable margin over Robert Ashley and Steve Shirley.

210 National and 250 National

These classes ran together in their heats and finals. The 210 heat winners were Paul Woodward and Stephen Hurst, The 250 National heats went to Joe Gardias and John Smart.

Stephen Hurst's kart was the first away of the 210 contenders, and with Paul Woodward evenly matched in the intial stages we were obviously in for some exciting racing. On the second lap Paul went into the lead, Stephen tried hard to put up a challenge but, once out of touch, he never looked really threatening again. Paul Tomkinson lay in third place for the entire final but never got close enough to tackle second place. As the final developed, the field got gradually more and more scattered and became rather a procession. The only drivers providing any interest were Dave Ridge and Adrian Chapman, having quite a tussle. Unfortunately Adrian was forced to retire

The 250 National lads were very few. The winner of the final was John Smart.

The June meeting once again gave a large number of novices a taste of karting. The RAC steward had a massive pile of licences to sign.

Many thanks to all the race officials, the St. John's Ambulance Brigade and the competitors and their mechanics for providing such an enjoyable day's karting.

Maggie Filkin

Sirio/DAP

Junior Britain			
1st	Phillip Wood	Barlotti/TKM	
2nd	Guy Ŵood	Zip/Arrow	
3rd	Robert Husband	Ferrari/Parilla	
Iunior National			

100 Britain 1st Brian Taylor Dart/Arrow Victoria Philip-Bates Reema/Arrow 2nd Eric Butler KEG/Arrow

100 National 'B'

1st Scott Bevis

1st Simon Pain TKM/Parilla

100 National 1st Richard Knox

Lane/Arrow 2nd Ray Lewis Zip/Parilla 3rd Dennis Hillback Zip/TKM

125 National

Kingfisher/Rotax 1st Kevin Pope Robert Ashley Zip Rotax /Yamaha 3rd Steve Shirley

1st Paul Woodward Dino/Villiers 2nd Stephen Hurst Zip/Villiers

250 National 1st John Smart

Youngest Novice Award Zip/DAP Bobby Game

Zip/Bultaco

RAC NEWS

RAC NEWS

The RAC Motorsports Yearbook bears the situation before the declaration of a "Wet" following reference to abusive language race is made. and behaviour at kart meetings: -

agreed that from 1st January 1984 it will that: be an offence under M1.1.8, to direct abusive language or behaviour against an 2) The rain does not look like stopping. official of the meeting, and under M1.7.5, 3) The track is not likely to dry after a few lap the Stewards of the meeting will be empowered to suspend a competitor's There have been recent cases of sets of rain

This is in addition to existing powers premature declaration of a wet race. under regulation M1 1.4 — action pre-being wet, there is the use of the oil flag with

effect:

"No holes may be bored in the frame, steering assembly complete (except those bored by the manufacturer in the steering wheel), seat supports or bumpers, for the purpose of lightening or any other reason, other than those required for normal fixing."

NOISE NOTES - All Clubs are reminded of the recommendations contained in the Noise Notes recently circulated with the new Complaint Sheet. If required, further copies can be supplied on request.

250 NATIONAL CLASS - It has been agreed that from 1st January 1985 this class shall become "Air or water-cooled, piston or reed timed". A price limit of £750 has been placed on the engines and all manufacturers/importers are required to submit lists of available engines to be accepted into the class by not later than 14th August 1984.

ALAN OGDEN

Some confusion arose when the results were posted for the 210 National GP at Silverstone, discrediting Alan Ogden from his second place 125 National driver Stephen Coward, who The photograph on page 11 of July's the slowing down lap the box virtually dis- a speedy recovery. integrated, necessitating a tow back from Hangar Straight. When the circumstances were explained Mike Gardiner, who sustained facial cuts to the Stewards, Alan was duly reinstated in when he went into the catch fencing at Druids, second place.

Declaration of "Wet" Races

While it is most important in the interest of safety that Clerks of the Course should be able to force all competitors to use treaded tyres, very serious thought should be given to the

The vagaries of the British climate make this "The RAC Motor Sports Council have difficult, but one should be as sure as possible

- 1) The track is genuinely wet and possibly puddled.
- of racing usage.

licence for 30 days for such an offence. tyres being completely destroyed through a

the hand pointing to the sky to give warning of CIK - A safety decision with immediate this section in the early laps, and Clerks of the Course could instruct their Observers that this should be used.

However, it is better to be safe than sorry.

PHOTO CAPTION COMPETITION

The winner of last month's Photo Caption Competition is: Mr. A. Crighton of Ockley, Surrey, with:

(Heard in the background) - "After the Donington TV Race I hear they're trying Le Mans starts on grass to make Superkarting saferl

Mr. Crighton wins a one year subscription to Kart & Superkart Magazine. ~~~~~

WHATEVER HAPPENED AT CHARLIE'S?...

This photograph illustrates the damage caused to only one of the many Superkarts involved in the collision at Charlie's during the exceedingly hazardous conditions of Cadwell Park's May 15th event. Though Tim Parrott, whose kart is shown here, required hospitalisation, along with Rob Kerkhoven, he is thankfully back in the saddle, still his likeable old self when we spoke with him at Donington on 9th June.



finish because he failed to report for the weigh- suffered a broken leg in the incident at Clear- edition showed Samy Hunt (Junior Internationin. What happened was that Alan actually ways on Brands Hatch, Saturday July 23rd, is all and not Jamie Beasley (Junior Britain) as passed over the finish line second, but during the now at home after receiving attention at captioned. race he was suffering gearbox troubles, and on Queen Mary's Hospital, Sidcup. We wish him

is fully recovered.

SILVERSTONE '83

Please accept our apologies for omitting Mike Smith and Roger Calvert's names from the credits for their coverage of the Silverstone GP . . .

THAT'S RIGHT - I HEARD ONE OF THE

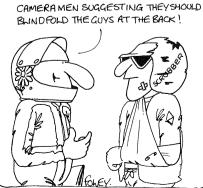
BY BARRY FOLEY





FAST GUYS AT THE BACK

CAN SEE A ROUTE THROUGH,



34 August 1983 Kart & Superkart

continued...

Merseyside Kart Club announce that Eastwood Windows have generously offered to sponsor the club's remaining two meetings this season and have also donated a trophy to be given to the 125's to fight over. The remaining events are on August 7th and November 20th at 3 Sisters circuit.

Merseyside trophy carrier! . . .

At the biggest public one-day event of the year, Capital Radio's Venture Day 83, Sisley Racing Ltd. mounted a comprehensive static display, attracting continuous interest from potential karters among an attendance of more than 750,000.

Every conceivable sporting and outdoor activity was represented at the Venture Day, held on Sunday June 26th, at London's Battersea Park. On the site once occupied by the famous Big Dipper, a kart track was laid out with rubber tyres. Organised by a combination of London youth groups, it provided more than 600 five-lap runs during the course of the day.

The Sisley Racing display consisted of three classes of racing karts and a fun kart, an exhibition of exciting racing photographs and leaflets explaining to beginners how to develop their interest through the Sisley Kart School. On hand to deal with questions - which came almost without a break for 10 hours - were Bill Sisley and Paul Newman, the Sisley Racing Directors, and kart racers Emily Newman and Lee Cranmer.



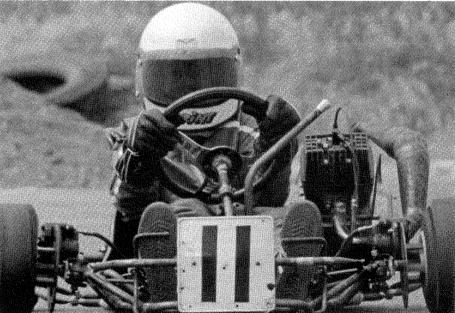


NATSKA - FULBECK, JULY 10th

The National Schools Karting Association held its annual Sprint Championships at Fulbeck for the second year running. There were some 600 karts entered with over 3,000 spectators taking in the racing. Schools' Karting is proving an extremely useful and popular medium to the support of karting in general. In fact, a proposal has been put forward suggesting certain clubs may wish to field a grid of NatSKA drivers at their normal club events. The meeting at Fulbeck was certainly enjoyed by all attending, including photographer Roger Calvert who took these two photographs illustrating exactly what can be achieved with a little bit of ingenuity!



Giles Butterfield recently experienced a horrific car crash, writing off his Capri, sustaining rib damage and a punctured lung. After all that, he managed to climb unaided from the wreck and thumb a lift to medical assistance. Happily, Giles is now out of Stoke Mandeville where he received excellent treatment and is well on the mend. A glance at the photograph makes one wonder how anyone could have got away with it! . . .



CLUB SCENE

Wilson beat Seagrave to the first corner and set about opening up a cushion over the second man who led Cooper, Maile, Tinworth and Atkins. No changes came, apart from the retirements on consecutive laps of Tinworth and Maile.

100 National 'A'

Mr. Consistency, Gordon Chenery claimed another pole with a pair of wins and a 2nd with Mick Mayers, two seconds and a final heat win, joining him on the front row. Grid 3 saw Leo Gomeche, showing what he is capable of with a good engine, with Derek Calver completing the row. Robbie Adams came next with Kevin Keable ahead of Miles Townshend. Trevor Lingley, Pete Adams, David Bramley, Graham Cannon, Bob Kett and Mick Snowling.

Chenery, Mayers, Gomeche, Calver, Keable and Adams squeezed through the first corner bumper to bumper with the rest close behind Chenery and Mayers pulled away in their own duel as Gomeche gave way to Calver. Keable moved into 4th on lap 4 followed by Adamson two laps later.

Lap 7 saw the demise of Adams and two laps later Kett found the gap he was searching for, to pass Gomeche. As the race ran out, the cat-and-mouse contest at the front revealed no change, so at the flag it was Chenery, Mayers. Calver, Keable, Kett and Gomeche.

Derek Calver

Junior Britain				
1st	Neal Gordon	Dart/TKM		
2nd	Steven Ricketts	Lane/Arrow		
3rd	Jonathan Cleave	Mustang/Arrow		

Junior National

Mustang/FE TKM 1st Marion Rump Nov: Andrew Routledge Zip/PCR

100 National 'B'

1st Garv Ricketts Zip/Parilla BM/Parilla 2nd Andy Ross

210 National

1st Ian Jackson Aero/Upton Nov: Brian Ware Blow/Upton

250 International

Star/Yamaha 1st Robin Warman

125 National

1st Reg Totman

100 Britain

1st Andrew Wilson 2nd Kevin Seagrave 3rd Steve Cooper

CORD/CORD Arrow Mustang/Arrow

Zip/Rotax

Rowrah

the gathered masses and the 57 drivers gathered provided some sterling opposition to Mrs to do battle. Please note our October meeting Stoney (who had previously wiped the floor has been rescheduled to October 23rd due to with all Rowrah opposition). the marriage of ex 125 pilot and flag marshal extraordinaire Craig and the lovely Karen. Con- one, circulating with rarely more than a kart gratulations to you both. Congratulations also length between them before Luby dropped well to Antony Bar and Mike Ballantyne on their back with what he said later was the result of line placings at the Silverstone GP.

Junior Britain

Heat one was won by Heath Browning on the Gillard kart from Phil Chappell and Vicky Starkey. This was repeated in heat two and the first two again in heat three were the only two to finish.

The Final was a very spread out affair with Browning once again taking the flag about seven seconds ahead of Chappell who had three seconds over Starkey.

Junior National

The result sheets showed three heat wins for David Price (and convincing ones at that) with two seconds going to Wayne Smith and a second to John Lister.

From the flag young Price shot into a lead which never really looked in danger. John McKnight held second until lap five when he dropped out with a broken exhaust. This left Smith and Lister in a frantic dice for second with a small gap back to Kevin McBride waiting momentarily. Berni Stoney was again third to pick up the pieces. Three laps from home and Lister made his move, unfortunately yer at full chat on the startline straight. tangling bumpers with Smith and spinning out. Thus at the flag Price won by six seconds or circulate a very dischuffed last.

100 Britain

three very easy heat wins. Mandy Roue had second, third and fourth places to share the front row whilst P. Charnley had the same but in a different order to head the second row.

Browning led away from the flag followed by Charnley, Robson and Tim Pell (showing well after earlier carb trouble). Pell demoted of a steady slip down the placings for Ray. Charnley was next to feel the heat from Pell Heat three was won by B. Tolson after Davidwho slipped by on lap seven and apart from some juggling of minor placings, that was that. have been due to an exchange of opinions with Browning ran out an easy winner from Pell, the starter. Charnley and Glyn Ellis.

100 National

improving third, second and win in the heats. who headed the second row and George Price sorely tempted to agree. who sat opposite pole.

Fletcher tore away at the start of the Final and led at the end of lap one from Price, Donouglaps Fletcher had pulled out a gap over a four Dean and Grieve. Five laps later and Dean disahead of Donoughue (who had nipped by Price on the last lap), Price and Grieve with a small gap back to Duncan White. As is usual, Paul Fletcher gave back his trophy so we had one extra to present, thanks to his generosity.

125 National

his newly retained number one plates. Another long circuit specialist Andy Cowgill, had Once again the sun beat mercilessly down upon arrived to keep him company and together they

Luby and Cowgill tore off together in heat the jet falling out. Cowgill won from Carl Lockyer (all the way from Aberdeen) with Berni Stoney third. Luby made no mistake in heat two with a flag to flag win from Cowgill and Lockver.

Heat three seemed set for another Luby victory but Cowgill snatched victory on the last lap when Kurt appeared to lose concentration



Paul Browning - 100 Britain winner

after surviving a hairy-looking clash with Lock-

Kurt and Luby simply ran away with the Final and set such a scorching pace that they so from Smith and McBride. Lister restarted to lapped everyone except themselves! Further back, Lockyer retired on lap two with motor ailments and on lap six Berni Stoney was robbed of third by dark horse, K. Owen. So the order Paul Browning dominated proceedings with at the end was Luby from Cowgill with Owen

250 National and International

Singles and twins were run together for the monthly tussle of the high power classes.

A new name to Rowrah T. Cryer, won heats one and two with his Zip/Rotax rig. The first Robson on lap five and that signalled the start one was very well taken as Rowrah specialist Mike Davidson was crawling all over his bumper. son missed the restart which may or may not

In the National Class Ian Reading won heat one in his first race at Rowrah on Bridgestones (SL's). Malcolm McDowell won heats two and A welcome return to Rowrah for Paul Fletcher three simply by driving around Reading at our saw him annexe pole position with an ever own mini mountain (a la Cadwell). McDowell now reckons to have his Magnum just about Other heat wins were taken by Richard Dean sorted and from those two performances, I'm

Tolson got the jump on Davidson in the Final, swiftly followed by Reading and Cryer. It took ten laps for Cryer to find a way past hue, Dean, Grieve and Jenkinson. After five Reading by which time Tolson and Davidson were having a ding-dong battle for the lead kart bunch consisting of Price, Donoughue, which became resolved on lap eleven when Davidson's radiator cap worked loose and he appeared leaving only three karts chasing Flet- fell away slightly. The places remained steady cher. All to no avail though as he took the flag for the last few laps which left Tolson the winner with Davidson second and Cryer third.

Ian Reading won the National Class after a close race (especially the last few laps) with McDowell.

Our next Club meeting is on August Bank Holiday weekend, Sunday and Monday and has Kurt Luby rolled up on race day to show off a National Permit. Any karters who are racing at Oulton Park on Saturday are more than welcome to attend. It is in effect two separate

Kurt Luby aboard the 125 Phoenix.



CLUB SCENE

Rye House

EASTBOURNE 100 INTERNATIONAL SERIES, ROUND 3 - 3RD JULY

A superb day for Round 3 at a sun drenched Rye House. We also received a very friendly welcome although we would have liked to have seen a bigger turn-out. Those who stayed away missed not only a glorious sunny day, but some excellent racing.

The track had a liberal coating of rubber put down during the RAC 100 National Championship and, from the very start of practice, this fact and the heat was causing some drivers' tyres to start graining, leading to much scratch- Junior National ing of heads - whether to increase or decrease tyre pressures. Straight away though it was obvious that the pace was going to be very fast and the only person to suffer problems was Joanne. However, the rallying around of some 100 National 'A' of the other drivers traced it to carburretor maladies. Charlie Prior loaned one of his slides and Joanne was mobile again.

It is most pleasing that this spirit is developing in the series, with drivers willing to help 100 National 'B'

The racing in the heats was superb with several memorable close quarter duels, be it first place or last. The outcome put the current series leader Barry Benham, with his Molyslip 125 National backed Hewland, on pole with the Zip of 1st Roger Goff Martin Prior alongside. A couple of rolling laps at the start and then at the green light Martin got the lead with Barry next up, followed by Darren Needham, Kevin Young, Darren Scott, Pat Teatum, Brian Catchpole and Joanne Fabby. Lap 2 and Scott went past Young but then, drama on lap 3 - into the tights, Darren made a move on Barry for the corner that was not really on. The inevitable happened, Barry held his line and Darren was on the grass and in the tyres.

This fracas gave Scott the opportunity to take second place, whilst Martin increased his lead. Unfortunately Kevin's jinx re-appeared as his accelerator cable came adrift and he was forced to drive the rest of the race at a high speed, one-handed rate to maintain his place. Meanwhile, just behind Kevin, an intriguing scrap was developing between Pat, Brian and Joanne with barely a kart between them. Pat was suffering from a cartilage injury but he stuck grimly to his task.

Lap 6 and Barry found a way past Darren Scott to wrest 2nd spot, and that is how it remained to the flag; a relatively comfortable win for Martin, with Barry consolidating his series lead in second, Darren Scott third, an aching armed Kevin Young fourth. The final three were still glued together and a dash to the line saw Pat just keep his 5th spot, Brian 6th and Joanne a wheel behind for 7th.

Well, Martin set the pace to take his second win of the series, but he will be on international duty abroad on the 24th and so unable to do Fulbeck. We wish him well.

POSITIONS AFTER THREE ROUNDS

1st	Barry Benham	172 points
2nd	Martin Prior	127
3rd	Brian Catchpole	123
4th	Darren Scott	100
5th	Pat Teatum	95
6th	Darren Needham	82
7th	Kevin Young	65
8th	Joanne Fabby	56
9th	Damien Greenhaugh	55
10th	Peter King	48

Kimbolton

Sunday July 10th

120 Drivers turned out to compete in what was the second dry meeting of the season, displaying some excellent driving and giving spectators value for money

Junior Britain

st	Simon Richardson	Zip/Arrow
nd	Chris Gent	PatRon/Arrow
rd	Richard Walton	TKM/Arrow

1st	Stuart Sampson	Sprint/Goff PCR
2nd	Duncan Roberts	Sprint/Parilla
3rd	Andy Routledge	Zip/Goff PCR

1st	Clive Wheldon	Sprint/Parilla
2nd	Colin Church	Zip/Goff Arrov
3rd	Ron Cox	Zip/Goff PCR

1st	Ian White	Gillard/TKM
2nd	Peter Spinnelli	Sprint/Goff Sirio
3rd	Shaun Stone	

5	2nd	Nigel Wigg	Wright/Wright Rota
	3rd	Kevin Pope	Kingfisher/Rotax
1	100	Britain	

1st	Nigel Goff Andrew Wilson	Zip/Goff Arrow
2nd	Andrew Wilson	CORD/CORD Arrow
3rd	Victoria Philip-Bate	sReema/Parker Arrow

Zip/Goff Rotax

210 National

1st	Colin Poole Robert Bignell Margaret Dell	Zip/Poole Villiers
2nd	Robert Bignell	Zip/Upton
3rd	Margaret Dell	Zip/DHV

250 National

t	Brian Borwell	Aero/SFR	Yamah

250 International

st	Fran Rowthorne	Zip/FMR Yamal
nd	Robin Warman	Zip/Yamaha

Snetterton

26th June 1983

With mostly sunny weather making conditions ideal for close, fast racing the action came thick and fast. So hot was the circuit from preceding heats and the sun that the sprinkling of rain which came just before the interval virtually dried as it landed and the racing speed was never reduced.

Junior Britain

As some of the regulars were away on 'Super grab the spotlight and much valued points for ionships. Two seconds and a third gave Neal run to the line. Gordon pole for the final while Graeme Atkins claimed the other front row position with 100 Britain lems had reduced the original field.

followed by Ricketts, Caswell and Cleave. Steve Maile.

Ricketts dropped to the back when he spun on lap 2, with the order remaining the same until Caswell spun when challenging Gordon on lap 8. Ricketts passed Cleave on the next tour, but the gap to the leader was too much to make up and the remaining laps were reeled off with no further change to give Gordon a good win.

Junior National

Two wins after an opening 2nd place gave Marion Rump her now customary pole, with Andrew Routledge alongside, followed by Robert Smith, Richard Waters and Darren

Rump raced away to open up a safe gap, leaving Routledge to fend off Smith, Waters and Wenn. While Rump steadily increased her lead, Smith was sticking close to Routledge, although he didn't seem to have that little bit extra to get by. Rump was cruising and at the flag it was an easy win, with Routledge and Smith in close order from Wenn and Waters.

100 National 'B'

Consistency by Steve Lea with two seconds and a fourth gave him pole with Gary Ricketts also going well to claim grid 2. Bill Smith sat on grid 3 and Simon Overett, who had won the two heats he completed, took 4. Behind these came Lee Gage, Terry Hawkes, Andy Ross and Bob Almond.

Ricketts beat Lea off the line, with Overett, Roos, Gage and Smith in close attendance. Lap 2 saw Overett pass Lea to lead the chase after Ricketts. Another two laps, and Lea and Gage made contact, promoting Smith and Ross, with Gage restarting in 5th. Ricketts was maintaining his advantage over Overett, when 3 laps from the end the latter seized anyway, promoting Smith to second, and despite a puncture Ricketts was able to limp home to take the flag, such was his lead.

Ian Jackson was in his irresistable form and ran away with the 210 heats to head Peter Wyman and Brian Ware in the final, while Robin Warman won all three 250 International heats to take the No. 1 spot from Steve Daley and Paul Waters.

Jackson streaked away to win every lap of the 210's while Wyman and Ware stayed in formation throughout. Warman also walked away with the 250 Final. Daley briefly held second, but when he retired on the second lap it was Waters who followed Warman home.

125 National

A win sandwiched between a couple of second places gave pole to Reg Totman. Another heat winner. Jonathan Cook, took grid 2 with Neil Dickinson the other starter after gremlins had depleted the grid.

Cook grabbed the advantage from a slow start by Totman to take the lead, while Dickinson filled 2nd spot. Dickinson held off Totman until lap nine but by then Cook had a substantial lead. But Totman put his head down, and going into the last lap was on the leader's One' duty, the other lads took the chance to tail. With half a lap to go the position changed when the coil bracket on Cook's machine the 'Circuit Travel', 'Castrol' and Club Champ- broke, presenting Totman with an unchallenged

three consistent 4th places. Steven Ricketts and Andrew Wilson and Kevin Seagrave filled the Dean Caswell filled row two with Jonathan front row with three wins and three second Cleave completing the line up as various prob-places respectively. Steve Cooper (5th, 4th, 3rd) and Laurie Atkins (3rd, 4th, 6th) made Gordon duly led away at the start closely up row two followed by Keith Tinworth and

CROSSWORD

ACROSS

- 1. Part of a motor or maybe a visor.
- (5)4. You can expect these books to be if you're an engineer. (9)
- 9. Instrument for measuring or part of a brake. (7)

 11. Under CIK rules the fastest man
- scores this for pole. (7)

 12. Loot is backwards when most
- needed. (4) 13. A claw. (5)
- 14. It can be annoying if scratched.
- (4)
 17. When I joined a Kart School, I looked forward to this. (2,5,6)
 19. Timing you know, above or below. (3,4,6)
 21. Mountains. (4)
 22. Linder. (5)

- 22. Under. (5)
 23. Found commonly in Africa. (4)
 26. Have too much of a good thing. (7) 27. There are some who consider an
- engine's life lasts so without attention. (7)
 28. The cause of much friction? (4,5)
- 29. Indifferent motion of

- Lap scorers and stop watches provide these. (4,5)
 Scolded for jumping the gun.
- Can be made of hemp or nylon.
- It could be a little problem, but nt could be a little problem, but then again might be a big one. Be prepared in case. (6,3,4) Tone has one of these in its makeup. (4)

- makeup. (4)

 7. Whittle then look for gold and find a cooking utensil. (4,3)

 8. Most people live in it, others will never see it no matter how hard they try. (5)

 10. The man with the meter won't let you compete until he's done this to his satisfaction. (4,3,6)
- 15. Used in wine making. (5)
 16. If you haven't, you may never
- know. (5)
 18. Often found on a golf course, but more appropriately on a racing circuit. (5,4)
 19. Always eager to give odds on who will win. (7)
- 20. More slender. (7) 21. A boon. (5)
- 24. We all know what one of these is!
- 25. Sometimes contact, sometimes

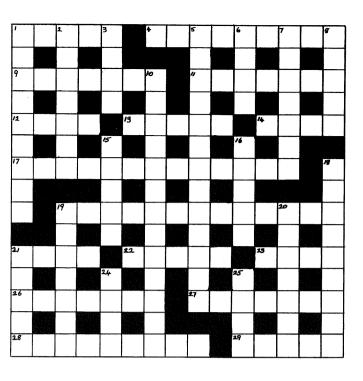


Photo Caption Competition

"You've got a chipped wheel rim? You should worry! ..."

Could that be one of the comments passing between these unfortunates? Perhaps there were some others. If you think so, jot them down and send

Kart & Superkart Magazine (Caption Competition), Pindar Road, Hoddesdon, Herts EN11 0DE.

The most original entry wins a one year subscription to Kart & Superkart Magazine.



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Felton, Round 4 **Junior Britain**

Alan McNeish

Junior International Sammy Hunt

Senior Britain Miles Hall Dunkeswell, Round 5

Junior Britain

Alan McNeish

Junior International

Jason Plato

Senior Britain

Mark Beddall

100 National David Allen

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Senior Britain

MARK BEDDALL MARK ECCLESTONE

100 National

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ETHNIC MINORITIES CATERED FOR

CLUB SCENE

Blackbushe

The return of kart racing to Blackbushe was greeted by glorious weather and an excellent distance clear of the midfield – led by Robin day was enjoyed by drivers and spectators alike. The track looked good, apparently suffered no Cole. Through the chicane for the third time, mishaps during its long period of non use - and and Ray, in a slightly over-enthusiastic move, over 100 karts tore round it all day, a terrific spun dramatically and narrowly missed being turnout considering the amount of notice given walloped by the next half dozen karts. He for the meeting.

Junior Britain

Johan and David. At Causeway for the second as the race passed through its closing stages. time, Nicky had begun to open on Johan, with a gap forming to the third man Goode, the first time, Johan was merely a blur in Pusey sixth. front of Nicky, with David almost half a lap

210/250 National

the classes were run together, with the 250's going off some 10 seconds behind.

After a false start, the 210's were led off the line by David Hopgood who was second was ahead, with Les second and David who appeared to be experiencing engine problems. end of the sixth lap, and at the flag we saw also missing as a result of mechanical gremlins. and nau opened up and Barry Tickner.

The 250 Final was a carbon copy of the well behind.

125 National

Fourteen karts lined up for this final with third, from John, Steve and Barry. John Winter on pole after winning all three heats in fine style. Next to him was Stev Bell, who had also had an excellent day, the Colin Bird, and in fourth position, Alan Bat First off the line, as he had been all day, wa John with Alan and Steve in hot pursuit, an by Pit Bend at the end of the second lap John was well ahead. As they raced aroun Causeway for the third time. Steve had established himself in second and was looking to try and close on the leader.

By half distance, John and Steve were miles 1st Steve Bell away from the rest, but just as it seemed as 2nd John Winter though John would hold off the challenge, 3rd Colin Bird Steve slipped past on the inside and powered 100 Britain round Bennets to start the eleventh lap – a 1st Craig Booth superbly timed move which John was helpless 2nd Susan Cox to block. As they approached the line, Steve 3rd Robin Whittaker just managed to stay ahead and so rob John of 100 National Novice the trophy! Third went to Colin, with Alan 1st Joe Kynaston fourth.

100 Britain

The 15 Britains in the final were fronted by 100 National Susan Cox, Ray Wake, Jim Lamont and George 1st Gary Prior Robinson, and Susan led as the field raced into 2nd Peter Giddings Bennetts. However, as they scorched down the 3rd Mark Lundie

back straight for the first time, Craig Booth, who had started on the fourth row of the grid, Plymouth took the lead and quickly began to pull away.

Lap two, and with the lead pair were some Whittaker, Ray, George, V. Rawle and Colin regained momentum but was now well out of contention.

Meantime, Craig was now out on his own Nicky Hart earned pole for the first final of the with Susan, Robin and George competing for day, with David Goode insecond and Johan second, and Colin, Jim and the others following Dackner behind him. As the flag fell, Nicky at a distance. Despite the leaders lapping tore away to reach the first corner ahead of backmarkers there were no changes of position

100 National Novice

being closely tailed by Chris Bennion, Martin An excellent turn out of 21 in this class was Welsh (N) and Denzil Titherley (N). By the headed on the grid by Joe Kynaston, with Guy time the race reached its middle stages the lead Wormald second, Peter Foskett third and B. pair were well clear, but as they prepared to Shoesmith fourth. The race itself, apart from overtake a backmarker at the end of lap eight, some near misses with backmarkers, was they collided coming into the chicane. A flurry very stable with Joe leading all the way, slowly of activity resulted in Johan regaining the track edging away from Guy and B. Shoesmith, with first and he swiftly took advantage by pulling Peter fourth. Amanda Jarmin, having pushed away from Nicky. As they crossed the line for through from mid-field was fifth, and Trevor

100 National

The scene was set for a very exciting final, with CKC's own Peter Giddings on pole with new With just 4 210's and 2 250's at the meeting, RAC Champion Gary Prior next to him. Behind them were Mark Lundie, John Dancer, Steve Bicknell and Ron Cox.

Peter was ahead as they approached Bennetts for the first time with Gary a mere hairs breadth on the grid, with Peter Farr (pole), Les Saunders away, and these two were already clear of the (3) and Lars Stapleton close behind. Peter rest. At the start of lap 2, Peter eased off a closed on the leader gradually, and on lap three fraction early for Bennetts and Gary was past on the inside like a shot - but not for long. As they snaked out of the esses, Peter was There followed much chopping and changing in in front again and hanging on determinedly. mid-field until David eventually retired at the But by lap five, Gary had regained the lead and began to get away. Mark was still holding third, Peter come home first chased by Les. Lars was and had opened up a large gap on John, Steve,

Gary's increasing lead was aided by Peter heats, with Melvin Spree leaving David Carden becoming entangled with some back markers, but he retained second, some distance behind the Champ, with Mark finishing a worthy

Lane/TKM

Dart/Arrow

Solar/Upton

Zip/Rotax

Zip/Rotax

Dart/Arrow

Dart/Arrow

Dart/Arrow

Zip/Arrow

Dart/Parilla

Dart/TKM

Dart/Parilla

Dart/Arrow

Hutless/Parilla

ve	Results
en	Junior Britain
tt.	1st Johan Dackner
	2nd Nicky Hart
ıd	210 National
p,	1st Peter Farr
nd a-	250 National

1st Melvin Spree Zip/Honda 125 National Barlotti/Rotax

2nd Guy Wormald

3rd B. Shoesmith

KEVIN COOPER KARTSPRINT PLYMOUTH HOE -- JULY 3RD

The weather for the Plymouth Kart Club's July 3rd 'kartsprint' was superb, and this brought the sun-worshippers by the hundred flocking to the Hoe – there were acres of golden brown flesh everywhere!

What a venue Plymouth Hoe is; wide, long, well surfaced, with Francis Drake beaming down on all and sundry, the Sound beyond filled with Naval and merchant ships, yachts and windsurfers - it has to be the best racing backdrop in Britain . . .

To the racing; the non-gearbox 100cc/ 100 mph class was closely fought, yet Steve Alway (Wellington) was able to stay just ahead of the Plymouth trio of Mark Screech. Martin Keslake and Andy Vicary all afternoon. Alway won by a clear second, while these three other men shared the places by being covered by just .97 secs - it really was that close! . . .

The Juniors at first appeared wide open, with local man Gavin Wills (Plymouth) making one particularly quick run that stopped the watch at the 60 second mark. However it was at the cost of three cones dislodged by a rear wheel so that added 15 secs penalty to his time. After a terrible practice, Miss Kim Taylor the reigning South West Junior Champ got it all together for the timed runs and started turning in good times. So did Adrian Coles (Taunton), so that the final outcome was on the last run where Kim took it by just .11 secs. Incidentally, her time was faster than all the adult drivers on their similar equipment! . . .

The 125 Gearbox class should have been open - except for the presence of Andy Bundy (Salisbury). While the others were battling at around the 62/64 sec mark, Andy did two 58's and a 57, the only driver of the day to crack the minute.

Frank Clarke (Plymouth) was delighted to score first time out on his newly acquired 250cc outfit and revelled in the power. John Gosling (Sidmouth) and Malcolm Williams (Plymouth) tussled hard all afternoon, while Alec Sutcliffe (Plymouth) and Ernie Winn (Tiverton) although not the fastest were certainly spectacular!

Just to rub in his superiority Andy Bundy jumped aboard a 100cc non-gearbox kart during the interval to answer a challenge that racing in the gearbox class may have made him lose his old 'gearless' edge. He lopped 2 secs off the best non-gearbox time of the day . . At the prize-giving, where he collected the Fastest Time of the Day trophy, the drivers gave him a tongue in cheek petition headed 'Ban the Bundy' . . .

Kevin Cooper Motor Factors sponsored the event for £250, and did a roaring trade on the Hoe with their tent, selling brake pads, plugs etc. and on 'special', a gallon of oil and a filter for £3.10! J.A. Kitson

Kevin Cooper Trophy (Non Gearbox)

Kovi	n Cooper Trophy	(Combine
3rd	Martin Keslake	64.10
2nd	Mark Screech	64.43
lst	Steve Alway	62.54

Kevin Cooper Trophy (Combined Gearbox)

1st	Frank Clarke	62.67
	John Gosling	62.78
3rd	Malcolm Williams	63.05
Kev	in Cooper Trophy (Juniors)
1st	Kim Taylor	61.38
2nd	Adrian Coles	61.49
3rd	Mark Hutton	63.42
Var	ley Trophy (FTD)	
	Andy Bundy	57.89

ANATOMY OF AN INCIDENT

This sequence of photographs, submitted by Mr. J.M. Gough of Manchester, illus trates exactly what happened at that first 60 drivers signed on to race at Felton on 210 National bend during the 125 Final at Morecambe's World Cup event in May, Fortunately the driver, Peter McCallum (Zip/Rotax) from Roxburgh escaped without injury . . .









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CLUB SCENE

Felton

Sunday 3rd July. The weather was dry and bright but a very strong wind, verging on galeforce, blew down the track all day, causing quite a few drivers heart-stopping moments as be most welcome. It is quite a long way to they approached the hairpin far quicker than come to be beaten by our own club members usual.

Juniors

3 different winners, one each for Heath Brown-heats. ing (our club's smallest member), Michael Aspey and Phillip Chappell. We all looked forward to a good race in the final. Heath Browning sat on pole with Michael Aspey alongside. At the start Michael went into the lead which he held to the finish. Heath Browning was a consistent second with Phillip Chap- Kevin Thompson and fourth Keith Trainer. pell third. We do need more Junior entries! Fifth was Paul Clapham, at last getting his

100 International

A good grid of internationals lined up for the first heat and, with what is becoming an annoying habit (for the other drivers that is). William Turner led from start to finish, followed by Chris Williamson and John Gallagher making a welcome return to racing after a two year lay-off. The second heat was a disaster for all the normal front runners as most were involved in spins or accidents. David Pringle hit a stationary kart and overturned, fortunately escaping 250 International with only bruising. The third heat produced a very good race with William Turner again taking the flag, followed by John Gallagher. David Park inherited third place after Dave Mus Muse had been taken off and Chris Williamson snapped a chain.

until Turner took the lead, leaving John to the attentions of Williamson, who was really motoring. On lap 9 Chris managed to pass John and held second to the flag with John third. David Park was taken off while holding fourth place by a driver who attempted to drive over, rather than round him. This elevated John Magnus to fourth place and a trophy. We also had the only driverless kart completing; the owner shall remain nameless . . . There is a Results substantial reward being offered by John Magnus for the first driver to pass the flag this year, before William Turner, in a final. 100 National

The first heat produced a fine win for Willy Grieve. Roy Dickson drove into second place with Andy Keenan, hoping his luck had changed, third. The second and third heats were won in fine style by IND Racing's Nigel Davidson. Roy Dickson was second in both heats and Willy Grieve was third.

For the final, Willy sat on pole with Roy Dickson alongside. At the drop of the flag, Dickson powered into the lead followed by Davidson and Grieve. Nigel outbraked Roy to take the lead on the second lap, but there was little to choose between Nigel and Roy for the next six laps as they raced seemingly tied together. The outcome of the race was always in doubt until Nigel siezed on the straight, allowing Roy to cruise to victory. Willy Grieve was now second with Andy Keenan third, until Andy, unlucky again, was struck by mechanical problems and dropped down the order.. Mick Smith had blasted from eighteenth on the grid up to third at the flag. A word of sympathy for our Senior driver George Turner, who had a miserable day, but st least his son won the 250 International International final.

There were only two Senior Britains entered 2nd Barry Tolson and they raced with the Nationals. Keith Black- 3rd Mike Davison

burn embarrassed quite a few National drivers by his spirited driving in the heats and final.

We certainly get good and fast racing at Felton these days, and if any 210 drivers reading this would like to come and race, they would - now there's a challenge! All three heats were won by Des Davidson, Andy Martin There were six entries; 5 Junior Britain and netted three seconds, with Kevin Thompson only one Junior National. The heats produced and Keith Trainer consistently fast in all the

For the final, Davidson took pole with Martin alongside, but at the flag it was Andy who took the lead, which he held for three laps before Des took over, only to be repassed on the eighth lap. Andy then held on to win, with Des second. Third, after a good dice, was machine to motor.

Remember, on August 14th we have a DMA Challenge race meeting, so make sure you get to Felton for that. All gearbox classes are welcome.

125 National

Heat winners were the very fast Gordon Brown with 2 wins and George Milburn with one. The final saw Brown the runaway winner with Wilson second.

The heats were all won by Duncan Learovd. but he had to fight hard for those victories against Mike Davison and Barry Tolson. The final was a flag to flag win for Duncan with a good battle for second between Davison and Tolson, with the latter coming out on top. The final was led for 4 laps by Gallagher All in all, although the entry was not large, it was a very good day's racing, but we would like larger grids for the Juniors and Gearbox classes. We have first class facilities - tarmac paddock, covered scrutineers bay, and of course a great circuit to race on.

> Once again, thanks to all the volunteer officials who run the meeting which allows us drivers to indulge in our passion for karting. David Park

Junior Britain

1st Duncan Learoyd

	Michael Aspey Heath Browning Phillip Chappell	MMS GEP/DAP Gillard/Arrow Kestrel/Arrow
	or National Andrew Easton	Premier/Parilla
~	Britain Keith Blackburn	Mistral/Arrow
1st 2nd	International William Turner Chris Williamson John Gallagher	TKM/TKM DART/GEP DAP Premier/Parilla
1st 2nd	National Roy Dickson Willy Grieve Mick Smith	Lane/TKM Dart/Parilla Premier/Parilla
1st	National Andy Martin Des Davison Kevin Thompson	Aero/AMV Zip/Villiers Zip/Villiers
1st	National Gordon Brown Gordon Wilson	Zip/Rotax Zip/Rotax

Zip/Yamaha

Zip/Yamaha

Zip/Yamaha



Class 1 karting has changed quite dramatically during the course of the past ten years — maybe not so much the karts or engines, but perhaps more in the approach of the drivers. Once a sport which was practised for fun and was financially within reach of the every day working man, it has now grown into a fierce battlefield; one which has attracted a more professional attitude. Unfortunately some people have missed the point of the sport - enjoyment. Don't let this put you off though as our sport is still one of the most exhilarating you could wish for. At Club level, Mr. Average can still go out and enjoy himself even on a modest budget. The preparation beforehand and race day itself give one a target to work toward. Karting can also be very frustrating in that one has high's and lows; to start with, one is satisfied just to compete, but then one is looking for a placing and that all important first trophy. Things then progress and targets become higher and higher.

With the Class 1 Commercial Championships now playing an important part in a serious competitor's calendar, the financial outlay and whole approach have to be carefully planned. To those who say things are getting out of hand; Maybe so, but progress cannot be stopped, and perhaps this is the way of the world. However, if one has a positive attitude and loves karting, there is always a chance.

Sponsorship or support is not an easy thing to achieve, but don't forget – companies and interested parties will not come looking for you. It is up to you to write letters, visit people, and promote vourself. Only hard work will be rewarded. There have been thousands of letters written by drivers in efforts to promote assistance, without any major returns. However, on the other hand, there has been a lot of minor interest shown, and if nothing else, it has made people aware of them and the sport of karting.

A dream which most non-gearbox karters have is to represent their country . . . A place in the British Kart Team; a chance to wear that patriotic helmet, green with red, white and blue stripes. Many years ago when British karting was in its heyday. the likes of Bobby Day, Roger Mills, Paul Fletcher, Mickey Allen and others were selected because of their karting experience and willingness to compete abroad and promote karting. Then in the early seventies the professional side of karting abroad came to the fore. Works backed drivers were selected. This is when the legendary British Team characters such as Fullerton, Allen and Lane all hit the headlines. Since the introduction of the 135cc Class and the European circus. along with Super-licence holders, the 100cc side of international competition has tended to decline.

However, when such an event is now contested, it does give some of the countries' outsiders a chance for selection. This happened with the British Team which was chosen for the 1983 European 100cc Team Championship: John Alcorn, making his mark on world karting and heading the four man team; young Martin Prior, gaining much valuable experience; 1982 100 National Champion Andy Buchan, and Nigel Edwards.

Nigel's first race in Europe was not a bed of roses. Initial reaction to his selection was naturally one of excitement, but several factors were against him:

- 1) Would his weight prove to be a dramatic disadvantage?
- 2) Would he adapt to the super-sticky tyres?
- 3) What about slide carburettors?
- 4) The most imprtant thing though could he afford to go?

Taking each worry in turn; his weight was going to be a set-back and all he could do was to lose as much as possible in the 5 weeks before the event. (If nothing else, the 100 National Champs at Rye the week after would be interesting, weight wise, as he normally runs about 6-7 kilos overweight, but the intention was to shed the extra - not an easy task when you stand 6 ft 3 inches!) ...

Despite a little practice on some second-hand stickies, the tyre situation was one of the most crucial factors. It became very obvious at the event that the tyre technology is of the highest order. A variation of compounds, and more testing would have been beneficial.

Slide carburettors were new to both Andy and Nigel, but with help from the rest of the team, and Bernie Orphan (thanks) they obtained some reasonable ones.

The final worry was could he afford to go? As for the equipment, help was forthcoming from his regular supporters: Mark Hines of Zip Kart, and John and Roger Mills of DAP JM, but transportation, accommodation and other bits and pieces needed cash. Decision time!!! With a big push from Sarah (financial advisor/wife) if the money could not be raised then another bank loan would be required - fair enough.

So, now with positive mind, he started writing more letters and making many phone calls to try and get support. The local reaction to his selection for the British Team was overwhelming. The local papers did numerous articles and one even devoted the front page to the Edwards' cause. Yorkshire TV and BBC's Look North also ran features while local businesses made financial donations. Friends and relatives were also very helpful, and jumble sales, raffles, and coffee evenings were organised. One of his biggest successes was with friends at S.H.S., a vehicle hire firm operating in Nottinghamshire and Lincolnshire, owned by motor racing fan Tony Oxby. He arranged for the loan of a new Mercedes 207D van for the trip, for which Nigel was extremely grateful.

All in all he received tremendous support. A moral for all you would-be karters, or even those who are finding things financially difficult: where possible, remain faithful to your kart dealer and promote his equipment. Secondly, keep pestering your friends, businesses, garages etc. - you will be surprised what offers of help you might receive. And above all, don't forget, "where there is a will, there is a way . . . "

Gary Prior - 100 National Champ (Pic: Mike Evans)



Following on the weekend after the trip to Germany, the 100 National RAC British Championships were held at Rye House. As usual the event attracted a large entry (approx 125), but being at Rye, many of the entries were the local 100cc lads, out to show their mettle against the regular commercial series runners. The week leading up to the Championship saw many fancied runners slipping in some "secret" testing and daily reports kept filtering back about who was going quick, and on what equipment.

The first major news to emerge was that the Bridgestone SL's were superior to the Dunlops – however, the outside front was taking a hammering, so maybe that third front would be required on race day (RAC Championship rules permit the use of just three front and three rear tyres during the meeting).

Quick times were being put in by such notables as Gary Prior and Derek Higgins, two who would start as favourites. Garv due to his local knowledge and support from Dartford Karting, and Derek because of his current "purple patch".

From time to time, the Championship attracts one or two interesting entries. At Rye this seems to be the norm, and '83 was no exception. First time out for over 12 months was the TKM entry for 1981 British Champion Ian Ross-Johnson. With his usual supporters and Alan Turney, some strong competition was expected. The second unusual entry was for the one time Super Hero Mark Tredwell. Mark has recently been spannering for John Alcorn and in return was using some of John's 100cc equipment - Fullerton Parillas and all. Lack of practice and unfamiliar equipment however did not do justice to Mark's talent.

Being on Deavin territory it was inevitable that a special Sprint/Parilla entry would be put forward - none less than Doug Spencer. Practice times were as expected quick, indicating Dougie's karting flair. However the entry was withdrawn at eleventh hour due to problems connected with the driver's previous successes at World Championship level.

The weather conditions were ideal for the highlight of the 100 National year and there seemed to be plenty of spectators to watch the action, some perhaps missing though due to the clash with the Silverstone GP. We know Class One supporters are often "anti" gearbox, but a surprising number look forward to this prestigous event. To those concerned, please avoid a clash in the future.

The 100 National Champs will undoubtedly be considered in detail elsewhere in this issue, so just a few items of interest. Derek Higgins' dreams were shattered early on -a sieze in one heat and a broken chain in another. Ross-Johnson was not lucky either and on at least one occasion ended upside down. Gary Prior, although not looking ultra-fast, was keeping out of trouble and stringing together a consistent set of four heats yes four, all to count, the reason being to mix all groups so

Trouble at Stadium . .





GOOD AFTERNOON GENTLEMEN, IF I COULD HAVE YOUR ATTENTION FOR AMOMENT, I HAVE A PROPOSAL YOU'LL BE INTERESTED IN

as to ensure all drivers would compete against each other. Other drivers who were looking impressive were Steve Tillett, ever improving and, with the personal guidance of Mick Fullerton, ever closer to snatching a major victory, and Simon Sutton, as meticulous as ever and probably the quickest. Unfortunately, the efforts of both were in vain, Steve only completing a handful of laps in the final before his engine worked loose, and Simon, who was pressurising Gary Prior and threatening to walk off into the distance should he find a way past, made a passing manoeuvre, contacting GP's nerf bar and deflating a front Bridgestone.

Terry Lilley then had his work cut out to keep Peter Rochford at bay while GP cruised off to find those No. 1 plates. Ian Williams was also looking purposeful on his Dart Kart and DK Parillas, while Andy Buchan, the outgoing Champion, was at last able to show his ability with some fine driving, but no

So at the end of the day a worthy Champion (supported by Mum and Dad), Gary Prior. A character who can bring the best out of 100cc karting, and one who will not be afraid to display the No. 1 plates and challenge other drivers to prove differently.

Terry Lilley and Peter Rochford (Pics: Mike Evans)



1983 New Zealand Road Race Championships

This year's National title meeting was conducted in Christchurch at Ruapuna Park circuit, an extremely smooth, 1 mile track some 20 km from Christchurch.

The meeting was set down for a Saturday - the same day as the Rugby Test, New Zealand v The British Lions, which was also held in Christchurch. However a good crowd of spectators turned up to watch 14 exciting and spectacular races. Three classes of karts contested 4 races in their class to decide the National Road title.

This was the first major airing for the Superkarts in Christchurch, and 17 were entered. The late Richard (Ricardo) Tapper's lap record of 42.80 seconds was smashed by six drivers, the holder now being Jim Rouse with his Zip/Rotax at 41.06 sec.

The Superkart series was dominated by the local drivers: Jim Rouse, John Hamilton (Home grown/Rotax) and Stephen Jones (Zip/Rotax). These three put on some very spirited racing, swapping places all round the circuit, but it was Jones who came out on top in every heat. Tauranga driver Kevin Clark, also driving a Zip/Rotax ran up a string of fourths. Defending Champion John Gordon, from Wellington, had a big "off" and made like an earth scraper in practice. His kart was somewhat like a banana, and he was going to call it quits. However, Christchurch drivers and mechanics would not hear of it, and the kart was rapidly stripped, taken to a local workshop and with the aid of gas plants and plenty of weight was popped back into shape — well nearly . . . It was at least raceworthy and John saw out the meeting.

The 125 Gearbox class was not only a race of drivers, but a race of makes: Suzuki, Yamaha and Rotax. There was some

brilliant racing from this class with Christchurch drivers Paul Crichton (Suzuki) and Graham Stevens (Rotax) trying to dominate over Geoff Valder (Yamaha, Tauranga) and Russell Grant (Rotax, Napier). Valder found out how tough the competition was at the hairpin in one heat when he suddenly became an upside down spectator.

The 100cc stock Yamaha class was a lap scorer's nightmare as the field, in a bunch of up to ten, crossed the line together. An extremely close competition.

Superkarts: Steve Jones, John Hamilton, Jim Rouse, Kevin Clark Fastest Lap: Rouse, 41.06 secs

Top Speed: Rouse, 132 mph

125cc Gearbox: Russell Grant, Geoff Valder, Graham Stevens, Paul Crichton.

Fastest Lap: Valder, 45.37 secs. Top Speed: Crichton, 100 mph.

100cc Stock: Kevin Nairn, Doug Drake, Robin Herron, Gary Hecker.

Fastest Lap: Brian Kinsman, 52.48 secs.

Top Speed: Nairn, 82 mph.

New Zealand 100cc Grand Prix - 20 Laps: 1st Kevin Nairn, 2nd Robin Herron, 3rd Doug Drake.

New Zealand Superkart Grand Prix - 25 Laps

1st Steven Jones, 2nd Derek Wilson (Ricardo/Yamaha) 3rd Peter Cunliffe (/Yamaha), 4th Mark Gregory (Zip/Rotax)



Russell Grant getting the big shove from Paul Crichton in the 125's . . .

1984 LEP INTERNATIONAL SERIES

At the beginning of this year, there was a very successful International Superkart Series, conducted at 3 motor racing circuits. Chris Lambden and Nigel Smith made the trip and really enjoyed themselves. It's on again, but this time it will be in the South Island of New Zealand. The format will be different to the last series in that the meetings will be full kart meetings, and centred around Christchurch (where all your lamb and butter comes from . . .)

There will be three meetings, with 4 races at each, over a period of just one week in early January - the height of our Summer holiday

Three classes will contest the series, with the Premier category being Superkarts. The two other classes will be 125cc Gearbox and 100cc Stock.

The venues will be:

Ruapuna Park – a 1 mile car racing circuit, just outside Christchurch. **Levels** – a 1 mile car racing circuit with a very smooth surface, at Timaru, some 85 miles south of Christchurch.

Christchurch City – a road race, on a circuit of ½ - ¾ mile, right in the middle of the city. This round will be televised nationally. So, if any of you over there would like to come to New Zealand for your Christmas holidays, and take in a bit of karting, get your Visa card out and come over for a really cheap holiday.

For more information phone:

Race Organiser: John Gordon. Paraparaumu 87033 or 86196, or Meeting Convenor: Ian Love. Christchurch 382372 or 794500 x 752

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Fillet Steak, 1	b					٠,٠		٠.										٠,			£1.00
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FULBECK RAC GEARBOX CHAMPS

The Finals of the RAC Short Circuit Gearbox Championships though still looked to be a little tricky in places. on Sunday 26th June saw Luby clinch the 125 National Title for the 2nd year. Local man Brian Finn scored No. 1 for 210 National, while Alan Hope took the flag for 250 National and Colin Olden claimed the honours for 250 International.

> Report: Ed. McCormick **Pics: Rodger Calvert**



250 Nat. blast off...

125 NATIONAL

As is always the case, the 125s were heavily subscribed with almost 40 entries listed in the official programme. Here, before we talk about the racing, a special mention must be made of Chas Walker, a consistent long and short circuit man. Chas is always amicable and like the others, dedicated to karting. About 4.30 p.m. Chas was assisted in a wheelchair to the ambulance where it was discovered he had suffered a heart attack. Many, I one of them, thought it was a case of heat exhaustion, not knowing the facts because it was an exceptionally hot afternoon. I'm sure karters everywhere will join with me to wish him a speedy return to good health and to see his familiar face gracing the circuits. A number of drivers acquitted themselves admirably in the heats of Sunday, perhaps not

so much by positions achieved but undoubtedly through driving skills and ability. I felt sorry for Richard Bridgeman on an Aero with the Rotax he purchased from Adrian Wilcox after the Morecambe World Cup. Following the sorting of some problems, during which this one got his hands dirty, (the first occasion in a long time), the motor seemed to be running alright, until a circlip came adrift during the heats, badly scoring the barrel and effectively cancelling Richard's chances for competing in the Final. Many well known and capable drivers were there to contend for the number 1 plate. Kurt Luby, casting off his long circuit image was seen with Father Jim working on a new Phoenix LDR short circuit chassis. Roger Goff, equally at home on long or short circuit equipment, was out to prove the Goff Rotax could score yet a further success. Evergreen Keith Bisp with the Barlotti Rotax had the same old smile on his face with the same attitude: "We'll give it a - if no go, there's always tomorrow."

Nigel Wigg, supporting Wright had his usual determination to win. The Barringtons, Boyd and Roger were sporting their usual ebullience. Stephen Coward, who took a very creditable 2nd at the Grand Prix is, I think, just beginning to get back into his stride after a long lay-off following a bad smash. It severely rocked his confidence but, having regained that confidence, he is now eager to prove he is as good as ever. Chris Stoney, on a 125 is just as good as he was when racing 250 Nationals, showing that none of the competition spirit has gone and the keen, graceful styles of his driving were apparent. Andy Cowgill I haven't forgotten. Andy, a very capable and experienced driver who has been doing well on long circuit at Snetterton and Cadwell, will one day not too far away, take a major title, one that he deserves. There are many more names I could mention but why make it an endless tirade? You will have to pardon my style of race reporting. Being new to the game, so to speak, and not having the resources of Mike Smith, I throw caution to the wind, make a few notes and pick up the threads later! Still, it works and usually I don't miss much. The fact that this position invariably means people are seeking you out to answer queries, meet other people with their own ideas on how to improve the sport and offer criticism, whether constructive or not, has to be weighed with split senses: one eye and ear on the conversationalist, the other two organs on the racing. As I have no desire to adopt the cloak of a schizophrenic pressman, bear with me at times if I appear to digress!

The 125 Final followed a rather dicy, wet 210 National event. The track had dried out,

However, such lesser details do not affect the tactics of the 125 barrage. A race of thirty laps round Fulbeck is much like watching the Christians and lions and feels much the same to the drivers. After about 4 laps they were so spread out it was at times difficult to establish who was out front. Know your numbers is the rule and go from there. The first one I spotted was the No. 1 saddled with the little man in a dark red and black helmet wearing 'grotty' leathers. He was lapping the field as though the idea was going out of fashion. The Luby 'time machine' was making advances that wrote the history books for others. Hard on his heels, carving a path through the wayfarers, came Chris Stoney and Andy Cowgill, Roger Goff and Nigel Wigg, with Adrian Wilcox, Martin Wall and stalwart Alan Dell emulating the spearhead. A special note should be made of Roger Goff who, after an early lap 'off', lost so many places it seemed impossible he would ever regain ground to finish within the top ten. I've seen 'Goffie' in action before and what he likes best is a challenge. Watching him work his way back up the ranks was like watching Rotax powered ten pin bowling (meant in the nicest possible way). He took a very good fourth spot and the whole 125 legion gave us all one of the most spectacular events of the afternoon.

250 NATIONAL

The entry for 250 National numbered 22 on the programme with most of those being 'home-grown' lads with whom, regrettably, I'm not too familiar. Some of the long circuit boys were about to test the stiffness of the short circuit plates, no less than Richard Boston on the Dino with Chris Stoney's old Yamaha; Duncan Pearcey with the Peak Revs mounted Zip; Chris Penn on similar equipment; Mark Perry with another Dino/Yamaha and short circuit (mainly) man John Ottery, frequently seen at Kimbolton with his Yamaha 'H' powered Zip and Paul Klaassen on a Zip/Yamaha.

A few surprises were in store for those hopefuls. Richard Boston, with Robbie Kellett spannering for him, proved that the motor was quick and, with Ed Duckett's Dino, ideal for the circuit. A seize in the last but one heat put Boston out. A quick rebuild and, running a little richer to prevent a similar occurrence.

Mark Allen (25) - a very bumpy 210 Final!





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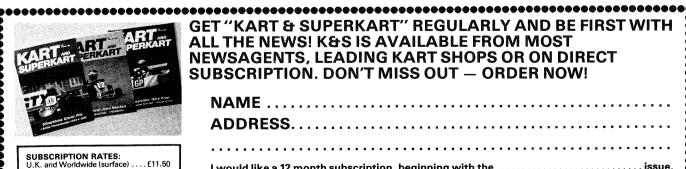
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August 1983

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BRSCC + 125cc

Do not forget the BRSCC meeting at Brands Hatch on 14th August when they are holding a 125 event.

BUTTY + RACING = A WELCOME RETURN

It appears that Butty is on the verge of coming back into the driver's seat, assisted of course by Peter Berry. It may well be he might not return until the end of the season, or perhaps even wait until the start of the '84 season, but it does seem fairly certain that retirement does not suit Dave. It seems likely he will remain with Zip/Rotax equipment similar to that which served him so well in 1982.



The result of reversing grids at Donington saw chaos on the startline. (Pic: R. Calvert)







Colin Olden (Zip/Rotax) took the plate for 250 International.

ling grid order for the Final. John Ottery had a came to the final the Phoenix men were out to very mixed weekend with very mixed feelings I prove the effectiveness of their equipment and suspect. His motor is quick and capable, set up for short circuit. So, what went wrong I don't honestly know

from the start into the first left hander before (31) from a bad grid position was making the hairpin, it was anybody's guess who was rapid progress until he was among the leaders, going to achieve anything in the gruelling test driving as though his life depended on it. He lying in store. I saw so many go off or retire, fought for a good twenty laps until disaster the numbers are legion Richard Boston was struck in the form of a sheared allen bolt in the involved in a spin off with Alan Jones just past the box. start/finish line after a few laps. Jones managed to restart and get away. Richard was restarted continuing. Olden, having set the pace, left the with assistance and drove as though the devil second spot struggle to the Phoenix clan, with was behind him to make up the one lap he had Bristow and Hey tossing the coin to see who lost. The problem with 30 lap Finals is that the was going to follow Olden. At times they were quicker guys start lapping back markers time very close to the leader, but at the flag it was and again causing total confusion to the specta- Olden who took the trophy with Bristow second tors and making the task of the lap scorers a and Hey a good third. John Brackburn and nightmare. When a circuit is flat and obscured Alan Miles finished 4th and 5th. by corn an assessment of who overtook whom and when becomes a near impossible task, unless one has the use of a pair of stilts or a tall building on which to stand.

Nevertheless the race was quite a tidy one with a lot of competition and some in-fighting. The Pearcey's Penns and Perrys vanished from contention and Richard Boston, who drove a fine race after his mishap, fought valiantly through the pack to take a third position, only to be disqualified for restarting with outside assistance. Such is the misfortune of bending

Alan Hope romped home to take the plate Davies, David Miles and Robert Hipkin.

250 INTERNATIONAL

21 runners were listed for the International event, with a sprinkling of familiar long circuit faces ranged amongst the grid - Colin Olden, Glenn George, Philip Bristow, Pete Hammond, Steve Rawson, John Ashe, to name some.

The heats were interesting. Steve Rawson was struggling all day with problems; bottom Duckett, as we watched with Del'Orto man end power just wasn't there to take him out of Anthony Matthews, "it will be for the 210's." the corners. When the CTRP Rotax did kick in it was lifting the front end. Under the auspices planing took out the top runners." I returned. of Jim Luby, young Mark Hey was driving the gazing disdainfully at the leaden sky, feeling Phoenix/LD Rotax he used so gallantly at the first heavy spots of Summer's thundery offer hit Silverstone, only to be disqualified from 4th my thin jacket like bullets from some demon position for being underweight. It was interest- weapon. ing to watch how the long circuit machine

gave him a finish in his next heat, with a midd- was in the hands of Philip Bristow. When it "Uncle Jim" was there to cheer them on.

In the final the pace was quickly established: Colin Olden (2), Bristow (14) and Hey (44) Come the Final and, as they roared off filling three of the four top places. Steve Rawson

Meanwhile, back up front, the battle was

210 NATIONAL

The Villiers entry was one of the largest seen for a long time; 44 featured in the programme, necessitating 'split' heats and an 'A' and 'B' Final. The well-known names present were 250 National legion: John Burns (1) of long circuit acquain- 1st Alan Hope tance; Geoff Upton; Mark Allen, who tackles 2nd Brian Barwell both 125 and 210 venues; Colin Poole, a well- 3rd Alan Davies established short-circuit man who entered 125 National at the GP; John Brennan, our Irish 1sr Brian Finn friend; and of course the stalwart of the long 2nd John Burns circuit 210's, Bill Longden, last seen at Oulton 3rd Mark Allen Park in 1982. Bill told me it was domestic with Brian Borwell second, followed by Alan affairs (in the nicest sense of the phrase), work and money which had kept him away so long. As he said, "John Newton can't have it all his own way!" Remember the battles between Bill. 3rd Mark Hey John and Rick Boston last year? Marvellous, weren't they . . .

The heats proved interesting, the prominent and Brian Finn. figures being Mark Allen, as expected; Bill Longden, having lost none of his old verve: Colin Poole: and John Burns

"If it's going to rain for a final," said Ed

"Like the wet Cadwell meet when aqua-

With the heat of Saturday's sunshine and would perform. Mark had quite a fight on his the humidity of Sunday morning, one could hands until he got used to the frequent twists have peeled the rubber from the circuit like and absence of long straights. Mark had some strips of liquorice! When those first few spots good heat finishes despite a few trials and of rain touched the surface at the beginning tribulations. The only other Phoenix machine of the final I knew that race was going to be

the 'dice' of the sort-circuit year.

The pole man got away to a marvellous break from the rest of the pack, establishing what looked to be set a three horse race. Allen, Longden and Poole came sweeping through the paddock hairpin, nose to tail, well up on the rest. It was then that the heavens once again took their vengence, for some reason, on karting (perhaps our Lord doesn't go a bundle on the sport, preferring man to restrict himself to the use of animals for transport, or his own two feet). The recriminations from on high took their toll on the three-man lead. Bill Longden vanished, leaving Mark Allen to reappear with a bent rear axle - but determined to continue.

In the midst of the downpour Colin Poole retook the stage, his machinery reminiscent of a latter day Wurzel Gummidge!

By this time John Burns and local man Brian Finn had vanished into the distance, carrying in their wake the rest of the field, leaving our two remaining gallants the onerous task of making up the pace.

Still the rain continued, transforming the colour of the circuit to a deadly, gun-metal grey. The numbers that went off, spinning wildly, uncontrollably were beyond comprehension, the helmets dotting the wheatfields like backmarker locusts at a mass migration.

Through the 'restricted' monsoon, those remaining battled on to complete the agonising thirty laps, though some, like Colin Poole, were forced to retire. The race should have been stopped, I thought, but as it was a Champs meeting, the torture had to go on.

At the flag it was local man, Brian Finn, who took the plates. I hope we shall see him at other short-circuit venues this year. John Burns claimed a very good second, while Mark Allen deserves credit for his determination in finishing third under extreme duress.

My thanks to the club officials for an excellent weekend with superb racing, and the honour of presenting the trophies on behalf of K&S.

125 National 1st Kurt Luby

2nd Chris Stoney 3rd Andy Cowgill

> Lynx/KTM Aero/SFR Yamaha

210 National

Barlotti/BTU Zip/Burnspeed Dino/MA Villiers

250 International 1st Colin Olden 2nd Philip Bristow

Zip GP/Rotax Phoenix/LDR Rotax Phoenix/LDR Rotax

Phoenix/LDR Rotax

UFO/CSK Rotax

Phoenix/Rotax

L to r: Colin Olden, Kurt Luby, Alan Hope



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With another TV race behind us and indeed another disastrous day for myself, it would appear that World of Sport got CONGRATULATIONS the excitement they wanted but the cost I am sure you will join with me in offertroyed at the start of the second race boy on July 26th. does not bear thinking about. Certainly the unfortunate few paid the price for inexperienced drivers being put at the CENTRAL KART CLUB MEMBERS front of the grid while under so much GET DIVIDEND ing positions for the second. There is of tainly the fairest way of doing it. I reabut after all, the drivers are giving up their ing that unless something is done they Championship are as follows. may well boycott the event. This would be a terrible shame after working so long to get Superkarts on the box, so please let's have a little more assistance from the organisers to improve matters for all concerned and, in turn, I am sure we will get even better racing on TV.

NICK-NICK AT BRANDS

Jim Davidson did a really excellent and indeed very comical job of presenting the prizes at Brands Hatch as he just happened to be there propping up the bar. Stuart Ziemelis will not live down Jim's description of him too quickly; he first stated there "was more fat on Lester Piggot's whip" than on Stuart, only to be followed up by calling him a walking dip stick.

However we got our own back when Gary Lyon's mechanic and Team Manager 'Leroy' did a Martin "Chalky" Hines impersonation and went up to collect my trophy. For once "Nick-Nick" Davidson was stuck for words!

was high. Fortunately not in injury, but ing sincere congratulations to Jacquie the amount of equipment that was des- Merritt who gave birth to a 10lb bouncing

the times achieved, which to me is cermeeting at Mallory Park on the 2nd grave Square and will cost £9.50. October is a meeting not to be missed lise it means more work for someone, as this is now the Final round of the Club

To give you an idea of gearing, last

ZANDVOORT - it's 125 and 250 National as well as Superkarts

Now the entry forms are available for Zandvoort on 20th and 21st August they will now be running 3 Classes.

The 125 Class in Europe allows watercooling and this is what they will be running there. However, from what I have seen of 125 in Europe on circuits like Zandvoort, I know our 125 aircooled Rotax will certainly give them a good run for their money. So now is your opportunity to race on one of Europe's finest and fastest circuits, although a little bumpy in places. They will also be running a 250 National Class which is Single Cylinder and limited to piston or reed induction, much the same as our National Class. Once again I really think we could fly the flag well in this class. Then of course there is the Superkart Dutch Grand Prix. Remember, if you do not have the necessary qualifications for the World Series you could obtain them by finishing in the top 8 in Zandvoort.

If you do intend going you will have to move fairly quickly, entry forms are available from either myself or the RAC. Please, if requiring entry forms, enclose a s.a.e. when applying.

Travel arrangements can be handled by Circuit Travel who will give Central Kart pressure to do well in front of the TV The Central Kart Club have announced Club members' a discount and will be cameras. Whoever is responsible for this that they will be giving £1200.00 in pleased to book your accommodation. form of grid positioning has really got to trophies and prize money for their first Do not forget to pack your bucket and have a big re-think. The grid for both Club Championship, which must surely spade (not Leroy), as Zandvoort is right races should either be as the first, or the make this one of the richest Club Cham- on the beach and it is a lovely holiday finishing result of the first being the start- pionships ever in British Karting. The resort. You will require Carnets for your Club Championship is only open to Club kart/engine which are available from the course always practice times, as Doningmembers and points will be scored on a RAC Overseas Travel Dept. You have to ton with its excellent facilities can time 9,6,4,3,2,1 basis as in the British Chambe a member of the RAC to obtain one. everyone while they are out in practice pionship and the Bridgestone Champion You will also require a Visa which is and then assemble the grid according to of Champions Series. So certainly the issued, once again, by the RAC at Bel-

Championship and the Bridgestone Cham- year I ended up with the same gearing as time and putting their equipment, even pion of Champions Series. As both of Silverstone, so it really is quick. The surtheir lives on the line for the TV, apart these Championships are now past the face offers good grip although if there is a from, of course, paying an entry fee. half-way stage with three events com- lot of wind about you do get a bit of sand There are various drivers that are suggest- pleted the current positions of each blowing about which can obviously cause a lack of adhesion.

BRIDGESTONE CHAMPION OF CHAMPIONS SERIES. Points after three rounds.

125 National		210 National		250 National		250 Internatio	nal
P. Tippell	12	J. Newton	24	A. Cheetham	15	M. Hines	22
M. Ballantyne	11	T. Doble	12	D. Rodgers	13	R. Gange	19
A. Cowgill	10	V. Munday	9	R. Boston	9	R. Kerkhoven	7
K, Luby	9	G. Bett	8	B. Tomlinson	8	D. Price	6
I. Shaw	7	R. Kellett	4	P. Taylor	6	N. Smith	6
K. Glendening	6	P. Featherstone	4	P. King	6	M. Belbin	4
_				-		R. Arnold	4

CENTRAL KART CLUB CHAMPIONSHIP Points after 3 rounds

125 National		250 National		210 National		250 Internat	ional
I. Shaw	15	B. Tomlinson	15	J. Newton	24	M. Hines	24
M. Allen	10	R. Hyett	9	P. Feathersto	ne11	R. Gange	2
K. Luby	9	D. Croft	9	V. Munday	9	M. Belbin	9
•		R. Boston	9	•			
		P. Featherstone	7				



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LINDHOLME, 3RD JULY

Senior Britain

Scott Banks

Premier/WRE Arrow

Junior Britain

Dominic Connelly wins all three heats and the Final on his Premier Classic and WRE tuned Arrow.

Steve Pridmore Premier Kart

Premier Kart Martin Pavell

THREE SISTERS, 17TH JULY

100 National

Graham Kershaw - Premier Kart and W.R.E. tuned Parilla.







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***NEWS EXTRA!

P&A Kart School to open at Three Sisters. try your introduction to karting!

Safety would seem to have been the main subject of debate in recent weeks both at driver and RAC Committee level, largely centering around the age old problem of starts. Many years ago, the late Sidney Taylor was the great protagonist of rolling starts - the RAC used to grudgingly allow him to use the practice at his Cadwell meetings, with the exception of RAC Championship meetings. Their standpoint was based on the belief that part of the definition of a gearbox kart was that it should be able to pull away from a standstill, and thereby prove its fundamental difference from a Class 1 kart. That was basically their own justification, with little consideration for which method represented the least hazardous system.

It would appear that the balance of reason on the Committee has now altered significantly, and the opinion of people actually affected by RAC legislation considered. There was a time when only 3 members of the Kart Committee were even regular spectators at fast circuit races. We now have three active 250 Superkart drivers regularly sitting in the "hallowed" chambers of Belgrave Square. Mr. Southcombe is now listening to Messrs. Gange, Hines and Lambden's point of view on fast circuit matters, a welcome change from the "absent experts" of the past! The end product of all this is that next year, strictly controlled rolling starts will be adopted for all fast circuit meetings, with longer grids comprising smaller rows of karts.

TV meetings have also come in for much criticism, and not before time. For those who don't know, the grid for the first of the two races is arranged with the "men most likely" at the front and the "least likely" at the rear. The second grid is a complete reversal of this as (so aptly put) in Stock Car Racing. The the day, not ten minutes before race one, to diabolical - one person at the front stalled, expense of racing an unsorted kart. two others were doing 10 mph from the back I fear that too many people involved are of £1.000!...

very much as an afterthought to the main back into karting. attraction of the motor cycle races. A stand should be taken to arrange practice early on in month . . .

trouble is, Superkarts are not Stock Cars. The give people time to make the necessary adjustlast illustration of this was nothing short of ments and avoid the consequential possible

before the flag dropped, and mayhem resulted. intoxicated with the "draw" of possibly being The worst of the eight karts damaged in the on the magic screen, so that they will be melee was that of Richard Arnold, and in parts reluctant to make the small demands that are alone, his repair bill came to a few quid short necessary. Remember what I pointed out after the first Donington televised meeting; Whilst the TV exposure is to be welcomed people are making quite a lot of gold out of (though it hasn't, ironically, as yet resulted in you, and showing very little concern for your an increase in sponsorship involvement with safety or welfare, and you are being charged a competitors) it is resulting in a very high cost totally unwarranted entry fee, the large part of to the competitor. The karts are being treated which I can assure you is not being ploughed

That concludes my 'tub-thumping' for this



Whilst at the recent Donington meeting, I eavesdropped and later joined in with a conversation between a bike racing mechanic, a frame builder, and Bernard Fau, a Frenchman, enhanced by his near perfect English, who now rides at the front of the 250 class on a Yamaha. In previous seasons he was one of the top endurance riders in the bike world. Now, though a world-ranked rider, he is finding sponsorship in France very hard to find since that bloke Mitterand got into power!

Barry Sheene's recovery and riding after his Silverstone accident also came under discussion. Though I don't personally agree, they considered his nerve has gone, as he apparently doesn't consider his already much screwed together limbs would stand helicoils! Cruel stuff . . . Though humour in most fields of motor sport is witty, it is full of cynicism.

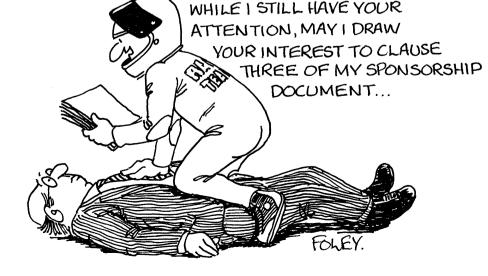
They then got onto the subject of just how much Honda was putting into racing in terms of money. Whilst Suzuki and Yamaha have a large involvement, Honda's is apparently unlimited. They intend to augment their already impressive results in the 500cc World Championship class with a new 250cc over-thecounter racer next year, to compete against the dominant powervalve Yamahas. The bike will cost about £10,000 and will have all the goodies included at that price. The engine will be a "V" configuration disc valve, one cylinder upright and the other leaning forward, producing a reputed 72.6 h.p. (at least 10 more than a healthy Rotax). One can only hope that for a few years yet, what one would assume to be the price of this motor will keep it well out of kart racing. 'Market' conditions could not stand the upset of a new motor in the class at the moment.

Whilst on the subject of motors for 250's, work is nearing completion on the Armstrong version of the Rotax. This basically consists of a refinement of the Austrian engine, a Yamaha clutch, and horizontally split crankcases, with probably their own cylinders. The idea of a bore and stroke other than 54 x 54 has been scrapped as severe vibration on bench testing was experienced. Peter Berry very much has an "in" at the Armstrong door, and as the likelihood of a Buttigieg 'comeback' is ever more likely, Armstrong might provide the "chuff" for his return . . .

The format for next year's World Superkart Championship is taking place - good news and bad news. Four rounds are being considered, with the best of three to count. It is planned to start with a round in South Africa, on what is a short circuit, in February. That is the bad news, as it totally removes any hope of participation from the average man. Even with the consideration of an assisted passage, the time away from work alone rules it out for the large majority. When will the 'powers that be' realise that whilst they can globe-trot, on expenses, from this meeting to that conference, the vast majority of kart racers actually do have jobs of work or businesses to run, and they can only afford to race whilst their weekday occupation is attended occasionally!

A letter, accompanied by most of the top British driver's signatures has been sent by Chris Lambden to Buser at the CIK expressing these points of view.

The good news is that the other three rounds are Silverstone, Paul Ricard, and the Mecca of any 'non Mickey Mouse' circuit fans, the shortened 8 mile Nurburgring in the beautiful Eifel mountains of West Germany



... AND FINALLY MR COLA.

Kart & Superkart

August 1983

13

The original Nurburgring circuit was conthe inhabitants of Brixton or persons of that ceived in 1925, essentially as a proving ground ilk! London Superkart driver Gary Lyons has for the German motor car industry, and was in excess of 14 miles per lap, but the first Grand Prix was held there in 1927. Its construction an enormous cost, even for those days, was justified by the high level of unemployment in Germany at the time (yes, it even happens in that Teutonic land!). A snippet of totally useless information: the first winner of a Grand Prix at the Nurburgring, in 1927, was a certain Otto Merz, who had two other claims to fame. He was the chauffeur to the Archduke Ferdinand at the time of his assassination, which triggered off the First World War, and he could bang six inch nails into wooden tables with his bare hand! . . .

When certain notable people are seen in close conversation, rumours can start, and sometimes rumours become reality. On the Denmark trip, Steve Styrin was regularly in the company of Peter Berry. This resulted in Styrin's devastating form at Brands Hatch being partly due to the efforts of Berry's attention to his engine. After the Donington meeting, Doctor Ehrlich was seen talking to Nigel Smith, and I don't suppose they discussed the weather. As yet, nothing has come of that encounter - not yet. Whilst on the subject of who does or might do whose engines, as from Silverstone, both Rob Kerkhoven and Sandy Dalgarno's engine are being tended by Russell Anderson at Zips.

hearted note. The prizegiving took place in the emotionally starved human being for the rest splendid Kentagon building, with the present- of their life. Acts like that are so rare and ation of trophies being performed by that inspirational, they should squash any of his amusingly cocky comedian Jim Davidson, critics ... whose brand of humour frequently encompasses

Sandy Dalgarno - who does whose engine



a friend/mechanic called LeRoy, who sports a healthy "hereditary tan" and when it came to the time for Martin Hines to receive his prize (realising that funny man Jim wouldn't know what Hines looked like), LeRoy went up for the prime trophy of the day's racing, amidst wild applause! Jim Davidson was completely "thrown" . . . There is still a good sense of fun and humour in racing and that can only be

One aspect of Barry Sheene's continued racing after his accidents was pointed out to me by my wife (admittedly one of his greatest fans). He is a source of tremendous inspiration to the members of the human race who, for one reason or another, have to overcome terrible physical disabilities and injuries. This was brought home to her when she witnessed a rather 'lump in the throat' scene outside his pit at Donington. A very pretty young girl in her early twenties was wheeled in her invalid chair to the outside of his pit area. Sheene was not having a good racing day, and any other normal mortal would not have had the time or the inclination to bother with the girl. Not so for a Superstar of the calibre of Sheene. On hearing of the girl outside, he came out, walked over to her, kissed her, and spent a good five precious minutes talking to her about legs, ability to walk, determination etc. On saying their goodbyes, she wished him good luck for Sunday's racing and he wished her good luck in the next week, adding that "she had better bloody well get those legs working again!" The The Brands Hatch meeting ended on a light- look on that girl's face was enough to feed an

Chris Merlin

(Pic: R. Calvert)

BRITISH LONG CIRCUIT CHAMPIONSHIP Points after three rounds (Note: Points are on a 9, 6, 4, 3, 2, 1 basis) Superkart Martin Hines

į	2nd	Reg Gange	16	
ı	3rd	Rob Kerkhoven	7	
1	4th=	Nigel Smith	6	
1	4th=	Richard Arnold	6	
1	6th=	Malcolm Belbin	4	
1	6th=	Richard Dean	4	
	210 Na	tional		
1	1st	John Newton	22	
ı	2nd	Tim Doble	18	
	3rd	George Bett	17	
Į	250 Na	tional		
ı	1st	Derek Rodgers	19	
į	2nd	Alan Cheetham	15	
1	3rd	Richard Boston	9	
-	4th	Paul Taylor	8	
ı	5th	Barry Tomlinson	6	
	6th	Dennis Barnes	5	
	125 Na	tional		
	1st	Ian Shaw	11	
	2nd=	Stuart Ziemelis	10	
-	2nd=	Andy Cowgill	10	
20000	2nd=	Doug Hart	10	
CHESTORY	5th=	Kurt Luby	9	

BRIDGESTONE/KART & SUPERKART 100 NATIONAL CHAMPIONSHIP Points after four rounds:

1 2 3 4

Mike Ballantyne

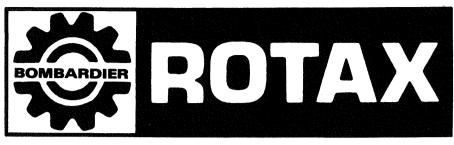
		•	-	-		
1st	D. Higgins	98	80	95	71	344
2nd	A. Colson	95	84	66	83	329
3rd	S. Tillett	65	94	87	77	323
4th	G. Price	91	75	73	74	313
5th	N. Box	80	93	50	87	310
6th	P. Giddings	76	70	74	83	303
7th	G. Prior	101	75	93	30	299
8th	G. Till	63	83	88	64	298
9th	A. Buchan	82	49	68	94	293
10th	G. Moynihan	81	67	71	73	292
11th	P. Fletcher	90	88	76	23	277
12th [V. Edwards	51	88	71	69	276
13th	P. Rochford	34	91	84	64	273
14th	I. Williams	49	76	74	63	262
15th=	P. Stephens	70	72	56	62	260
15th=	S. Dart	25	80	70	85	260
17th	N. Crabtree	81	66	78	22	248
18th	J. Percy	49	69	78	35	231
19th=	C. Dagless	42	58	91	39	230
19th=	S. Sutton	48	23	80	79	230

DMA Racing

210 CHALLENGE (1983)

Points after 6 rounds ar	e as follows:
Ian Hunter	60
Dennis Osborne	55
Paul Robinson	42
Dud Martin	36
Mark Lockley	36
Colin Poole	34
Tom Thacker	33
Graham Poultney	25
Andy Goodliffe	20
Mark Allen	20
Kevin Routh	20
John Haigh	20

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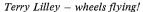


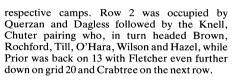


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Finally everyone settled into their karts and were dispatched onto the circuit. At the raise of the flag Beasley took the lead ahead of Hooley, Dagless, Chuter, Till and Rochford. As they started lap 2 so Dagless pulled off by the Pits and further round at the dog leg, Prior, who was flying through, spun, restarting well down the order. Rochford took 3rd on lap 4 leaving Till a little way ahead of Wilson, Chuter and Moon who were having a battle royal. A little way back but closing came Archer, Knox and Percy and a couple of circuits later the fight for 5th became a six way battle. Chuter was dropped on lap 9 while Moon was somewhat dumped at the Pit corner and race leader, Beasley, made it an eventful lap when he too went out. This left Hooley leading with Rochford right there looking for a way past, Till 3rd and Wilson the new 4th place man just ahead of Knox and Archer. Hooley and Rochford completed the last two lans locked together with Till a little way ahead of Wilson, the fourth qualifier, while Archer just left his charge too late with Knox, Chuter and Percy next.

Simon Sutton.





Neil Hann – first home for the K&S "double".

HANN'S DOUBLE

More disgruntled sounds eminated from some as karts were shunted around on the dummy grid for the final of the day. As one or two drivers almost refusedto be moved so everyone was warned in not taken and if there was any movement on the rolling laps then the offending driver(s) would be removed. Not surprisingly this stopped the protests and the line up was finalised. This left us with a front row filled by Hann and Buchan with Lilley and Box occupying row 2 ahead of third row men Giddings and Sykes. Next up came Dart, Higgins, Parrington, Tillett, Edwards, Moynihan, Wilkes, Price, Sutton, Williams Stephens, Marsden and Colson with the B final qualifiers completing the line up which looked very much a Who's Who of 100 National.

After a couple of very quick approaches to the flag, the first of which had Buchan a mile ahead of the pack, the starter finally got them away at 5.10 to start the 20 lap thrash. Buchan led through the first corner but was soon demoted by Hann and Lilley. Lilley passed Hann to lead but at the end of the first tour 'Rockstar' was back in front - this promised to be a real cracker. Lap 2, Hann still led Lilley with Giddings now ahead of Buchan, who in turn led Sykes, Box and Higgins while Rochford had charged through to 12th place. Higginsmoved into 5th on lap 3, demoting Sykes and Box and a lap later he passed Buchan then Giddings, pulling Buchan through with him, and Giddings lost a further place to Sykes, leaving him down in 6th. By this time the front men had pulled out a big lead circulating as one, while Higgins was possibly the only man who looked capable of pulling them in. Sykes went out on lap 5 while on the same lap, Moynihan spun and the Price/Rochford duel ended when they tangled at the dog leg. A lap later Sutton was up to 5th followed by Dart and Box. Tillett passed Box next time round while Sykes was back up to 9th with Colson, Edwards and Stephens next. Lap 8 and we had a new leader as Lilley outbraked Hann at the dog leg while, further back, Sykes moved up another place. Three laps later Tillett and Sykes dropped out promoting Box, Colson and Edwards, who now led Till and Giddings while, at the front, the leaders were being reeled in by Buchan as Lilley slowed the pace to hold off the advances by Hann. Higgins returned with a broken chain on lap 12 leaving the way clear for Buchan to challenge the leaders. The demise of Higgins elevated Sutton to 4th and he in turn still headed Dart, Box and Colson. At three quarter distance Colson passed Box while Buchan was just behind the leaders where Hann was falling all over Lilley in search

remained unchanged, then, on lap 19, Hann

dived down the inside of Lilley into the dog leg and managed to hold on to emerge in the lead Buchan relegated Lilley to 3rd but at the end of the lap Lilley was back into 2nd and chasing Hann as the last lap signal was given. Barring no uncertain terms that if the grids allocated were mechanical failure Hann looked set to win his second K&S round and he duly completed the lap to take the chequered flag from Lilley and Buchan who had played a big part in making it a classic final. Sutton crossed the line in 4th place ahead of Dart, Colson, Box and Till, from the B final while Rochford recovered well to take 9th with Price, Giddings and Tillett completing the

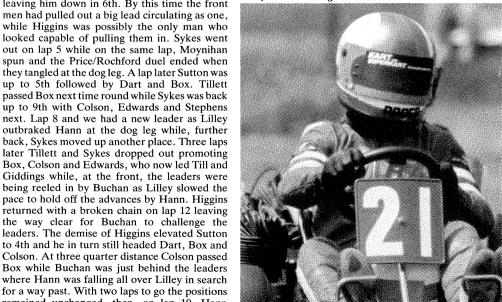
> As the circus prepares for the penultimate round at Kimbolton on August 28th so the positions are as close as ever, making every point vitally important. It promises to be a great final.

1st	Neil Hann
2nd	Terry Lilley
3rd	Andy Buchan
4th	Simon Sutton
5th	Steve Dart
6th	Andrew Colson
7th	Norman Box
8th	Gary Till
9th	Peter Rochford
10th	George Price

BM/Arrow Zip/Parilla DÂP/DAP Gillard/PCR Hutless/Arrow Dart/Arrow Birel/Parilla Zip/PCR Zip/Arrow DAP/DAP

Derek Calver

Andy Buchan - a good third.



A total of over 170 karts and drivers assembled at Brands Hatch on Saturday July 23rd to contest the third round of the Long Circuit Championships. The meeting was organised by the Central Kart Club under the leadership of Peter Carter and Ian Rushforth. The weather was very warm despite an odd shower on Saturday morning which soon cleared and allowed the track to dry quite quickly. The viewing points on the short Indy circuit are first class and allow an almost uninterrupted view of the whole circuit if you pick your spot with both eyes open.

PIT PATTER

Not a lot was new around the paddock, although one or two names from the 250 Formula E class were missing; Derek Price, Giles Butterfield and Sandy Dalgarno amongst those not

TV event winner Brian Heerey was making his first visit to the Kent circuit and was hoping to learn the intricacies of it quickly enough to put him in line for a high placing.

The Luby Phoenix Team, in the 125 class, had a disastrous journey to the circuit when their coach blew its engine in a big way on the M10. A distress call to Andy Cowgill at the circuit brought them much needed help and they finally arrived in the early hours of Saturday morning.

In the 210 Class, British Champion Tim

Doble had switched to a Dino chassis, whilst 250 National Derek Rodgers was trying out some new reed valves, courtesy of Lancashire based Harpowa. Judging from his times in the second heat, they seemed to work beneficially

Bill Longden was making a return to the long circuit scene, or as he so nicely put it, "they've let me out to play again."

NEWTON ALL THE WAY

The 210 Villiers class started the racing for the day and it was soon apparent that the GP plates of John Newton are going to be seen at the front regularly. John took both heats to annex pole position, with Tim Doble's Dino not too far behind each time out. George Bett and Simon Quance were the most consistent of the rest; they being the only others to finish each time in the top six. Mansfield's Bill Longden showed up well in the first heat, netting a fifth place to show he is still quite capable.

Glen Clarke, Gary Parker and John Underdown were also in the top six, but they managed it in only one of the heats.

The final then looked to have all the hallmarks of vet another two-way scrap between Newton and Doble, and indeed that was exactly how it turned out.

At the change of lights, Bett got the jump as they headed towards Paddock Hill bend, but Newton very quickly had the Zip ahead and was almost at once followed through by Doble. Behind third placed Bett, Parker, Longden and Quance were having their own little battle, but up front Newton and Doble were almost locked

For three laps that was the scene, and then on lap 4 Doble's Dino took the lead, and the real struggle looked to be about to start. Only for two laps though did Doble stay within striking distance, for Newton quickly struck back to hit the front again and Doble began to fall away, only slightly on lap 6, but by the end of seven tours Newton had an appreciable



The inseperable duo - Tim Doble and GP John Newton

BRANDS . . .

Round 3 of the British Long Circuit RAC Championships, incorporating the same round of the Bridgestone Champion of Champions Series, goes to Hermetite's Martin Hines. Nigel Smith takes a good 2nd from Reg Gange. To John Newton another 210 National victory, followed home by Doble and Bett. 'Peak Revs' Derek Rodgers holds off team mate Cheetham in 250 National, while Mike Ballantyne shows his mettle to Shaw and Cowgill in the 125's.

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

Boston (84) splits the Peak Revs domination in an unsuccessful bid.





advantage and really it looked all over. Parker, Mike Ballantyne (131) holds off Ian Shaw in Longden and Quance held station in the next the 125 Final. three places and that was how it was at the flag, with Bett still holding on to third. Not the best of races to set the pulse going, but if nothing else it proved again that Newton is the man to beat.

1st John Newton Zip/APV Dino/APV 2nd Tim Doble 3rd George Bett Zip/Bett Villiers Race Time: 8:46.8 (82.25 mph) Fastest Lap: Doble, 51.6 (83.97 mph)

RODGERS POINTS

The 250 National scene has this season become the almost exclusive property of the Peak Revs to get Rodgers and Cheetham in his sights. camp and Saturday July 23rd proved to be no

Derek Rodgers quickly stamped his mark on the proceedings, taking a win in both heats to they dropped down from Druids for the seventh notch pole position. Alan Cheetham had a second and a third, whilst Dennis Barnes and Chris Penn, both on Peak Revs motors, got themselves into the top six in one of the heats. Temple Motors/UDT Finance driver Richard Boston perhaps looked the most likely to

Ziemelis, from pole, suffered tyre problems, but hung onto sixth spot.

upset the PR dominance when he split Rodgers and Cheetham in the second heat aboard the competitive Dino.

The final then turned out to be a cracker, and after Rodgers had knocked a second off his record for the class set last year, he was the one expected to make the running.

He didn't disappoint his followers for, by the end of lap one, which Cheetham had led, Derek went into the lead with Barry Tomlinson third. The Dino of Richard Boston however was being driven hard by the Yorkshire based Irishman and soon caught and passed Tomlinson

Into the second half of the ten laps and things began to hot up. Rodgers still led, but Boston was closing on Cheetham rapidly and, as time, Boston had edged into second place. Down the Brabham straight to complete that seventh lap and Rodgers and Boston were side by side – it was getting hectic!

For the next two laps it looked like either one of them would get the verdict; it certainly wasn't a race to bet on. But then, out of and a qualifier in order to settle the final grid Druids they came for the last time and Boston positions. could be seen slowing and pulling off at the

bottom of the hill. Rodgers had a clear lead now and only had to keep going to win. For Boston it was a very disappointing end to what had been a marvellous scrap. It transpired later that the action had indeed been so hot at the front that, in an effort to dive down the inside of Boston's Dino, Cheetham had made contact and dislodged the carb. Consolation however came for Boston later when he was presented with £25 by the Brands Circuit as their choice of Man of the Meeting.

Tomlinson then took third place, but once again Rodgers and Cheetham showed them all the way home to emphasise the Peak Revs superiority.

PRP Zip/PRP Yamaha 1st Derek Rodgers PRP Zip/PRP Yamaha 2nd Alan Cheetham 3rd Barry Tomlinson Zip/Yamaha Race time: 8:29.8 (84.99 mph) Fastest Lap: Rodgers, 49.7 (87.18 mph) Fastest lap of the day (record): Rodgers, 48.8

BALLANTYNE BEST

The 125 class had, as usual, the largest class entry with well over 60 drivers listed in the programme. That necessitated two split heats

Continued on page 18



HANN SCORES A DOUBLE

KART AND SUPERKART 100 NATIONAL **ROUND 4 – LITTLE RISSINGTON**

Neil Hann claims his second victory in this popular series while Terry Lilley and Andy Buchan chase in 2nd and 3rd to make a classic Final.

Report: Derek Calver

Pics: Rodger Calvert

Sunday, July 3rd found the Bridgestone/Kart and Superkart 100 National Circus on a day trip to Little Rissington in the beautiful Cotswold countryside, to open the second half of the championship. With no Saturday practice at 'Rissi' the usual 2/3 day event becomes an 'Away Day' for the teams which means that for many the first part of the day is busily spent running in and setting up equipment.

After the rain at the previous two rounds it was a joy to see the sun out early and staying high in the sky to give a day akin to what summers used to be the conditions gave rise to wonder how engines and tyres would stand the frenzied pace round Rissington's curvy, high speed circuit. However, at the end it was proven that there had been little cause for concern as, in the main, engines proved reliable and everyone I spoke to was very happy with the way the tyres 'worked' and with the minimal wear which was even across the tyre.

With practice underway as scheduled, Paul Fletcher and Chris Dagless emerged as the early pace makers, while Derek Higgins also slotted quickly into the groove and looked his usual impressive self until he rolled to a stop with electrical trouble. Meanwhile the rest were occupied with running in or only did a lap or two at racing speed before slowing again. The second session was another mixture and while Peter Rochford, Steve Tillett and newly crowned British champion, Gary Prior nipped round at a rate of knots, so Simon Sutton and Nigel Edwards were some of many to be seen plodding round. By the time the third period came most were running at or near racing speed with the Bridgestones providing loads of grip, resulting in a spot of three wheeling at times, although this was not a problem for Sutton who was still taking things easy. Rochford and Prior really looked at home and Garv's satisfaction that all was well was indicated when he gave the thumbs up to his team at the end of the session. Stephen Sykes and Andrew Colson were both very quick and Edwards too was looking good, while Neil Hann was also putting in some impressive lap times. The main flourish of the final session saw just a few karts circulating while the rest remained in the Pits, either satisfied with their day so far or busy making final adjustments in preparation for the business proper. Out on the circuit Gary Till and Nick Crabtree finished running in and did a few quickies while Steve Dart was still running in a motor right up to the end.

So, with practice over it was time to take a short breather before the start of the action and look at the possibilities - the only certainty being that we were surely in for another display of all that's best in 100 National racing.

THE HEATS:

From pole, Derek Higgins simply walked away to win the opening heat, immediately setting the



made of. Although perfect for racing, Opening lap, first corner in the 'A' Final - Andy Buchan (21) and Neil Hann (18) lead the pack.

crowd buzzing at his performance. Buchan passed Edwards and Marsden to take a good 2nd while Box was steady in 5th ahead of Marsden. with Rochford next from a low grid start. Giddings initially led heat 2 but, once Prior got by, the action centred on the race for second between Giddings and Hann, which Giddings clung on to take with Hann right on his bumper while Colson was next ahead of Movnihan and Till. Tillett led heat 3 until the second lap when he was passed by Wilkes then slipped another place on lap 7 when he hita kerb, allowing Lilley through to take 2nd. Williams, Edwards and Higgins had a good scrap for 4th spot, resolved in Higgin's favour when Edwards hit the kerb exiting the dog leg after they had both passed Williams. Sutton passed Box on lap 2 to take the chequered flag in the fourth heat while Colson, Price, Hann and Rochford had a superb dice for third before finishing in that order. Prior was really flying until he seized in 9th place, but never one to give up, he restarted once the engine had cooled enough to turn; at least gaining finishing points, vital at this level of competition. Heat 5 was one of the closest of the day with karts nose to tail throughout. Hooley led Parrington until two laps from the end, then in a determined last lap bid, he took the lead and just hung on as the

heat 6 with Buchan following him through for 2nd place. Querzan filled 3rd with Rochford andSutton next. These two made contact at the exit from the Pit Corner resulting in both men spinning. Knox and Chuter following close behind also became involved and, with karts flying everywhere, an unsuspecting marshall was unfortunately ankle chopped. However, he was saved somewhat by his Forces issue boots and after attention walked away with nothing much more than a giant headache. All this left Wilson 4th ahead of Stephens and Box while the positions at the front remained unchanged. The final heat had Hann in trouble getting started but he eventually got going in a cloud of smoke to take his place on the grid. Again the leaders were nose to tail, but with Colson and Fletcher going out at the dog leg and Prior retiring immediately after taking 3rd place, the way was left clear for Moynihan to take the flag ahead of Hann, Dart, Brown and Lilley, with Parrington just pipping Tillett on the line.

BFINAL:

Some discrepancies in lap scoring led to confusion on the dummy grid andthe final was held up while the charts were rechecked. With the amended formation the neccessary shuffling front two crossed the line side by side. Jennings of the pack was completed while we waited for took 3rd spot while Crabtree spun on the last tour the front row pairing of Beasley and Hooley, who to leave Lilley 4th ahead of Williams and Dart. were under the inpression that they had already Sykes quickly moved through from grid 4 to lead qualified for the A final and were resting in their

Steve Tillett (7) leads Wilkes (6) and Martin Hazel (30).



16 Kart & Superkart August 1983

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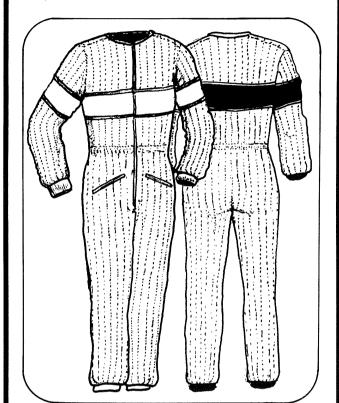
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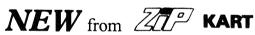
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17 Kart & Superkart August 1983



Brands Hatch continued . . .

Current British Champion Stuart Ziemelis, again running the full body, came out best after that little lot with two heat wins to take pole position. Salford's Ian Shaw was the next best with his excellent current form netting him a couple of second places. The Phoenix duo of Luby and Cowgill had a win each, although Kurt had an engine seize in his first heat which meant he had to appear in the qualifier, which he duly won, while Cowgill added a third place to his win. The numbers of likely front runners in this class continues to grow with each meeting; Chris King, Colin Bird, Peter Tippell, Peter McCallum, Mike Doble, Barry Train, Ian Brown and Julian Burleton all figured in the top six in the first two heats. Add to those names such as John Cooke, Mike Coles, Adrian Wilcox and Russel Powell, who figured in the high placings second time around, and it is easy to see how the racing is so keenly contested and excellent viewing. Four different chassis - Zip, Phoenix, Aero and Spyda also come into the reckoning to make it more interesting . . .

With Ziemelis on pole and arch-rival Luby towards the back, the now customary 125 cracker of a final was on the cards. As Ian Rushforth flicked the lights to green, it was indeed Ziemelis who got the best of it to lead off the line. At the end of lap one, Shaw had second from McCallum and the rest. By the end of three laps, Luby had made a tremendous charge to settle into seventh place but more of that in a moment!

The Aero of Mike Ballantyne, with its Luby tuned Rotax had second spot, with Shaw next. McCallum, Doble and Bird were in front of Luby, whilst team-mate Cowgill was behind him but ahead of Ian Brown.

Half distance, and Ziemelis looked to be back to his Super Stu days, with a sizeable lead and there was a terrific scrap going on for second place. For laps five and six Ballantyne had second; laps seven and eight, the revelation of the season, Ian Shaw, had it. Luby was, at that stage, fourth, ahead of Bird, McCallum and Cowgill. Ziemelis however was in trouble; a front Bridgestone had begun to shred rubber, and although the outfit was still driveable, he slipped down the order as the chasing gang of six overtook him. At the end of lap nine then, long however, for on the next lap that man

Hines stormed away to maintain his lead in the Championships

Mike Ballantyne was in the lead, Luby had pushed up to second spot and the rest were headed by Cowgill.

At the flag, that was the order; at least on the road . . . but Luby then found himself demoted to twenty first place for jumping nineteen places on the grid. Ian Shaw was therefore placed second, to net him an excellent six points and put him into the lead in the British Championship.

Ian Brown and Ziemelis.

Aero/LDR Rotax 1st Mike Ballantyne 2nd Ian Shaw Zip/Rotax 3rd Andy Cowgill Phoenix/LDR Rotax Race Time: 8:46.2 (82.34 mph) Fastest Lap: Ziemelis, 50.9 (85.13 mph)

GUESS WHO? . . .

to contest the Superkart class, and two heats and a final were on the cards. When the final grid sheet was announced, the man on pole was back-to-form Steve Styrin aboard the Dino. Two heat wins once more indicated that the 1983. Leeds driver is back to his best.

The first heat produced a good scrap at the front between Styrin and early race leader Chris Lambden with the Talasan Zip. Chris looked as though he might win by a mile, but slightly troubled by a gear jumping out each time through Clearways he was eventually caught and passed by the Dino and had to settle for second. Richard Arnold, Martin Hines. Richard Dean and Brian Heerey completed the 5th Richard Arnold top six for that one.

The second heat had to be stopped half way through after Mike Gardiner went off at Druids and required medical attention. The Hermetite Zip of Hines was well clear at the time of the stoppage with Gange, Styrin, Heerey, Belbin and Smith next in line when the red flag came out. On the restart, Gange first took up the running but, after one lap, team leader Hines swept through to the front. Not for

Styrin once again edged forward and there the Dino staved to take another win. Hines, Gange, Smith and Heerey were next and the final over 10 laps promised to be good entertainment.

As Ian Rushforth sent them on their way it quickly became apparent that the battle was indeed going to be between Hines and Styrin. Hines it was who got the jump, with Styrin not far behind, but as one lap was completed, the Dino was parked at the top of Paddock Hill with a deflated tyre. Styrin's race was over, and Hines had what appeared to be an impregnable

Heerey led the next group of three including Gange and Smith, with Belbin and Kerkhoven Cowgill was third ahead of Malcolm Clark, scrapping over the next two places. Laps four and five and Gange had moved ahead of Heerev to take second with Smith also getting the better of the Stockport driver.

Hines though was well ahead and looked to be in a comfortable winning position, but as the race reached its last three laps the story began to look a little different. Nigel Smith had got the better of Gange and was closing rapidly on leader Hines. It later transpired that the Hermetite Zip driver was suffering yet more Forty five drivers were down in the programme tyre problems with a rear defective Bridgestone.

Such was his early lead however that despite Smith's strenuous efforts, often back to his old sideways best, Hines held on to take his third successive win in the British Championship of

Gange had third at the end, followed by Kerkhoven's RKR Zip, Richard Arnold, Malcolm Belbin and Paul Dennis, enjoying the best run of his Superkart career.

1st Martin Hines Hermetite Zip/Rotax Zip/Berry Rotax 2nd Nigel Smith Hermetite Zip/Rotax 3rd Reg Gange **BKR Zip/Rotax** 4th Rob Kerkhoven Zip/Rotax 6th Malcolm Belbin Zip/CTRP Rotax Race Time: 7:51.5 (91.90 mph) Fastest Lap (record): Hines, 45.04 secs.





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 of Down Under methods? ... staff.

Dear Sir.

I decided that I must write about my concern May I, through the pages of K&S, express over being refused a Licence by the RAC as a my gratitude to my parents and to Rowland Novice Short Circuit competitor due to my dia- for all the sacrifices they have made, so I could continue racing.

This, in my opinion, was totally unfair as I I would like to say a special "thank you" am a well controlled diabetic with no side to Mr. Faulder and to Mark for loaning me a set effects. The RAC did not write to my doctor, of wet tyres. When the rain coincided with the or the consultant at the clinic where I attended A Final they did not hesitate in offering the for regular checkups, to find out whether I was tyres when they realised I did not have any

Thank you to everyone who offered help It seemed this was a blanket decision, NO and congratulations to make it a memorable Licence for diabetics on insulin, and as most day,

Patrick Walsh, 100 Britain Champ. Castleford, West Yorkshire

Dear Sir.

Potters Bar

Herts.

At present the 250 International drivers can compete for as many as 7 different Championships which award the winner with a "special" number, or should I say letter plate i.e. '1' (for Long and Short Circuit), 'O', 'E', 'GP', 'W', 'XY & Z'.

championships, eg. 100 Nationals should have a karting holiday. a plate for the winner of the Bridgestone /K&S Championship such as 'K' or 'KS'. All winners of the Super One series should have 'S' or 'S1'.

During Championships like the above mentioned, the leader after each round should be presented with a 'yellow' number plate to indicate he or she is the championship leader may very well be he was unaware that such a and race with this until their lead is taken (same idea as the Tour de France).

These plates would give prestige to the leaders and winners for the season, whereas most people have probably forgotten who won last year's K&S series already.

Rob Cooper Great Wyrely, Staffs. Dear Sir.

The other day I was skimming through last November's K&S (again!) when a letter about 210 and 250 gearbox racing caught my eye. The author was (and still is, hopefully) Ron Banthorpe of Team Eaton and his letter centred about accidents and possibles when mixing these two classes. Understandably, I am not au fait with your competition regulations or your scrutineering procedures, but with a 40cc capacity difference I cannot understand what great power difference there would be. Surely, and I take distinct licence here, the problem lies with the driver capability, which to me is like comparing a good driver with a McCulloch and a poor driver with a Parilla competing together - this presenta a problem sometimes.

To illustrate more graphically, allow me to tell you of our "Butchers Picnic" handicap feature races. I speak mainly of the two Auckland kart clubs, being a member of both. At the end of each Sunday's racing, karts from all classes of Seniors are handicapped about the circuit, and at flag drop, it's all on for 15 laps of the 1/4 mile circuits - first one home gets the lolly. Very rarely have we seen multiples, let alone injuries, which must seem incredible considering that there are up to 35 karts going flat stick. These include many Yamaha KT 100's, some rotaries, 125 and 250 gearbox. Sounds hair-raising, but it's not really, and this race is held at least 40 times a year. So now you can see why I found Mr. Banthorpe's letter of interest. I wonder if the RAC would approve

> John Cannan Auckland, New Zealand.

Dear Sir.

The Auckland Kart Club Inc., New Zealand, will be celebrating its 25th anniversary with a two meeting International Series over the weekends of 28th/29th January and 4th/5th February

It is planned to make this an extra special series incorporating the Club's annual international event which has been the highlight of the New Zealand racing calendar for many

Three Classes will be run, namely Juniors, Stock Yamaha and 100cc International, and we would be delighted if through the pages of your magazine we could ask any of your readers interested in receiving further details to register their name and address, without commitment, by writing to:-

The Race Secretary, Auckland Kart Club, P.O. Box 19-255, Avondale, Auckland 7. NEW ZEALAND.

We can assure likely participants unrivalled Surely it is time for the Class 1 drivers to hospitality and fellowship, and as it will be midget equal recognition for winning equally big summer, it represents a perfect opportunity for

> W. Arnold Vice President, Auckland Kart Club



Kart & Superkart

fit and up to racing or not.

tion as the RAC.

young diabetics are on insulin there must be a

tics, without taking them as individuals, seems

very strange coming from such a large associa-

The ruling by the RAC MSA on diabetes as a

disability is quite definitive (1983 Yearbook,

Section K, Para 1.14.2) on the one hand. How-

ever, by the same token, the inference in para

1.13., headed 'physical disabilities', would

indicate that, where a disabled person wishes to

race, he/she is at liberty to apply for examina-

tion by the RAC MSA Medical Panel, along

with documentary evidence supporting the case,

to establish his/her fitness to be granted a

Competition Licence. If, as Mr. Jones states,

the RAC's refusal follows a standard format, it

facility was available and his appeal might meet

with success. Should the RAC's decision go

against Mr. Jones, might it not be pertinent to

remove some of the ambiguity attending regu-

lations concerning medical matters to avoid

disappointment and time wasted form filling?

awaiting their reply with interest and hope.

This small minded attitude towards diabe-

I have appealed against their refusal and am

lot of disappointed would be kart racers.