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GP Karts

by **ZIP**

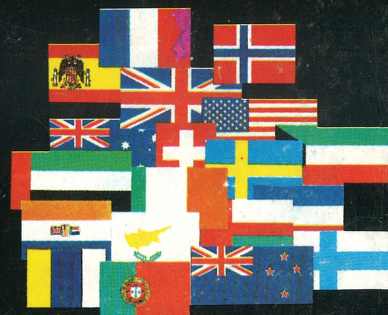


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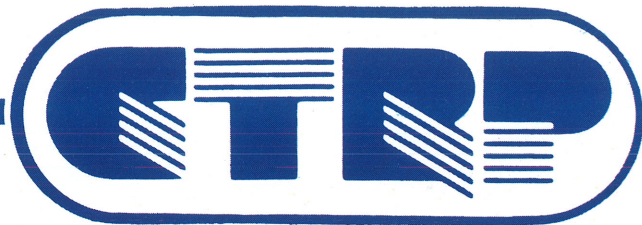
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- Super One Series
- Ulster Road Races



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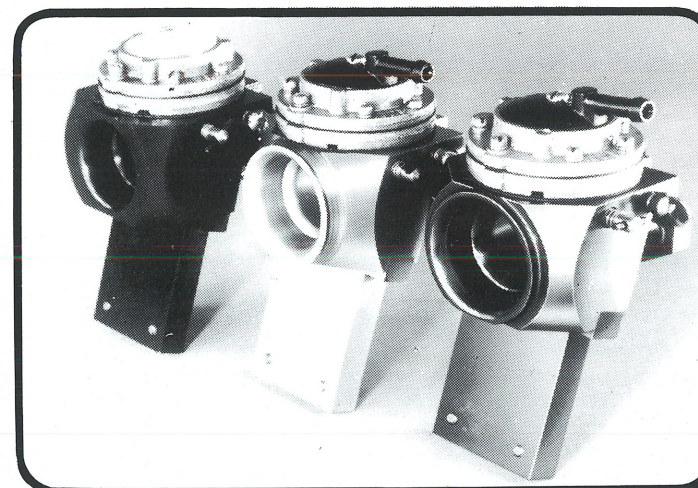
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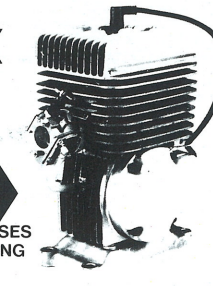
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TONY NEGAL (ex 100 Britain Champ) has for sale his fully tuned Britain Hewland Arrow engines. 3 E.R.E. tuned and end-ported and 2 DK tuned with Dartways. Prices on application. Tel: Swanley 69796 (home) or Dartford 26742 (work).

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ZIP/K77 100 National outfit. Immaculate throughout, includes loads of spares; wets, stand, plugs, cover, tools, silencer, carbs etc. £350. Also DAP T70TT, first bore, bored carb, silencer, unraced £200. Also two pvc suits, £20 and £15, both excellent, Zip boots (7) £5, vgc. Reading 694846.

ZIP GP/125 ROTAX SRA. As used in 1983. Full long circuit trim; wing, balanced brakes, Dunlops or Bridgestones, finished in red and black (will split engine and kart). £1,000. Ei 35mm carb, one meeting only, gift at £30. Ring SRA at Barnsley (0266) 765447 (day)

ZIP GP/125 ROTAX SRS PREPARED. Long circuit trim with rev counter and spares. Not used since Silverstone. £850 ono. Phone: (0933) 223230.

100 NATIONAL complete outfit TKM / TKM x 2. For further details ring Michael 01-828 5347 London (evenings).

BARLOTTI 80B / 210 Upton, Merlin tuned. Completely rebuilt chassis and engine, spares and bodywork. £395 ono. Also, 210 engine, rebuilt £225. Telephone 01-542 4628. (Wimbledon, evenings or ansaphone).

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DART NATIONAL bare chassis, nerf bars, pedals, £85. Harlow 418559.

250 NATIONAL BARLOTTI/BULTACO. Black with red fibreglass, 14 meetings old, 8th in British Short Circuit Championship. Also spares, £750. Two kart trailer, £150. Kart ball trailer, £45. (0296) 33969.

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PROTOTYPE KART. As used by Mark Tredwell to win All England Championship at Rye House. TT22/K80, super Fullerton tuned, both maintained in first class condition regardless of cost. Many spares. Bridgestones only used once. No sensible offer refused. Tel: Stanford le Hope (0375) 673140.



For many years the World Cup event has been held in high esteem, with such notables as Gange, Hines, Price, Dean, Kronow and Bohlin, all giving their best. Recent times have shown a marked decline in entries, possibly due to the technological developments both in chassis design and engine capabilities, increasing speeds and lap times beyond the norm for the notoriously tortuous circuit sited on the cliffs of Heysham Head. Bert Hesketh's strict control ensured that grids were minimised; a compromise between one of organisation and a level safe enough to obviate all but the most unforeseen hazzards, created by the inadequacies of human nature.

Next year Donington Park will host an alternative to the World Cup event; The JPS International; more analagous with the European Championship and held over the weekend of May 26th/27th. Undoubtedly the prestige enjoyed by its mentor will remain. On the face of it, the 100 Nationals, normally seen at the World Cup, will have to look to their laurels to seek another event giving equal eminence and suggestions, blowing in the wind, indicate Three Sisters might prove a suitable host for an equally prestigious race, perhaps combined with a major Class One Championship round or final.

The Dutch Grand Prix, held in Zandvoort during August 20th/21st, proved that buying or selling British can still be a precious thought when considering other Nations' products and the British successes there still hold sway to this ideal.

Ed. McCormick

FRONT COVER:

Brands Hatch, and this year's 250 National GP winner Alan Cheetham demonstrates the style and performance of the Peak Revs equipment that won him his title.
(Pic: Roger Calvert)

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September 1983

KART AND SUPERKART

Monthly

No. 57

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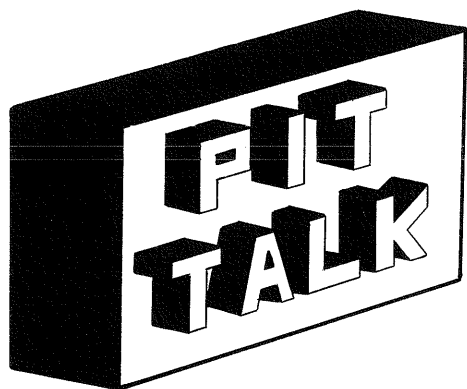
Where and when to see karting during the next month.

NEXT MONTH*

Dutch GP — Zandvoort
Oulton Park
K&S Round 5
Fulbeck Super One

PUBLICATION DATE: 6TH OCTOBER

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



BRSCC Cup Round 3

Donington Park — 7th August

This series consists of two 8 lap races per meeting, with grid positions for the first race determined by timed practice, and finishing order from the first race dictating the grid for the second. In timed practice, Martin Hines was fastest with a best lap of 1 min. 14 secs, over Chris Lambden's 1 min. 14.9 secs, ensuring his pole position. It should be noted that, after prevailing upon the organisers, the new system of rolling starts was employed which, on both occasions, went off smoothly and without mishap.

As the first race got under way, it was Hines who stormed into the lead, but by lap 3 Lambden had closed the gap, and the remainder of the race saw continual lead swapping between these two until, last time into the chicane, Lambden did the late braking to emerge in the lead and cross the line inches clear for the win. Third place went to Sandy Dalgarno with Giles Butterfield holding fourth from Richard Dean, with a well-placed sixth to Nigel Smith after starting back on grid 24 having not put in a time during practice.

Race 1 winner Chris Lambden noses the Talasan Zip past Dalgarno (Pic: Roger Calvert).



ALLAN McNISH

Ecurie Ecosse Help New British Kart Champion

On the day the reborn Ecurie Ecosse team raced for the first time at Ingliston in July, a move was made in the traditions of the team; to develop young Scottish motor racing talent.

Ecurie Ecosse provided sponsorship for 13 year old Allan McNish from Dumfries, who is the most promising young Scottish kart driver since David Leslie, who went on to become British Formula Ford 2000 Champion.

Allan went to Yeovil for the RAC Junior Kart Championship and walked off with the Junior Britain title against some of the best young kart drivers in the land.

In 1983 he has had a brilliant season driving a Wright kart fitted with a Tom Rutherford

The second race thus saw Lambden on pole with Hines alongside. On the green it was Hines again, with Lambden slow away in fifth. Second time out of the chicane though, the Talasan Zip was in front, side by side into Redgate with the persistent Hines. That was it for Lambden, as a rear tyre blew dramatically as they swept down towards the old hairpin... Hines wasn't having it all his own way; Kerkhoven, Smith, and Dalgarno were all there, keeping on the pressure, the lead again constantly changing, making the two races the most spectacular Superkart scraps seen for a long time. What a pity the TV cameras weren't there — it would have been the best yet.

Again the last corner decided it, with Smith squeezing over the line, from Kerkhoven, Hines, Dalgarno, Dean and Carolyn Grant-Sale.

Results:

Race 1
1st Chris Lambden Talasan Zip/Rotax
2nd Martin Hines Hermetite Zip/Rotax
3rd Sandy Dalgarno Zip GP/RKR Rotax
Fastest Lap: Lambden, 1:13.6 (95.74 mph)

Race 2
1st Nigel Smith Zip/Rotax
2nd Rob Kerkhoven Zip/RKR Rotax
3rd Martin Hines Hermetite Zip/Rotax
Fastest Lap: Kerkhoven, 1:13.7 (95.61 mph)

Overall positions on aggregate (both races):
1st Hines, 2nd Dalgarno, 3rd Smith.

prepared Hewland Arrow engine, culminating in that RAC Championship win.

The future looks good for young Allan as he still has two years to go in the Junior class and with his RAC Championship secure he is now looking forward to 1984 when he will make a bid for the World Championship in Europe and he aims to become the first Scottish World Champion.

For Allan's father Bert this is not the first brush with motor sport as his Crossflags Motors in Dumfries helped to support David Leslie in his bid to win the Formula Ford Championship six years ago, and Bert's cousin happens to be David Duffield, the present Scottish Formula Libre Champion.

ROY MORTARA COMMEMORATIVE MEETING

Camberley Kart Club announce that, on Sunday September 25th, at Blackbushe circuit, they will be holding a 100 International event. This is the Roy Mortara Commemorative meeting, held each year, and the trophies are said to be rather special. All entries are to be forwarded to:

Lex Jackson,
61 Willow Crescent West,
New Denham,
Bucks.
Enquiries: tel Uxbridge 35873

1983 NORDIC CHAMPIONSHIPS

Lennart Bohlin scored a resounding victory at Lahti in Finland at the 1983 Nordic Championships against all opposition, winning all heats and clinching the final.

Result:

1st L. Bohlin (Swe) Loctite Zip/LB Rotax
2nd O.J. Haga (Nor) Sprint/Yamaha
3rd T. Falth (Swe) Aero/Rotax
4th C. Johansson (Swe) Sonder/Rotax
5th O. Ingebrigtsen (Nor)

HAVE A GO!

Hayes and Harlington Kart Club has a new venture. The club recently purchased two 100cc karts with the intention of letting anyone with an interest in taking up karting have a go at selected practice days at Blackbushe circuit. The karts will be supervised by the H&H K.C. members. The one condition for participating is that you must become a club member (H&H membership: Senior £5, Junior £4) and have a genuine interest in taking up the sport.

As you will appreciate, the venture is aimed at bringing new people into the sport by giving them the opportunity to drive a kart without the daunting (and off-putting) prospect of purchasing a rig before knowing if they will enjoy the sport. There is the possibility of borrowing crash helmets for club members.

Anyone wishing to take advantage of the opportunity to introduce themselves to the sport should ring:

Ian Fisher, (Chairman H&H K.C.)
Tel: 01-567 9891 after 6 pm.

BROMSGROVE MIDLAND CHAMPIONSHIPS

Bromsgrove Kart Club hold their Midland Championships on Sunday 4th September at Little Rissington. As in the past the meeting promises a good turn-out, catering for all classes on a first rate circuit with fine facilities. So, come along.

100 NATIONAL Sprint/Parilla SS20TT, 48.2, just rebuilt by D.K. Komet K88TT, stand, many spares including 2 sets slick, 2sets wets all on rims, carbs, sprockets, chains, specialist tools £350. 01-777 7325

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100 NATIONAL Lane Aerospace/Komet. Rebuilt, good condition, ideal novice. Trial and advice available. £190. Tel: Flitwick (0525) 716674.

FOR SALE. 1982 Award 16ft 5 berth caravan. Shower, toilet, Isabella awning, with carpets. Complete with gas bottles, battery and £1500 extras. Used once. Immaculate £4,775. Ideal for karting. Telephone: Hertford 553410 after 6 p.m.

100 NATIONAL Sprint/Komet K88. Helmet, suit, boots, second outfit. Money and space needed, £175 ono. K77 casings, head, barrel, £15. Telephone: Burntwood 6205, ask for Bren.

ZIP/PARILLA SS20TT. 48.3 bore, 1 meeting on rebuild/rebore. Dunlops, spare set of slicks, also wets on rims, sprockets, stand, trolley etc. £295. Tel: Standeford (0902) 790269.

ZIP GP/KTM 250. Full fibreglass, Kelgates, rev counter, 3 meetings only. Immaculate. £1099 ono. (031) 663 3292.

FULLERTON / DART WAY PARILLA 100 Nat. Very fast outfit. £350 ono. Phone; Cardiff (0222) 734174.

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100 National Zip Shadow/Parilla SS20 with Continental style fuel tank and seat cover. £250
100 Britain Wilson Premier/DAP T70 £300
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100 NATIONAL ZIP/SIRIO, works selected engine, rebuilt on standard bore, not run in. One set slicks on rims new, one set wets on rims, front new, chains, sprockets, stand £450 Birmingham (021) 7706917.

BIREL/DAP T70TT fully tuned, just been rebuilt. Spares including wets and stand. £350 Phone Bishop's Stortford (0279) 53738.

125 YAMAHA DT MX, less carb, ignition, exhaust, £130. 10 sprockets with chain, two Zip front hubs new, leather suit 36" £60 black. Saffron Walden 25750. Or swap National 100cc motor.

ROTAX SUPERKART. CTRP prepared. All bodywork, centre tank, rev counter. All good. Very competitive. Spares, plus wets etc. £1595 (0280) 816586 (Bucks.)

125 YAMAHA SPRINT, some spares, wets, excellent condition, ready to race. £350 ono Phone: Cardiff (0222) 734174.

100 BRITAIN, Sprint/Dartford Arrow (Dartways equipped). Chassis has been professionally sprayed, engine totally overhauled, not even run in yet. Set of wets, lots of spares, full-face helmet, suit. Neat and competitive outfit. £350. Telephone: Boroughbridge (09012) 2495 (N. Yorks.)

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CLUB SCENE

100 Britain
1st Susan Cox
2nd Craig Booth
3rd Colin Cole

100 National Novice
1st Howard Davies
2nd Francois Saux
3rd Peter Leccacorri

100 National
1st Gary Prior
2nd Peter Giddings
3rd Robin Chuter

	Cash	Goods (presented by)
1st	£100 + Lancer body & fitting kit	(Lancer Karts)
2nd	£50 + Silver Tray	(Gardiner Bros)
3rd	£35 + PMP Pipe	(Stratos Leisure)
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5th	£25 + Engine rebuild	(Grange Karting)
6th	£18 + £20 Voucher	(Ernie Coates M/c)
7th	£12 + £20 Voucher	(Zip Disc. Centre)
8th	£10 + Framed Photo	(Baxter Photos)
9th	£10 + Toaster	(H. Shaw & Sons)
10th	£10 + Box Plugs	(Champion)

The following will be presented to the remaining places in order of value:

NGK Plugs (NGK)
Bubble & Nose (Mike McNamee F/glass)
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Petrol Voucher (Brae Service Station)
Oil (Charles Hurst Motors)
Driving Gloves (NGK)
Champion Plugs (Champion)
Industromight (Amway UK)

also to the highest placed Yamaha powered kart:

Champion Anorak (Champion)

and to the highest placed Honda powered kart:
Honda Race Anorak (Allen's Autos)

With such an attractive prize fund at stake the meetings so far have been very well supported and the racing has been very close and competitive, with the promise of even better to come as the series reaches its conclusion.

Finally, all drivers concerned wish to express their gratitude to all the series sponsors for their support and to thank the 500 Motor Racing Club of Ireland for their assistance in running the championship.

Alan McAlonan – Press Officer,
Downtown Motors 125cc Drivers' Championship

Kimbolton

14th August

Junior National

1st	Stuart Sampson	Zip/Goff PCR
2nd	Andy Routledge	Zip/Goff PCR

Junior Britain

1st	Mark Parker	Zip/Goff Arrow
2nd	Glen Taylor	Stratos/TKM
3rd	Richard Walton	TKM/Arrow

100 National 'B'

1st	Ken Bowes	Zip/
2nd	Peter Spinelli	Zip/Goff Parilla
3rd	Trevor Pusey	BM/Parilla

100 National 'A'

1st	Ron Cox	Zip/Goff DAP
2nd	Gary Till	Zip/Till PCR
3rd	Chris Dagless	Zip/Parker Parilla

125 National

1st	Roger Goff	Zip/Goff Rotax
2nd	Colin Croxford	Zip/Goff Rotax
3rd	Ian Turner	Wright/Rotax

210 National

1st	Colin Poole	Zip/Poole Villiers
2nd	Margate Dell	Zip/Mardell Villiers
3rd	Alan Poole	Zip/Poole Villiers

100 Britain

1st	Nigel Goff	Zip/Goff Arrow
2nd	Victoria Phillip-Bates	Zip/Parker Arrow

250 National

1st	Viv Gray	Zip/Goff
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250 International

1st	Fran Rowthorne	Zip/FNR Yamaha
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Kalendar

SEPTEMBER

10 DONINGTON PARK (off Junction 24, M1) TV Times/World of Sport TV Challenge – Superkarts

CITY OF DERRY (N.I.) Road Races.

10/11 STRANRAER (Cults track, on A75 3 miles east of Stranraer. Scottish Championships.

11 CADWELL PARK (Midway Horn-castle and Louth on A153) Autumn Gearbox Championships.

FULBECK (8 miles from Newark) Super One Series, Round 7

WOMBWELL (Dorothy Hyman Stadium, nr Barnsley)

KIMBOLTON (10 miles s.w. of Huntingdon) Hunts K.C.

LYDDEN (nr Dover) Ace Kart Club

17 SNETTERTON (15 miles s.w. of Norwich on A11) RAC Long Circuit Championships, final round

KIRKISTOWN (N.I.) 500 Motor Club Championships

17/18 LE MANS (France) 135 International World Championships.

18 ELLOUGH (Beccles K.C.)

24 OULTON PARK (nr. Tarporley, Cheshire). Superkart BRSCC Cup, round 4.

NUTTS CORNER (N.I.) U.K.C. Championships

25 FULBECK (8 miles from Newark) 100 National Bridgestone / K&S Championship, final round.

SNETTERTON (Kartway) East-bourne 100 Int. Premier and Club / Castrol Championships.

LLANDOW (4 miles s.w. of Cow-bridge, off A48) Cardiff K.C.

OCTOBER

2 MALLORY PARK (Kirkby Mallory off A47, Leicestershire) Bridge-stone C of C series, final round.

RYE HOUSE (Hoddesdon)

9 KIMBOLTON (10 miles s.w. of Huntingdon)

WOMBWELL (Dorothy hyman Stadium, nr Barnsley) Super One Series, final round.

KOSTA KARTING

This interesting article from Ray Smith gives an insight into karting in Spain where the sun shines more often than the rain drops!

When I moved to Spain last year to start a three year contract there, I decided to give up my sport of rallying. Somehow the idea of listening to pace notes read in Spanish seemed a good way to becoming a bad insurance risk. However, my disappointment was short-lived, as I soon discovered things to compensate the loss. Apart from Senoritas and Vino, I also discovered karting!

I had been aware of karting for many years mainly through my rallying association with John Weatherly, who many of you will recall was a British Champion back in the seventies. However, my introduction proper to karting came about through a chance meeting with Esteve Bassols, who is one of the regional 'hot shoes'. He is also a director of Unikart, who are one of Spain's principal karting companies, based in Terrassa, Barcelona.

After going to a few meetings with Esteve, and wangling a few test drives, we struck a deal whereby I would drive one of their karts in the regional championship. At this point perhaps I should explain that national series are not possible in Spain due to the size of the country, and therefore the country splits into eight regions (each one almost the size of England) who hold regional series. The National Championships are an annual weekend affair with each region taking its turn to host them.

Our region is the North East of Spain, taking in the Costa Brava and Costa Dorada, and many of the circuits (Vendrell, Ampuria-brava, Cambrib etc.) are open to the public to use hire karts. Some of you may know them from your holidays.

Not all circuits are permanent however. There are a lot of races held on "urban" circuits where, say, the centre of a town or village is closed off and we race through the streets. Before you start thinking "that must be rough" the local councils often send in a team to re-surface the "circuit" before a race. The result is that many urban circuits are smoother than a three or four year old permanent one. There are no noise regulations either! The biggest problem on urban circuits is crowd control...

The class structure in Spanish karting is different to that of the UK, and is as follows:

Juvenile: A rigidly controlled class for up to 11 year olds.

Nacional: Similar principle to "Britain" although chassis and engine must be of Spanish origin. The cheapest class to compete in.

Promocion: As above, except homologated engines of foreign origin are permitted.

Junior: Equivalent to our National class, except that motors must be of the three-port variety.

Senior: 100cc CIK international class.
K2: All gearbox, air-cooled karts up to 250cc.

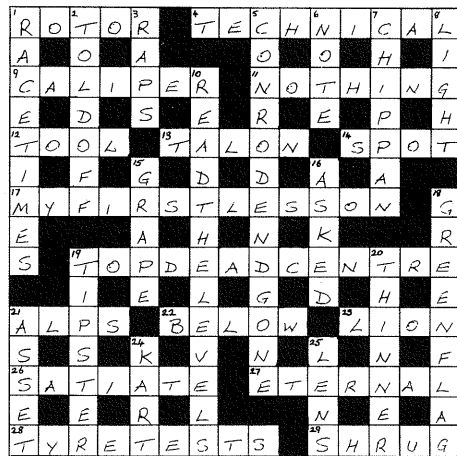
The first four all use the 'SL' type tyres although no restriction is placed upon quantity. Support is greatest (numerically) for the Nacional, Junior, and K2 classes, although the announcement last year that the Promocion class would not continue beyond 1984 has influenced that. I compete in the Junior class.

I must confess that I have been surprised at how difficult it was to convert to the discipline required to drive a kart quickly and consistently. In a rally car there is so much inertia that the driver inputs can be quite crude and yet still be effective. In a kart, if you are not hitting the same spot lap after lap the tenths soon start to accumulate, and that has not been an easy habit to shake. The other kart idiosyncracies of left foot braking and rear axle bias are not entirely unknown in rallying and haven't really caused any problems.

My first race was an unspectacular affair, having qualified sixth for the final and finishing there. The second, however, was when I discovered several other sides to karting. In untimed practice a track rod broke in the rose joint. The ensuing accident left me short of a lot of skin and the kart in a sorry mess. As with most people when they start out, spares were non-existent, but in no time at all people were coming along and saying "I've got an axle you can borrow" and so on. We actually had to replace the axle, stub axles, steering column, steering wheel, seat, and of course, track rods. All were lent with a genuine sense of sportsman-ship. I missed timed practice and had to start from the back of the grid, but finished sixth in both heats and fifth overall, which goes to show what determination can do. (thanks also to mechanics Jaume Giro and Rafael Estevez for that one). In July I had my first outright win (my seventh meeting) and am currently third in the regional championship. However, with the Spanish Championships coming up in October, I decided that I wanted to compete on a British chassis, and so a Zip 983 will be used.

If there are any rally drivers out there who are reading this and finding rallying very expensive, I can strongly recommend karting.

AUGUST CROSSWORD SOLUTION



It's not cheap if you want to win, but it is certainly a lot cheaper than it costs to win rallies. The driving of a kart is at least as satisfying, and as for arriving at the first corner of your first race in the company of thirty lunatics go on, just try it! ...

Ray Smith

P.S. Lastly, just to make you all jealous back in the UK, our last meeting was held in a thunder-storm. It was hilarious, because nobody had any wet tyres and we all drove on slicks. Seems some drivers here have been racing for five years and this was their first wet race!

If anyone wants to contact me to know what meetings are being held etc. they can do so on: Barcelona 674 04 50, or write c/- CAV Condiesel, Sant Cugat del Valles, Barcelona, Spain.

BRITS TRIUMPH AT ZANDVOORT

Hines smashed his previous track record of 1 min 39.3 seconds with a new time of 1 min 37.6 seconds with a resounding victory. Richard Boston clinched the title for 250 National and Stuart Ziemelis took the 125 trophy. Full report in next month's issue.

TV TIMES CHALLENGE TROPHY

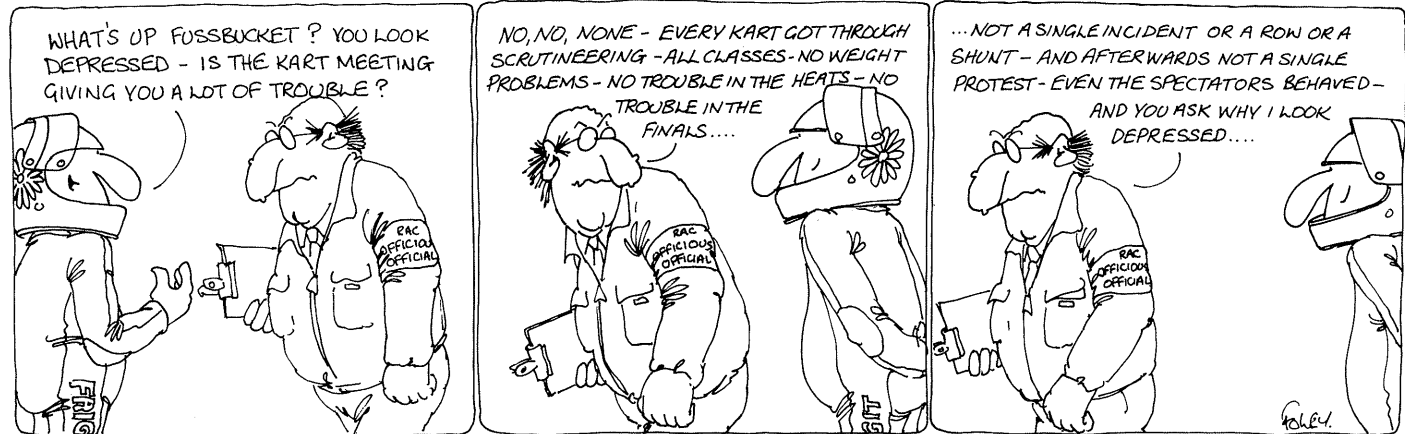
Don't forget the final two races (5 and 6) of the TV Times Superkart Challenge will be held at Donington Park on Saturday 10th September.

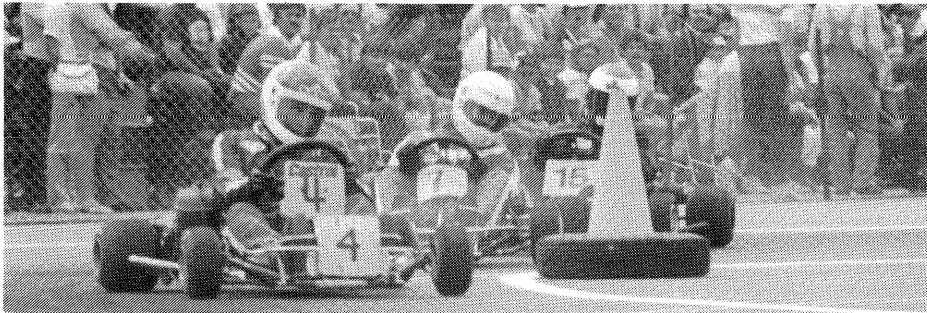
Positions after rounds three and four:

Nigel Smith	35 pts
Steve Stylin	24
Sandy Dalgarno	21
Brian Heerey	20
Carolynn Grant-Sale	19
Malcolm Belbin	16

BY BARRY FOLEY

FRIGGIT





At the beginning of the Pre Final heat, Traeder (4) is already pulling away from Ross (7) and Nevin (15) on the first lap.

CANADIAN SCENE

Trois-Rivieres, July 8, 9 and 10

The track itself is situated in a parking lot in the city's fairgrounds where every year the Trois Rivieres Grand Prix for Formula Atlantic cars is held (this year it will be for Formula Mondiale cars). It was on this very track, back in 1976, that a young Gilles Villeneuve beat James Hunt, whose subsequent recommendation

led to Gilles first F1 drive. For reasons such as this Trois Rivieres holds a special place in the hearts of most Canadian racing fans. The kart track, situated in the midst of all this history, is bordered by white lines and small pylons. But competitive drivers knew that the white lines had to be ignored and that all the road between the pylons, however far outside the designated track area, should be used for a fast lap time. Terry Traeder of Quincy, Illinois, kept

just far enough of the Canadian opposition to take the International class gold at the 1983 running of the Labatt Trois Rivieres International Karting Challenge. Racing on equipment borrowed from Canadian junior ace Paul Tracy (Tracy was busy at the Junior World Championship in France that weekend), Traeder settled in readily to his first race in direct-drive equipment, winning every one of his heats and finals. Behind him, Canadian driver Brian Taylor survived the 25 lap final to take second from fellow Torontonians Andrew Ross and David Nevin, his fastest competition. In other action, Quebecer Patrick Robitaille walked away from the competition in the new 125cc gearbox class. One accident marred this event, sending Montreal driver Fabrizio Patuelli to hospital with possible concussion.

Report and Pic: Derek Cadzow

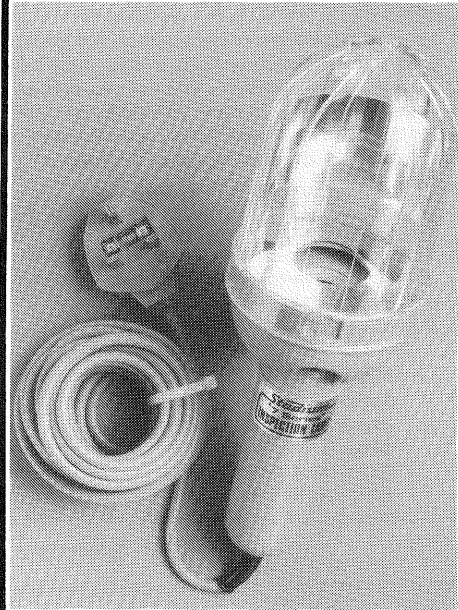
Photo Caption Competition

"I suppose it's better than polishing boots! . . ."

Could that be the comment passing through the mind of our young friend watching? Maybe you have some suited to him or his sleeping companion. If so, write them down and send them to:

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

The most original entry will win this multi-purpose inspection lamp, kindly donated by Stadium of Enfield.



The Stadium Model 763 switched lamp. 240v. AC with BC bulb holder, supplied with 5 metres of cable.



CLUB SCENE

looking very much a danger man. McCullogh managed to stave off O'Brien, and Allen staged enough of a recovery to take third from Eamonn Bates.

The final results were interesting, with both David Allen and Joe McCullogh having a first and a third. But Allen reaped the rewards of his good timed practice, the result of this giving him first place, the Championship, and £150 by virtue of two faster timed laps.

All Ireland Class 1 Individual Championship

1st David Allen	Chariot/Arrow
2nd Joe McCullogh	TKM/PCR
3rd Tom O'Brien	Chariot/Dap

David Glennon

Felton

The sun shone brightly for our meeting on August 7th, and although quite a few drivers were on holiday, we still had a good entry.

Junior National/Britain

Heath Browning scored his first victory at Felton in a great race with Michael Aspey. The Junior National winner was Phillip Chappell.

100 International

Three heat wins for Steve Burr left the other 19 Internationals wondering how to keep up. Other drivers to show were John Magnus and, all the way from Greece, Andreas Halkiopoulos. Burr was on pole for the final with Magnus alongside; Andreas and David Park on the second row. Burr powered into the lead followed by Magnus, but a hard charging William Turner was soon up to third. Burr pulled out with mechanical problems leaving Magnus in the lead. However, Turner soon took the lead and held it to the flag, with Magnus second, followed by Andreas and David Park.

100 National

Heat winners were George Turner, Nigel Davison and John Gallagher. Turner, back on form, sat on pole with Gallagher alongside. At the drop of the flag Turner went into the lead in determined fashion followed by Gallagher, Davison, Ian Williams and Roy Dickson. Davison and Williams came off, leaving a great dice between Turner, Gallagher and Dickson, which continued right to the flag. The winner was Gallagher, from Turner and Dickson – 100 National racing at its best.

210 National

Kevin Thompson proved to be the man in form with 2 heat wins. Only Andy Martin was able to provide any opposition. For the final, Thompson led from start to finish, with Des Davison a distant second and Dave Cooper third.

125 National/250 International

The 125 race saw a flag to flag victory for Gordon Wilson with Alan Smith second. Mike Davison won the 250 race, but Robert Johnstone, after troubles in the heats, drove from ninth to second.

Bill Browning, our Chairman, presented the trophies and thanked all the drivers for a good day's racing. Special thanks went to the officials for the smooth running of the meeting.

Report: David Park

Results:

Junior Britain

1st Heath Browning	Gillard/Arrow
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Junior National

1st Phillip Chappell	Lane/Arrow
----------------------	------------

100 International

1st William Turner	TKM/TKM
2nd John Magnus	Premier/Parilla
3rd A. Halkiopoulos	Premier/Parilla

100 National

1st John Gallagher	Premier/Parilla
2nd George Turner	Turner/Parilla
3rd Roy Dickson	Lane/TKM

210 National

1st Kevin Thompson	Zip/Villiers
2nd Des Davison	Zip/Villiers
3rd Dave Cooper	Zip/APV

125 National

1st Gordon Wilson	Barlotti/Rotax
2nd Alan Sutton	Harrier/Honda

250 International

1st Mike Davison	Zip/Yamaha
2nd Robert Johnstone	Barlotti/Yamaha

Blackbushe

Despite the attempts of the weather to wash the circuit from under us, we had a good day's racing on 24th July and about 110 karts braved the rain.

Junior Britain

A very small Junior Britain class was led on the final grid by Nicky Hart, who quickly pulled away from David Goode, starting from grid 2, as the flag fell. Nicky steadily increased his lead as the race progressed, with David equally well clear in second. Emily Newman held third until she spun on lap six, handing the place to Martin Welsh.

210/250

As usual, a joint final for these two classes, with Graham Wood on pole with his Zip/Haywood and Gerry Wilton leading the 250 line-up.

Graham was first into Bennetts, followed by Maggie Dell, but at the end of the opening lap he led clearly from Michael Blake, as Maggie had slipped to sixth. It changed again next lap as Michael spun off, leaving Graham Payne now in second from Keith Edwards.

As the laps slipped by, Payne began to close on the leader, eventually slipping past at the start of the eighth lap and going on to win.

Mike Mann rocketed off the line to dominate the 250 race, and was never in any difficulty. Gerry Wilton finished second after Glen Standing spun himself out of the place.

125 National

The 125 Final was run on dry tyres and the 13 karts were fronted by John Winter, Peter Jones, and Steve Bell, with Andrew Keetch in fourth spot. From his position on the outside Andrew tore off the line and was first into Bennetts, followed by Steve and Peter. By the end of the second lap these three had opened up a gap on John and Calvin Hurley.

Keetch led for most of the way, with a varying gap back to the other pair, but as they approached the last lap, Bell was in position to challenge for the lead. Into Bennetts. Keetch closed the door, and both karts spun off . . . This left Peter Jones with an unexpectedly clear track and keeping his head, he went on

to a surprising win, from John Winter and Mark Bavin.

100 Britain

Susan Cox had earned pole for the 100 Britain race and 19 karts followed her onto the track. Craig Booth was second, Colin Cole third, Mike Rimmer fourth and Richard Hunt fifth. Craig made the best start and led Sue into Bennetts, these two soon going clear of the rest for a duel throughout.

The midfield bunch had their own scrap, with third place as the prize, this eventually going to Colin with Dave Watson moving through for fourth ahead of David Shannon.

Up front, Sue made her move on lap eight, scooting past Craig at the pit bend, and despite having to weave through the back-markers, pulled away for a fine win.

100 National Novice

As the National Novices lined up for the final, led by Francois Saux and John Shorey, the clouds gathered again, but despite some debate, all 15 karts opted for slicks.

John was first at Bennetts and at Pit Corner, with Francois and Howard Davies next in line, and Paul Solari heading the rest a little way back.

The leading three closed right up, with Francois looking to get by, something he achieved on lap six. Howard kept his cool when John spun off in the Esses, moving smoothly into second.

On the ninth lap the heavens opened and the face of the race changed dramatically, with karts spinning off in all directions – including the leader, who regained control, but not before Howard had swept by into the lead. Francois was thus second, from Peter Leccacorvi and Martin Leo.

100 National

With the rain now pelting down, the National final was run on wets, and could have been anybody's race. Gary Prior was on pole, Roger Mough on 2, with Andrew Colson and David Jacobs next. At the start Gary was away, with Andrew not far behind, then Roger and Mike Hodges.

There was no change at the front as Gary Gradually pulled clear, lapping back-markers after six laps, avoiding the spinning karts and going on to a deserved win. Roger moved briefly up to second as Andrew rotated out on a huge puddle at the chicane, but then slowly fell back as Peter Giddings, Robin Chuter, Mike Hodges and Brian Hooley all worked through. That's how it stayed as it turned into an endurance event, with drivers just trying to stay in a straight line and avoid the spinning karts . . .

Liz Jones

Results:

Junior Britain

1st Nicky Haart	Dart/Arrow
2nd David Goode	MJM/Arrow

210 National

1st Graham Payne	RWM/RWM
2nd Graham Wood	Zip/Haywood

250 National

1st Mike Mann	Barlotti/Yamaha
---------------	-----------------

125 National

1st Peter Jones	Barlotti/Rotax
2nd Steve Bell	Barlotti/Rotax
3rd Mark Bavin	Barlotti/Rotax

Fulbeck

A very entertaining day's racing was had by spectators and drivers alike during Round 3 of the 100 International Eastbourne K.C. series at Fulbeck.

(Results and Photos: Roger Calvert)

Junior Britain
1st Jason Elliot Premier/Arrow
2nd Michael Mills Jeta/Dap JM
3rd Dominic Connelly Premier/Arrow

100 Britain
1st Mark Faulder
2nd Scott Banks Premier/WRE Arrow
3rd Tim Pell Boxer/Arrow

100 International
1st Barry Benham BM/Arrow-Parilla
2nd Darren Scott Cobra/PatRon Parilla
3rd Stephen Mayo DAP/TKM-Parilla
4th Brian Catchpole Dino/TKM
5th Darren Needham Lane/Parilla

Top: Jason Elliott (27) with Dominic Connelly sniffing his bumper. Bottom: Darren Needham in the 100 International (22).



125 International
1st John McCann CTRP/Rotax
2nd Ian Eastwood Barlotti/Rotax
3rd Neil Cox Zip/NCP Rotax

100 National
1st Lew Marsden DAP/HM DAP
2nd Mark Wilson DAP/Parilla-DAP
3rd Carl Murphy Premier/PCR

210 National
1st Mark Lockley Lynx/NCT Villiers
2nd Ian Hunter Zip/Villiers
3rd Graham Poultney Barlotti/Villiers

250 National
1st Kevin Routh Zip/Patterson
2nd Brian Borwell Aero/SFR Yamaha
3rd Mark Perry Dino/YZ Yamaha

250 International
1st Barry Altman Zip/Rotax
2nd John Bradburn Zip/Rotax
3rd Alan Mills Barlotti/Yamaha

Kilcornan

Flannigan and Allen — Irish Style . . .

Once again the beautiful little purpose-built kart track at Kilcornan, Co. Limerick was the venue for the 6th All-Ireland Championship for Class 1 International karts, staged by the Southern Karting Club. As always, the host club, spearheaded by Tom O'Brien, John Cassin and Sean Bates had everything in tip-top condition, and had even arranged their usual good weather for the event. All was set for a full feast of karting, spread over the Saturday and Sunday of July 30th and 31st.

Timed practice for the championship contenders was under way early on Saturday morning, and it was evident from the times that the ones to watch were David Allen, Jim Flannigan, Eamonn Bates and Joe McCullogh. And indeed, at the end of the series of heats, this quartet were the ones who came out best, with Cyril Bates and Tom O'Brien also doing well.

In the supporting races, the Junior heats were dominated completely by Mike Woodside from Ballyclare, who won all three and never looked like being caught in the final, when he led from start to finish, followed by Frank Reilly from Dublin and Ken Tuite from Dundalk. A feature of this race was the performance of young Aidan Monahan from Dundalk who thrust his novice plates up amongst the leaders in all his races, finishing a very creditable fourth. We will hear more of this young man . . .

The 125 National final was taken over completely by Dubliner Michael Conway who won three out of his four heats, with John Butler of Cahir being his closest contender. In the final Conway just drove off into the distance from flagfall, and at the end was the easiest of winners from Art McCoy (Clonmel) and John Butler.

One race remained before the Championship finals — the 'B' Final for the 100 Internationals, and this proved to be a triumph for Paul McCoy (Clonmel), with his fellow promoted Junior of last year, David McGuire, second, and John O'Brien and Tucker O'Connell filling the next two places.

And now it was time for the Big One, the Championship, which was to be run over two finals — the aggregate of both to count. David Allen, Jim Flannigan, Joe McCullogh and Cyril Bates made up the front men, with Allen on pole. Flannigan seemed to be best away and led from McCullogh and Eamonn Bates. The latter driver's brother Cyril took advantage of a mistake from Eamonn and made up to fourth, and so it finished, with Michael Wright and Tom O'Brien getting up to fill fifth and sixth places, and Dave Allen beating Jim Flannigan for first, with McCullogh fourth.

The second final was a lot more eventful. Again, David Allen was on pole, sharing the row with Flannigan — shades of the old Music Hall pair of the thirties . . . Again this pair dominated the early stages, Allen leading from Flannigan, with McCullogh and Cyril Bates next, followed by the whole pack in very close formation. On the sixth lap, Flannigan appeared to seize. Whatever the reason, he seemed to check suddenly, and Cyril Bates and he had a coming together, putting both out of contention. Allen now seemed to have a very sick engine, and was visibly slowing. He dropped back gradually and at one time looked to be right out of it. Joe McCullogh was now the man to watch, with Tom O'Brien snapping at his rear bumper, and

ZIEMELIS TAKES THE HONOURS

Sunday 14th August saw the BRSCC host two races for 125 Nationals at their Lucas CAV sponsored championship raceday, at Brands Hatch. A total of 33 karts turned out for the event with the morning's 20 minute practice timed to determine the grid order for both 8 lap races. The quick men were looking for 49 second lap times, but that was not to be as the track proved a lot more slippery than expected in the very warm conditions.

Among the familiar names present were those of Stuart Ziemelis, current British Champion, Kurt Luby, Messrs. Cowgill, Hart, McCallum, Allen, Bisp, Train, and more. The first race got under way at 3pm with Croydon based Gary Purnell, a surprising fastest in practice, sitting on pole position, from Ziemelis, Cowgill and Luby, with Peter McCallum completing the front row. The eight laps developed into a serious dispute for leadership between Ziemelis and Cowgill, the Phoenix relentlessly pursuing the SRS Zip of Ziemelis. Luby, the 1982 GP winner and hot favourite to wrench the lead from Ziemelis, lost it at Clearways, disappearing in a flurry of straw, although managing to rejoin the action to finish well down. At the flag it was Ziemelis, Cowgill, Barry Train, Les Cooper and Doug Hart.

1st Stuart Ziemelis Zip/SRS Rotax
2nd Andy Cowgill Phoenix/Rotax
3rd Barry Train Zip/Rotax
Fastest Lap: Ziemelis, 50.5 sec (85.8 mph)

At ten past five the second race got under way with Ziemelis quickly establishing the lead. Once again the pressure came from Andy Cowgill while Kurt Luby vainly tried to keep up with the pace set by the lead pair. Lap after lap Ziemelis' domination was threatened by the flying Cowgill. On the sixth tour, as they tore through Paddock, Cowgill swooped down the hill and up into Druids, snatching the lead on the outside to hold it as far as Cooper Straight, where Ziemelis again took over. The penultimate lap saw Cowgill literally glued to the Ziemelis bumper as he held the tow right down the Brabham Straight, break it, and dive into the lead before Paddock. Well into the final tour it was anyone's guess who would take the flag, but Ziemelis managed to hold Cowgill at bay and take his second victory of the day in one of the finest 125 duels seen for some time. A disappointed Kurt Luby finished third in what, from the spectators' viewpoint, proved to be a very enjoyable addition to the car meeting. Mixed fortunes though for the Duncan Coulthard sponsored Peter McCallum, the very promising young Scot who travelled all the way from Roxburgh to achieve only experience. All he needs is that bit extra on the straights and he will be a real threat to the current top men.

experience. All he needs is that bit extra on the straights and he will be a real threat to the current top men.

1st Stuart Ziemelis Zip/SRS Rotax
2nd Andy Cowgill Phoenix/Rotax
3rd Kurt Luby Phoenix/LD Rotax
Fastest Lap: Cowgill, 50.4 sec (85.97 mph)
Aggregate third place went to Barry Train.

HORREM AND LAVAL

We are now able to give coverage of both the Junior World at Horrem and the European Individual Championships at Laval, France on 24th July.

In the Junior World the British team finished equal third after the final but as the points of

the first heat decided a dead heat, they were placed 4th after Germany. Once again, unfortunately, the team was let down by its times in the timed trials and finished last. After the first heat they were still lying last but, following the pre-final, managed 2nd place overall. However, in the final, two of the drivers were taken out with only one managing to restart and the other seized in third spot with still 3 laps to go.

Summing up, the team gave the best against stiff opposition and learned a lot. The behaviour was exemplary, going a long way to honour the flag.

The individual events saw the strength lower to five drivers because Steve Brogan sustained rib damage in practice and was advised against competing. In the time trials with a grid of 60 the places earned were 11th, 17th, 24th, 27th and Jason Plato back on 52nd spot with an 8/10ths penalty and 3 penalty points to carry through the meeting for noise.

After the heats the Britons finished with 4 out of 5 on the grid for the pre-final; 11, 17, 22 and 25 and the grid for the final was 12, 13, 24, 32, with Hunnisett making 11 places, Hunt 12, Cotterill losing (due to a seize) 13 places and Dewhurst losing 15 places, thus finishing the final with a 10th from Cotterill so gaining 14 places; a 14th from Hunnisett losing 2 places; a 25th from Dewhurst gaining 7 and a 30th from Hunt losing 17 places, having shed a wheel. The only driver not to make the final was Plato who, with 3 penalty points to carry, seized when coming from the back of the grid in the repechage to 4th. However he entered the Grand Prix and, from 2nd from last row, came through to win in a most convincing style.

There was only one British driver at Laval in the final and that was John Alcorn. Finishing 7th in the pre-final he was lying fourth in the final when his plug leaded up resulting in a 24th place out of 34 starters.

The time trials showed an improvement, John having the second fastest of all the competitors. Next in line was Martin Prior in 16th place followed by Mark Bailey in 34th out of a total entry of 70. During the heats Alcorn showed consistency by winning one, while Bailey dropped back by going off twice and was relegated to 6th on the grid of the repechage. Martin Prior's luck was all downhill with one big end and two engine seizes putting him near the back of the repechage grid. He managed 4th position after being punted off early on, damaging his exhaust. By ignoring the mechanical defect and black flag he was unfortunately excluded from the finishing order. Steve Dart didn't qualify for the repechage though Simon Wright and Gary Moynihan did, coming from the back to hold first and second. However Wright could only make 8th place in the repechage with Moynihan losing a brake shoe and flipping into the fence to break a collar bone.

All in all it was a very well run meeting on a very good track and it is a pity the British performance did not amplify the known quality and ability of the drivers.

LARKHALL CIRCUIT

West of Scotland Kart Club are pleased to announce the completion of their new circuit which will now be named Larkhall Circuit, Merryton Road, Larkhall, Scotland.

The circuit, which can accommodate all classes, measures 950 metres, is built to international short circuit specifications, has easy access from the M74 motorway, and entry from Merryton Road allows freedom to ample car parking and pits areas.

Our official opening meeting, the Scottish Open Championship, will be a 2 day event, on 1st/2nd October, featuring the current Junior British Champion Allan McNiesh.

PHOTO CAPTION COMPETITION

The winner of last month's Photo Caption Competition is Mr. P.M. Litchfield of South Hampton, with:

"Just a minute . . . this one isn't mine!"

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

125 P&R NEWS

125 P&R racing for piston and reed valve induction 125cc motors is going from strength to strength. There are regular entries of between 8 and 15 P&R karts at Chasewater, Three Sisters, Shenington and Rissington, and the motors are now becoming competitive with the all-conquering Rotax in mixed events.

Lion Kart Club intend to run enduro races for the 125 P&R class at their September 18th meeting. The programme will consist of practice and two 25 lap (18 mile) races with points for the trophy positions. This is open to all 125 P&R's. Tyres will be restricted to Goodyear/Carlisle in the dry and free wets.

The Motiv P&R Championship suffered a hiccup when the last round had to be postponed because of the closing of the Lindholme circuit. A new venue is to be arranged, and details will be forwarded to competitors.

Positions after 7 rounds of the Motiv P&R Championship are:

1st	Colin Key	500 pts
2nd	Richard Davies	429 pts
3rd	Ian Bickerton	251 pts
4th	Ian Walker	234 pts
5th	Steve Cowell	224 pts

The 125 P&R Champs will run again in 1984, but tyres will come into line with other National classes.

Bob Clowes

Noise Control

Once again, may we remind all Club Secretaries that a Noise Control Report is an essential part of the Stewards Report of the meeting and an entry list with the decibel reading, signed by the Official in charge of the Noise Meter, must be handed to the Steward at the end of the meeting.

SWEDISH CHAMPIONSHIP CUP

Sodertalje, Sweden — August 13th

The Swedish Championship Cup at Soder-talje saw Lennart Bohlin add yet another trophy to his collection, with a decisive win over all comers. 1982 Champion, Tommy Faldt failed to qualify through to the final. Bohlin, winning all heats and the semi-final, stood on pole for the final which he won with equally impressive style.

The competition was held according to the speedway system; 5 heats, semi-final and final.

1st	Lennart Bohlin	Loctite Zip/LTB Rotax
2nd	Lars Johansson	Loctite Zip/Rotax
3rd	Michael Jansson	Zip/Rotax
4th	Christer Johansson	Sonder/Rotax

Telephone:
Hoddesdon 44201

1983 National Schools Championship

Thanks to Brian Lord we are able to give more extensive coverage to the Esso '83 NatSKA rather than those brief few lines in last month's Pit Talk which was all we had available at time of going to press.

This year over 300 karts took part in the National Schools Championships at Fulbeck in Lincolnshire. They arrived by car, van, minibus and coach from all over the country on the Friday evening, setting up camp at the Notts and Lincs Showground a few miles from the circuit. Well over 1,000 people created an atmosphere of a holiday camp and tales of things to come were heard well into the small hours.

Letters

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

Dear Sir,
Would you please allow three Cumbrian lads to say a big thanks to the firms listed below, without whose help we could not have competed at the Brignoles 24 Hours Enduro in August:

Kart Pro Hewland Engineering
Zip Kart Ferrari Racing
Castrol Champion Plugs

We would also like to thank the Swiss and French teams for the great reception they gave to us which made it an extremely enjoyable 4 days we will long remember.

R. Robson, Nicky Robson, Bob Bond

Dear Ed,
I understand that the World Cup is to be moved from Morecambe to Donington Park next year. This may appeal to the gearbox karters, but does it to the Class One people?

May I therefore suggest a separate World Cup meeting to be held at perhaps Three Sisters, to cater for Class One karts only. In my opinion 100cc Britains, Nationals and Internationals are capable of attracting the same number of spectators at least, as seen at Morecambe this year.

If such a meeting is possible, why not combine it with a round of the National Championships i.e. Kart and Superkart or Super One? therefore ensuring a first class entry.

Any comments or further suggestions?

Michael Sheppard
Dale Karts Ltd.

Readers' views on this quite critical issue would be appreciated, so come on Class One, get the pencils sharpened!

The racing was spread over the Saturday and Sunday with an incredible 56 heats being completed in the ten NatSKA classes, ranging from 50cc moped engines to an open rotary and a 125 gearbox class.

Only two champions managed to hold their titles, A. Waters in the P&R Class and Paddy Walsh in the Britain Class (who has flown the school's banner proudly by winning Senior Britain the following week!) but then this is not unusual as many of last year's drivers had left school leaving the defence of the title to new competitors.

One of many magnificent sights was that of fifty seven 50cc gearbox karts fighting out their title and with about a dozen different makes of engine and all the home-made chassis providing colour and charisma I'm sure parents would welcome this economical form of racing at RAC level.

Another feature of the meeting is the judging of the Design and Building Competition – the quality of the entrants would not disgrace any of the professional builders and the handling qualities of some would easily attract customers

should they be offered for sale.

As dusk on Sunday brought the meeting to an end and pupils, staff and parents returned to the far corners of the country, all could reflect on another truly memorable weekend.

Results:

50cc Single Speed

1st D. Stanley Brookvale (Cheshire) Passola
2nd Team 'A' Bedfordshire Ariel
3rd Team Heronswood (Herts) Ariel

50cc Locked

1st A. Rayner St. Wilfrids (WYSKA) Fizz
2nd D. Bland Broxbourne (Herts) Fizz
3rd Team B John Warner (Herts) Fizz

50cc Gearbox

1st C. Barton St. Audreys (Herts) Fantic
2nd B. Tunningley Knottingley (WYSKA) Fizz
3rd C. Lomas Breezehill (Oldham) YZ

National Solo

1st J. Thompson Winchmore (E&H) Solo
2nd Team St. Audreys (Herts) Solo
3rd Team 'C' Bedfordshire Solo

Low Power 100

1st M. Penistone Knottingley (WYSKA) DT100
2nd A. Cork Barclay (Herts) Mac49E
3rd Team Bransholme (Humberside) Honda H100

100 P&R

1st A. Waters Barclay (Herts) Mac92
2nd Team Astley (Northumberland) Yamaha KT100S
3rd= R. Mallinder St. Wilfrids (WYSKA) Yamaha KT100S
3rd= N. McDonald Rutherford (Northumberland) Yamaha KT100S

100 Britain

1st P. Walsh St. Wilfrids (WYSKA) Arrow
2nd I. Turner Hextable (Norfolk) Arrow
3rd Team K Bedfordshire Arrow

210 Villiers

1st Team Valley (Notts) 11E
2nd Team Heronswood (Herts) 9E
3rd= Team Bedfordshire 9E
3rd= Team Petersfield (Hants) 9E

125cc

1st A. Waters Barclay (Herts) Yamaha RS
2nd Team E John Warner (Herts) Yamaha RS
3rd Team Cheshunt (Herts) Puch

100 Rotary

1st D. Innocent St. Audreys (Herts) Zip/Parilla
2nd D. Colley Winchmore (E&H) Sprint/TKM
3rd M. Steele West Denton (Northumberland) Premier/Parilla

Design and Building Competition

1st King Edward VII Coalville
2nd Hull Grammar School Hull
3rd Valley Comprehensive Worksop

CHAS WALKER

We had a telephone call from Chas Walker the other day. You will remember Chas is the 125 driver who suffered a heart attack at the Fulbeck Gearbox Champs. Chas will be retiring from racing, for a short time anyway, and wishes to convey to everyone his sincerest thanks for the concern they have shown. In the meantime, rest assured, Chas will continue his engine tuning business and will still be able to supply spares. If anyone has been trying to contact him and been unable, it's because he recently moved and the new telephone number is: Wigan 226727.

Alice Wright,
Comp. Sec., South Yorks KC

Ellough

On Sunday 17th July, Beccles Kart Club held the East Anglian Championships at Ellough. The meeting was sponsored by WPT / Burris Tyres who put up £20 vouchers for the winners of each class. Also, the two ladies, Marion Rump and Anita Jane Sampson were presented with £20 vouchers. There were also large shields for the winners to keep for a year and some beautiful trophies, down to fifth place in some classes. All the action took place under a scorching sun and a lot of sweat was lost by all the drivers in the course of the day.

Junior National/Britain

Heat 1 was a win for Stuart Sampson in the Nationals. He took the lead from the start and held it for the full 10 laps. Shaun Nicholson held off Stephen Webb to take the Britain race with Neil Gordon a close third. Heat 2 was nearly a repeat of the first, but for Darren Wenn who took an early lead only to drop back through the field and then be qualified as a non-finisher after the Clerk of the Course saw him take a short cut! Sampson took his second win of the day with Scott Law second. The Britain result was the same as heat 1.

Heat 3 was the third win of the day for Sampson with Wenn second this time. A change of winners in Britain saw Webb first from Nicholson and Neil Gordon.

Final: Darren Wenn took an early lead in the Nationals but was caught and passed on lap 3 by Sampson who went on to win. Marion Rump had her best race of the day, taking third place. In the Britain class, Shaun Nicholson went into the early lead, but had to spend the entire 15 laps holding off Stephen Webb. Neil Gordon was third.

100 National

Heat 1 saw Ron Cox lead for the first lap, but next time round he was down to third as the flying duo of Bob Kett and Miles Townsend went on their way – Bob to win, but Miles to seize on the last lap and have a nasty shunt with David Peachey. Ron Cox held off Gordon Chenery for second. Andrew Wilson led for the first couple of laps in heat 2, but fell back to retire on lap 8. Chenery took up the lead and raced away to win, with the dice for second going to Robert Gant, from Kett. Heat 3 saw Chenery's second win, leading all the way. Shaun Reid retired from second place on lap 7 handing it to Kevin Keable, from Kett.

Chenery led the final from start to finish. Bob Kett, unable to get closer than 20 yards, was busy anyway, fending off Robert Gant, who had come through past Kevin Keable for third.

125 National

Heat 1: Colin Croxford went off like a rocket and led for a couple of laps until the local "man to beat" Boyd Barrington outraked him at the hairpin and went on to win. Croxford then spent the remaining laps holding off John Davies who was close on his back bumper. Heat 2 was another easy win for Barrington, the main interest being a three way scrap for second with Croxford, Davies, and Ian Beaumont all going at it hammer and tongs. At the flag it was Colin first, Ian second and John fourth – but what a scrap.

Colin was again first away in heat 3, and it took Barrington 4 laps to get by, to win his

third heat of the day. Beaumont finished third with Roger Barrington fourth.

Final: Boyd Barrington flew off the line and got an early lead. Beaumont got past Croxford on lap 3, but couldn't make any impression on the leader – until on lap ten a flat tyre robbed Boyd of certain victory. This left Ian in a strong position, with Roger Barrington, Croxford and Davies scrapping behind for second – eventually finishing in that order.

210 National

Jon Sapey overcame Ralph Howard's early lead to take heat 1, and as the race progressed, both Ian Jackson and Trevor Woodhouse slipped by for second and third. Heat 2 was another win for Sapey, his lead becoming large on Jackson's retirement on lap 6. Woodhouse got the better of a scrap with Tim Ayres for second. Sapey led again in heat 3 but it was short lived, as Jackson hit the front on lap 3 to win. Woodhouse inherited second on lap 8 when Sapey retired.

Ian Jackson led the final from start to finish. Sapey and Woodhouse were always close on his heels, but as they dived, he got away. On lap 18 Sapey came into the pits, leaving Woodhouse clearly second. Tim Ayres took third from Ralph Howard.

250 National/International

A small field saw Kevin Ramage lead after the first lap, but next time round Mike Dzuirgalski on the National was in the lead. Ramage regained the lead on lap three, and that was that – especially with Mike losing his fuel cap and having to retire, rather unhappy, on lap 14. Ron Harris found himself promoted to second.

John Davies

Results:

Junior National

1st Stuart Sampson Sprint/PCR
2nd Darren Wenn Lancer/TKM
3rd Marion Rump Mustang/Parilla

Junior Britain

1st Shaun Nicholson Wright/Arrow
2nd Stephen Webb Spyda/Hewland
3rd Neil Gordon Dart/TKM

100 National

1st Gordon Chenery Dart/DK Arrow
2nd Bob Kett Mustang/TKM
3rd Robert Gant Dart/TKM

125 National

1st Ian Beaumont Lancer/Rotax
2nd Roger Barrington Spyda/Rotax
3rd Colin Croxford Quantum/Rotax

210 National

1st Ian Jackson Aero/Villiers
2nd Trevor Woodhouse Zip/Upton
3rd Tim Ayres Lancer/Upton

250 National/International

1st Kevin Ramaga Dino/Yamaha w/c
2nd Ron Harris Lancer/Yamaha a/c



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Shenington

17th July 1983

A fine day provided some excellent racing. The Junior scene is hotting up at Shenington with several drivers very evenly matched. The leading lads in the final came together giving 12 year old Guy Wood his first win. Paul Ring-sell came 6th in his first kart race and collected a special award.

The Senior Britain was won by Paul Rixon with a handsome lead over Eric Butler who had driven his way through an unbroken chain of karts.

100 National honours went to Derek Higgins from a much improved Barry Benham. The speedy Robin Chuter took himself off trying to pass Benham. Ray Lewis drove defensively to protect his third place from Nigel Keats (back to karting after nearly a year's lay-off). Andrew Pallister took 4th place. Fifth and sixth went to Eric Symons and Martin Hazel, both 'B' finalists. The 125 National heats and final were won convincingly by Keith Bisp. Sound driving by Alan Dell earned him second place in the heats and finals.

210 National saw the battle we had all been looking forward to, namely Colin Poole v. Mark Allen. There is no doubt that Colin is improving all the time. Mark had to work very hard to hang on to the lead.

John Ottrey has driven well all season in 250 National. Pat Tomkinson had non finishes in the heats, his opening couple of laps were promising but soon Ottrey was through into the lead. Andrew Knott took over second spot and John went on to take the chequered flag.

A very exciting day's racing. The Club extends special thanks to Dave Atkinson who was Clerk of the Course. The next Shenington meeting is on the new look circuit on the 18th September.

Maggie Filkin

Results:

Junior Britain

1st Guy Wood Zip/Arrow
2nd Martin O'Connell UFO/Arrow
3rd Martin Powell Premier/Arrow

Junior National

1st Andy Routledge Zip/PCR

Junior Novice Award – Paul Ringsell

100 Britain

1st Paul Rixon KEG/Arrow
2nd Eric Butler KEG/Arrow
3rd Dan Wright Zip/Arrow

100 National 'B'

1st Martin Hazel Zip/Parilla

100 National

1st Derek Higgins DAP/DAP
2nd Barry Benham BM/Arrow
3rd Ray Lewis Zip/Parilla

125 National

1st Keith Bisp Barlotti/Rotax
2nd Alan Dell Zip/Rotax
3rd Alan Artus Magnum/Rotax

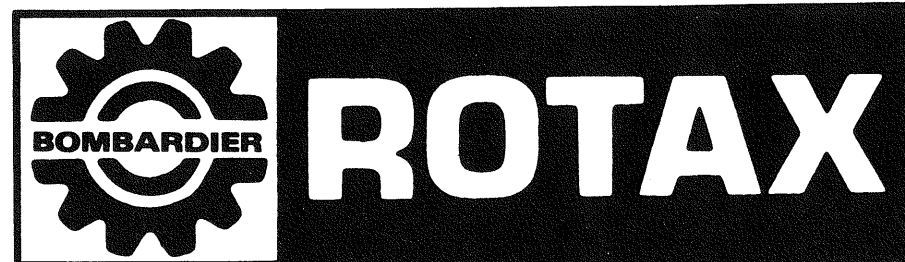
210 National

1st Mark Allen Dino/Villiers
2nd Colin Poole Zip/Villiers
3rd Steve Hurst Zip/Villiers

250 National

1st John Ottrey Barlotti/Yamaha
2nd Andrew Knott Aero/Bultaco

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Our thanks to *MARTIN HINES*, *REG GANGE*, *ROB KERKHOVEN*, and *SANDY DALGARNO* for demonstrating that their ability combined with Zip prepared Rotax is second to none!

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Regretfully, due to pending retirement, the well-known family Company of **AERO KARTS** is being transferred to new management. However, before leaving the scene Mr. Les Loakes wishes to thank most sincerely, all those customers who have supported his business over the last twenty years.

AERO KARTS are now located at
DEAN HOUSE, UPPER DEAN, CAMBS.
Tel: Riseley (023063) 296 and the new management will be offering the same good services and expert advice which was so readily available under Mr. Loakes.

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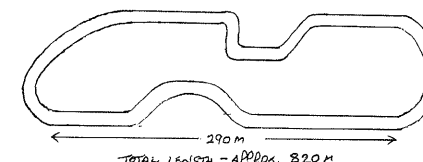
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THREE SISTERS, 7th August

1ST Junior Britain STUART WALLIS
on a Premier Classic / WRE Arrow

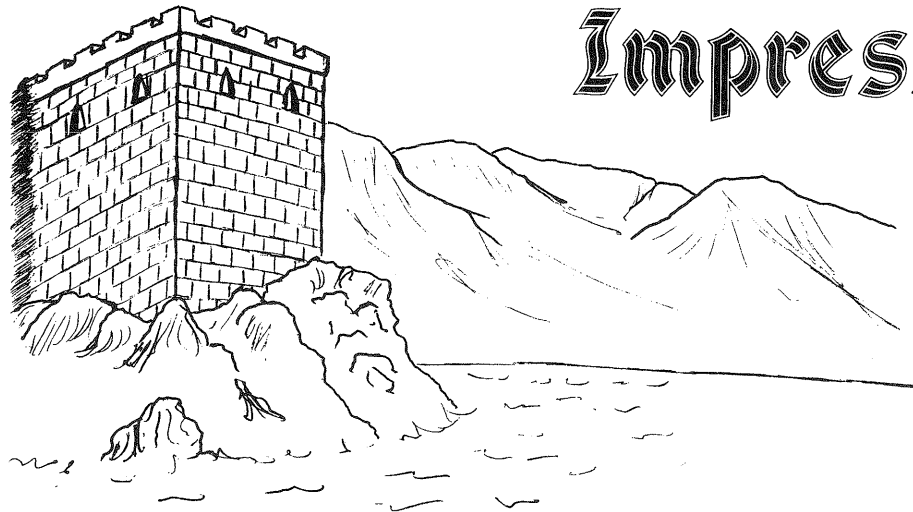
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3RD 100 National STEVE SYKES
on a Premier Classic



PARILLA





Impressions of Ulster

by
Ed. McCormick

Following a very aggravating journey from Euston, during which I discovered to my dismay there to be no refreshment facilities, I stepped nine hours later in the cold light of dawn onto Scottish soil, tired, drawn and more than a little peeved. The only memorable highlight of the trip was the meeting in London of an Australian playwright off to see his work presented at the Edinburgh festival. Even playwrights understand and enjoy karting! The sea journey was a transfusion after the fortitude required earlier to survive the rigours of the rail. After an enormous breakfast followed by several gallons of tea I spent the remainder of the two and a half hour trip on deck where the clouds, thin and high, had underbellies of gunmetal, vaulting the sea, a vague sable bordering a suggestion of green.

My contact was Keith Campbell of the Ulster Kart Club who, along with his lovely wife Edith, were to be my hosts for the next few days. Anticipation of the imminent karting event was to go hand in hand with another memorable occasion: the first meeting in almost four years with my brother and sister; Colin and Sandra, who live on the outskirts of Belfast.

Each town in the Province, at one time or another during the summer, holds a Civic week comprising of festivals, fairs, concerts and so forth. In most cases the week is dominated by the , characteristically Irish, Kart Road Races, events unsurpassed anywhere in England.

Carrick Fergus is a small town on the eastern coast of County Antrim, sheltered by the span of Belfast Lough, protected on its other flank by a long, high ridge cloaked with heathers and gorse marching down to patchwork clumps of trees lost among the encroaching roofs. The town is dominated by a castle of the same name, at one time a defender of the lough, on whose ramparts heavy black cannons look out across the water. A shot from one of such weapons is reputed to have been able to arc the bay to the opposite coast. It stands on a spit of land, incorporating a natural harbour and is situated at the southern end of the marine highway.

We arrived mid afternoon to watch the preparations for the races, following a brief sojourn to Keith's home for lunch. Though the roads weren't destined to be closed until 6pm, the atmosphere already was quite electrifying. There was an undercurrent of expectation which seemed to touch everyone, perhaps more so Keith and myself as we were closer to karting than the rest of our company. Around 4.30 pm they began to arrive, some with transporter vans, most with karts on trailers, drawing into the two car parks converted for use as paddocks. Road Races, by their very nature, are bound by strict rules of compliance and are permitted only under the auspices of both

Council and Police (R.U.C.) because of the dangers involved. The hazard to both public and drivers alike is something of which the organisers are acutely aware, therefore stringent rules must be adhered to before an event may proceed.

By 6pm both paddocks were full, the entry of about 100 being a roughly even split between the four contending classes: 100 National, 125 National, 250 National and 250 International. The Class 1 machinery showed a sprinkling of TKM and Cobra chassis with quite a number of local grown Wier Chariots in attendance. The power units seemed to be dominated by the Hewland Arrow, tuned appropriately. The 125's were all Rotax powered and the chassis varied between Zip, Lancer and Barlotti, while the 250 Nationals were predominantly Barlotti and Zip powered by either Montessas or Yamahas, including the Peak Revs prepared Yamaha of young Trevor Roberts. The Internationals were mostly Zip mounted Yamahas with just a sprinkling of Rotax. The order of events for all classes was two practice sessions followed by one heat each to decide grid positions and the finals, reduced to six laps from 10 because of the possibility of failing light.

As everyone waited for the road clearance checks to be completed, I found myself gripped by the atmosphere, one akin to the Silverstone Grand Prix; the expectations, the tensions as the crowds lined the coastal pavement, most of whom were strangers or day-trippers who had probably never witnessed a kart race before. Like Silverstone it was a gradual build-up from mid afternoon but, unlike the GP, it was all achieved in a matter of hours rather than days. To the drivers who stood about waiting or paced nervously up and down there was a sensation of being severed from the rest of the world. Yet, they retained the camaraderie of a normal club meeting but were infected by the eminence of a major international event. Then the first machine, a 100 National driven by Jim Johnston, PRO of the club, was ushered out for a demonstration lap. This action seemed to break the spell. Suddenly the paddocks were alive with frantic drivers and scurrying mechanics; hardly a moment to devote to the onlookers who, realizing the importance of their action, condoned the behaviour and found themselves caught up in the same verve impelling the competitors.

The circuit is fast and on the back road very bumpy. The gearing for the class 1 outfits was recommended as 12:72 or 11:66! An indication of the circuit can be gained from the illustration below.

The marine highway, which is the main straight, stretches for almost one third of a

mile before the circuit takes a sharp right turn between the two car parks used as paddocks and swings into another right hander to gain the back road, flanked on the left by a continuous run of houses and buildings close to the kerb-side. The surface of this section is extremely bumpy where remedial patching has been carried out. The main hazards are the storm drain grids and raised or sunken manhole covers, requiring foreknowledge and much skill to avoid.

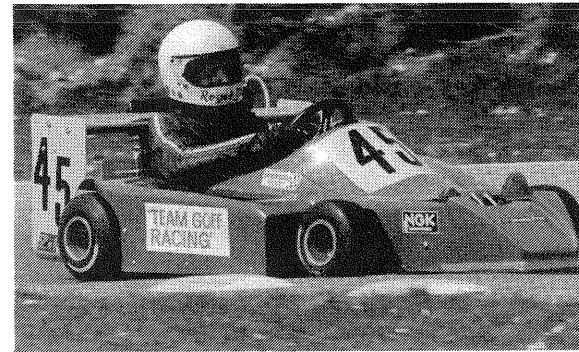
The practice went under way but gave little time to sort out any problems before the heats began. Already it was past 7.30 pm and the main concern of the organisers was: would the weather hold and would there be sufficient light left to complete the finals? The sky was cloudy, threatening rain in the stiff southwest breeze. To the east lay Belfast Lough, choppy with whitetops tossing the sailboats, the sea running a grey green and harshly beautiful. The roofs of the white and cream fronted houses took on a metallic lustre in the early evening sunlight throwing rays from behind the high ridge. It began to grow quite cold and though the spectators stamped their feet, the atmosphere of the impending finals caught everyone with the same feeling of excitement.

The 100 Nationals were first to take their places on the grid for the warm-up lap. It took three tours before the starter was satisfied they were in the correct order. Then they were off. From my vantage point on top of a decorative, rather than purposeful, pillbox I had an uninterrupted seventy percent view of the circuit. With two laps under their belts the field of twenty or so began to establish their formation, the leaders, David Allen, Alan Vance and Jim Johnston pulling away from the middling order runners, each continually keeping the pressure on the other. As they came along the straight, braking hard for the pits corner, Johnston was fighting to get past Vance. Into the final yards and it was David Allen who took the flag with Johnston succeeding in his bid to push Alan Vance down to third spot.

With the threat of a rain squall and failing light ever present it was necessary to push the other three 6-lap races through as quickly as possible. No sooner had the pace car signified the circuit clear than the 125 legion took the field, the noise of twenty-plus Rotax engines reverberating from the buildings, astounding the spectators. By now the light was pushing to any early suggestion of dusk. The battle for first place soon became established between a Zip, a Barlotti and a Lancer taking the bumpy back road with all the skill expected of the 125's and reeling the laps off like flicking pages of a book. At the line it was Gordon Howell from Campbell Thompson and Leslie Curry, showing a fine display of tactics and driving ability.

The 250 National developed into a three-way tussle for supremacy between the Montessas

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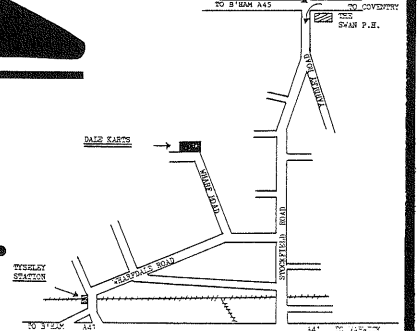


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of Kennady and Lindsay against the 'Peak Revs' Yamaha of Trevor Roberts, last seen in England contending at Silverstone. Several entries 'died' by the wayside during the early laps, one machine suffering a seize and going into a spectacular spin just up from the Coast Hotel, causing consternation to the onlookers when the pursuing machines continued without a break in the pace. Roberts the early leader was forced to concede to the pressure of Brian Kennedy who dived inside on the pit corner and began to establish a good lead. The Yamaha seemed to have the legs on the straight where Roberts was seen hauling in the leader. Perhaps it was just a case of who would outbrake whom. At the flag it was Kennedy from Roberts and Ian Lindsay giving all a fine thrilling race.

"My God! What's that?" an elderly gent from Essex standing beside me gasped. I didn't answer. Why spoil it for him! It was of course the 250 Internationals forming up on the dummy grid. By now the street lights were casting a yellow glow the length and breadth of the circuit. Both Keith and I were worried that, due to the poor visibility and the high speeds involved, we might very well have some nasty incidents. The possibility certainly didn't seem to perturb the Formula E brigade as they literally chased the pace car on the warm-up lap. As the starter raised the green flag a multitude of Rotax and Yamaha twins screamed off the line in their now customary style, obliterating the background with a cloud of blue haze.

As they thundered by my position I was amazed, perhaps more amused, at the expression on people's faces. Had they come along to see the 'go-karts' of yester-year? If so they had a very rude awakening! At speeds close on one hundred miles an hour, they tore along the back road, floor trays sparking on the uneven surface in the dying light. Some, unfortunately, didn't quite make the top bend nor did others negotiate the chicane and were forced to languish amid the straw bales. To think the authorities insisted on a chicane to slow them down! The length of the straight was adequate (just) to hit top gear before heavy braking to take the second gear right-hander at pits corner.

At first it was Yamaha power to dominate the proceedings, but the proof of the Rotax showed its form in the hands of the very amicable Raymond Lyons and his similarly mounted contender Noel English. At speeds in the region of 120 mph both Lyons and English stretched the lead from Brian Beattie. In the increasingly poor light (the time was nearing 9.30 pm) it was the attractively liveried Zip of Lyons that took the flag, with English and Beattie hounding his tail for second and third respectively. Allowing for almost a fifty percent casualty rate it still proved a cracking final.

Results:

100 National
1st David Allen
2nd Jim Johnston
3rd Alan Vance

Chariot/ERE Arrow
TKM/AK Arrow
Cobra/VET Arrow

125 National
1st Gordon Howell
2nd C'bell Thompson
3rd Leslie Currie

Zip/Rotax
Lancer/Rotax
Barlotti/Rotax

250 National
1st Brian Kennady
2nd Trevor Roberts
3rd Ian Lindsay

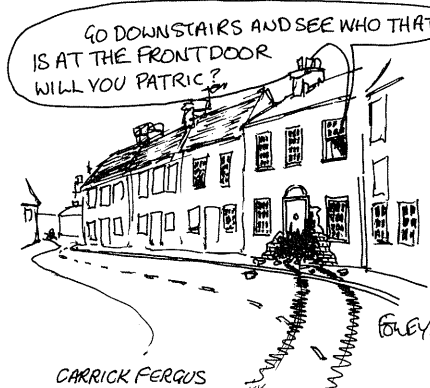
Barlotti/Montessa
Zip/PR Yamaha
Barlotti/Montessa

250 International
1st Raymond Lyons
2nd Noel English
3rd Brian Beattie

Zip/Rotax
Zip/Rotax
Zip/Yamaha

The trophy presentation later in the Coast Road Hotel must go down as the most hospitable occasion in the Ulster karting calendar. With sponsorship coming from Molyslip, the Coast Road Hotel, Redburn Autos of Carrick Fergus, and Hermes Engineering, the meeting turned into a gargantuan celebration. The trophies, items of excellent quality, along with boxes of goodies were presented by the sponsors, except for the Formula E class. That honour went to me, on behalf of Kart & Superkart. The ovation received from all was overwhelming. My gratitude goes to Frank Stewart, Club Chairman; Percy Jordan, President; and the ubiquitous Jim Johnston, Mr. P.R.O., and all the other officials and for extending so much time and effort to me. Also to Keith and Edith Campbell who displayed such wonderful friendship and hospitality. Finally, my brother, who had never seen karting before, was so astounded by the spectacle that he decided on the spot to join the U.K.C. (as a non-driving member — I think!). He's hooked, much the same as I was when I first toured the circuits a couple of years ago.

And now, by no means as a postscript, I give a brief report on the Ulster GP, held recently at the new Nutts Corner circuit which I visited during my short stay and found to be of excellent quality. Predominantly a Class 1 circuit, it made life a little 'hairy' and heart-thumping for the gearbox men, all fighting for their own coveted GP plates. The intention is to extend the existing track to proportions capable of accepting cars and motor cycles. Who knows, in the future we may see the RAC Long Circuit brigade crossing that short stretch of water. So, to placate our Irish colleagues and ensure that any subsequent visits won't require the showing



of the white flag, I give you the Ulster Grand Prix, by Terry Findlay of Car Sport.

The one hundred and thirty three entries saw a sprinkling of names familiar to English and Scots karting enthusiasts: Lee Cranmer, Tony Negal, Barry Train and Ian Deans, all setting fast times on the Friday. Even Ulster's Junior National lad, Francis Stewart, found himself hard pressed at times. With twenty three heats and races in the programme, it was going to be a busy event and, after the sorting of one or two problems, racing started timely and smoothly.

The 100 Nationals got under way with a grid of 24 as they lined up for a fast and furious final. Joe Wright was one of the early mud-pluggers but came back fiercely to finish third. Alan Vance, despite some near misses, kept his cool to claim a well-deserved second spot. The drive of the race was to be that of David Allen on his home produced Weir Chariot with a superbly tuned Hewland Arrow which clawed him back to first after he lost it early on. The closest of the visitors was Tony Negal taking fourth, with the anticipated challenges vanishing at the three-quarter stage when Cranmer developed a flat.

The 125 Final was notable for Henry Crossan being the only champion to retain his GP plate, not without a struggle from Terry Wilkinson, who seemed full of confidence. David Vance was unable to emulate his brother Alan, only managing fifth and muttering something about a loose coupling.

The 250 Nationals numbered only thirteen and Trevor Roberts showed his continued dominance with the Peak Revs machinery grasping the GP victory from Joe Morton and third placed man Joe McBride.

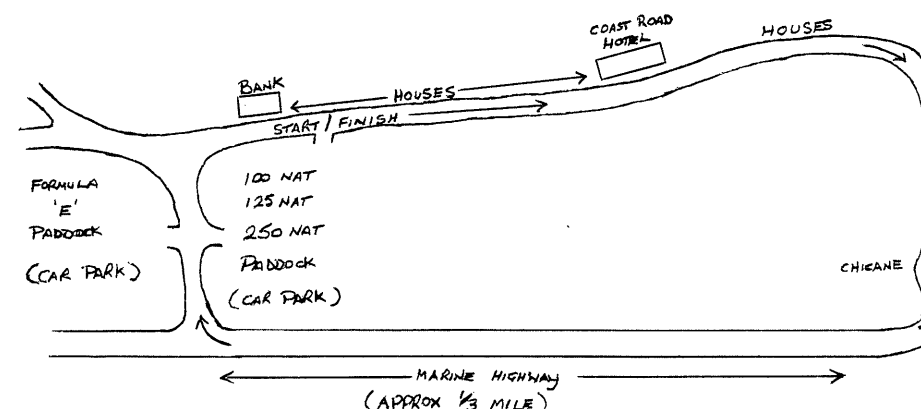
Superkarts and Rotax were made for speed and winning, as Tim Allen proved by relieving David Bell of his last years' victory in fierce competition with twenty other entrants in this class.

And so, finally, to the Juniors, the National win by Gary Jordan producing family emotions akin to the return of the prodigal son! Mike Woodside appeared to have the race stitched up until the last bend when he overcooked it and ended up among the bales. With the aid of Ray Jordan he restarted to cross the line under power and claim second spot.

Junior Britains are the future of karting and no-one was in any doubt about the brightness of that future. Barely thirteen, Alan McNish, with only eighteen months of racing to his credit, was unbeatable. Francis Stewart, who recently obtained British colours, was an unusual second. These two actually lapped the remainder of the field, not that they should feel any chagrin for they fought hard for each place, getting the best possible from their engines.

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WEDNESDAY 3RD AUGUST



continued...

The last word must go to the manager of the Sisley team who was impressed by the track, facilities and organisation, but more particularly with karters and teams for friendliness and assistance. He will have no hesitation in recommending other international teams to race in Ulster. Who's for Italian and German competition?

Results:

Junior Britain	125 National
1st Alan McNish	1st Henry Crossan
2nd Francis Stewart	2nd Terry Wilkinson
3rd Gordon Duncan	3rd Leslie Currie

100 National	250 National
1st David Allen	1st Trevor Roberts
2nd Alan Vance	2nd Joe Morton
3rd Joe Wright	3rd Joe McBride

100 International	250 International
1st Richard Smythe	1st Tim Allen
2nd Cyril Bates	2nd Brian Beattie
3rd A. Kirkpatrick	3rd David Bell

Junior International
1st Gary Jordan
2nd Mike Woodside
3rd Ian McNish



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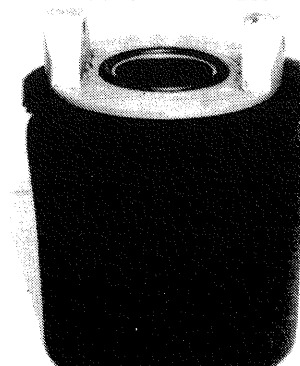
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Another month has passed and with it the 1983 100 Britain RAC Championship at Dunkeswell. Despite the super summer weather, Dunks' weather record did not let us down, with a thunderstorm just in time for the final . . . A very interesting thought on the Championship entry was that only just over 40 drivers were competing, which for our 'base' class was very disappointing, and very worrying. Remember, this is the economy class — a launching pad for 100cc karting . . .

More worrying though was the way in which various drivers were heavily supported by various sources and were spending 'pots' of money on all-week testing — some were reputed to have gone through 4-5 sets of tyres! The tyre situation (as always) seemed out of hand, with Bridgestone and Dunlop SL's being in the thick of things. During testing it appeared that the Dunlops had a very slight edge, but as this brand was virtually non-available, only those who had saved some from earlier in the year (or 1982) were smiling. The Bridgestones were readily available and seemed to be wearing a little better, thus giving their drivers hope that they would 'come on' during the 30 lap final (particularly in the heat!). Again though, what a farce — an economy class with drivers having to sort through tyres to find the right ones; surely some solution to this must be found by the RAC, or else 100 Britain contenders will snub the national permit meetings. Remember, this year many clubs are selecting their own 'one brand' tyre formulas from the Blue Book list in order to satisfy their customers, the drivers.

Whilst having a dig at the RAC, another silly situation appears to be the way in which the British Championship classes are split up. Surely the most logical thing for Britain drivers, supporters, traders etc. would be to run 100 Senior and Junior Britain on the same date and location, and not to have supporting grids of gearbox!!

Okay, moaning over. Back to the racing. Miles Hall on his development Zip and Christo Arrow seemed to be the man to beat, closely followed by team-mate young Mark Beddall. Nigel Clevely was doing some practice but did not compete, while defending Champion Tony Negal ended his chances during Saturday's free practice, upside down in the tyres. In fact, Tony was badly bruised and shaken and was lucky to get away so lightly. His discomfort during the early heats on Sunday was obvious, and he 'retired hurt'.

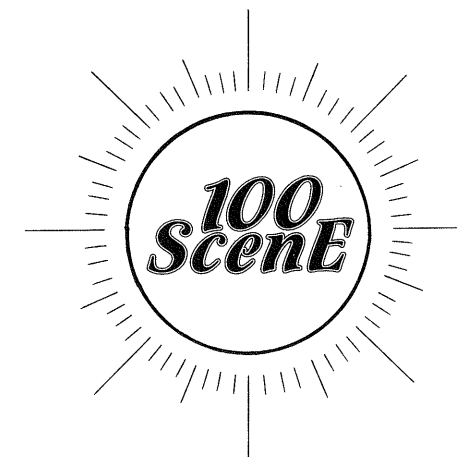
100 National drivers Andrew Coulson and Lewis Marsden had downgraded for a one-off — causing one or two uncomplimentary comments — on Dart/Arrow and Jeta/DAP equipment respectively.

The hopes of pole winner Hall were washed away with the downpour, while Lew Marsden, who was looking for a front row start after a first and a fourth, crashed heavily in the third heat and was lucky to be in running order for the final. Star of the final was mid-field starter young Patrick Walsh from Wombwell country (with thanks to his friends the Faulders who lent him his Goodyear wets) who dominated the race and never put a foot wrong in the atrocious conditions.

As a last note; the trophy presentation and the trophies were very poor, certainly not befitting a British Championship. Come on clubs, let's have a bit of razamataz and sparkle at presentations and some good *silver* trophies.

Although not directly linked to this Championship, a topic which has been mentioned before is the idea of 'special' number plates for series winners etc. As an example, the Kart & Superkart title winner could have the letters 'KS' and maybe the Global Cup winner 'G' or 'O', the use of the coveted '1' though would presumably remain. This would add a little prestige to the drivers and offer an added interest to the spectators (assuming the programme explained the various numbers and letters properly).

As we are well into the '83 season and both the 100 National commercial series reach their respective climaxes, thoughts turn to the possibilities for 1984. In 100 National it was felt that another series other than the K*S could be justified, mainly along the lines that after the 1982 tyre saga, a lot of drivers wanted to run on Goodyears only. This was reasonably understandable, but has rather been negated, as the Bridge-



stone / K&S series has offered an alternative tyre which, with experience, appears to be very competitive and gives a long life. Perhaps still a bit pricey initially — but don't forget, Britain class Carlisles are costing £16+!

Although allowing for a maximum of 48 drivers, the Super One series has not been able to completely fill the grids with registered drivers, and it has I feel sure financially stretched drivers into competing in one or other of the series. The Super One has some good things going for it (not least being the series organisers, whose ideas were intended to satisfy many drivers), but financially and economically things are still not right for a split in 100 National. It would be nice to think that some kind of agreement could be reached so that say the Bridgestone series would be for 100 National and the Super One (which is self-financing) would cater for the Junior Britain/International and Senior Britain classes. Maybe the venues could be combined, offering many benefits. As the governing body, I am surprised the RAC do not monitor carefully the outcome of opposing series and events, and issue guidelines to ensure that "the sport" does not suffer. Let us hope that the message regarding the apparent satisfaction of many 100 National drivers with the Bridgestone SL's does not go unnoticed in the offices at Belgrave Square, and that the RAC take the tyre problem by the scruff of the neck in '84 and give the paying licence holders what they want.

While talking of the 100 National class, very noticeable of late has been the ever-improving form of the 1982 Champion, Andy Buchan. Despite having to travel from the Scottish borders, Andy has competed regularly in the Bridgestone/K&S series this season, and produced his best result to date at Rissington. Obviously the circuit there is very much to his liking, as I am informed that he has just pulled off the 100 International British Championship at the same venue — further proof that this under-rated driver has what it takes. A double champion no less . . .

From the size of the entry for the 100 International Champs, and the following that the Eastbourne Series has attracted (or not attracted) it is obvious that 100 International has all but died — in Britain. There are thoughts around at the moment which concern the possibility of introducing a 135cc heavy class as a possible alternative. This class could attract some of the 100 National drivers, and may help to start the ball rolling with a proper 135cc class in this country — food for thought?

As a final note; it is now only weeks away from the 135 World Championship at Le Mans in France. A superb venue for a never-to-be-forgotten experience. If you have never been to a World Championship, then this is your opportunity. Camping, caravanning, hotelling — it does not matter how. If you love karting then Le Mans is the place to be on 17th/18th September. The last World Championship there, in 1978 was a classic. The experience and atmosphere is great and will remain in your memory for a long while.

Even more memorable could be the possibility that the Fullerton camp may pull off that much deserved World Championship title — fingers crossed. Mike Wilson will be out for an incredible possible hat-trick of victories — and you should also (if the grape-vine is correct, and it usually is) be able to see motor racing's fastest rising star and future F1 World Champion, Ayrton Senna (da Silva) giving it his all for the DAP camp, in a last bid to secure the title before F1 beckons (inside sources who should know maintain that Ayrton has indeed already signed with Brabham for 1984 and will partner Piquet — a Brazilian duo of some strength. The two have raced each other before, the last time being Piquet's final Brazilian Championship winning appearance in a kart before he headed off to Europe and car racing . . .).

Good luck to them all — especially TF and all the other British lads. Be there, and let's see that good old English flag waving and support for the most prestigious event in the non-gearbox karting calendar.

Bridgestone/K&S Final Round — Fulbeck, 25th September

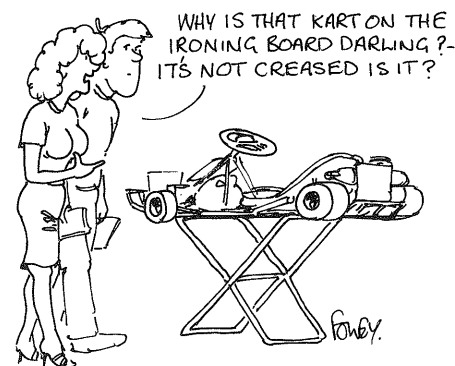
Fulbeck Airfield is situated approx. 6 miles off the A1, just outside Newark. Despite being on an airfield, the long established Lincolnshire Kart Club have one of the best Class 1 racing circuits in the country. The smooth tarmac, ample pit area, and safe run-offs all add to the general success of the club. The circuit shape gives a combination of tight, sharp corners, medium and quick sweeping bends, plus two good straights. The new kerbing which has recently been put in has smoothed out some corners, but still acts as a deterrent to corner-cutting.

The circuit is approx. 1100 metres in length and would require a gearing of 10:80 to 10:83. There are numerous overtaking points on the track and this should provide a spectacular venue for the final round of this popular series.

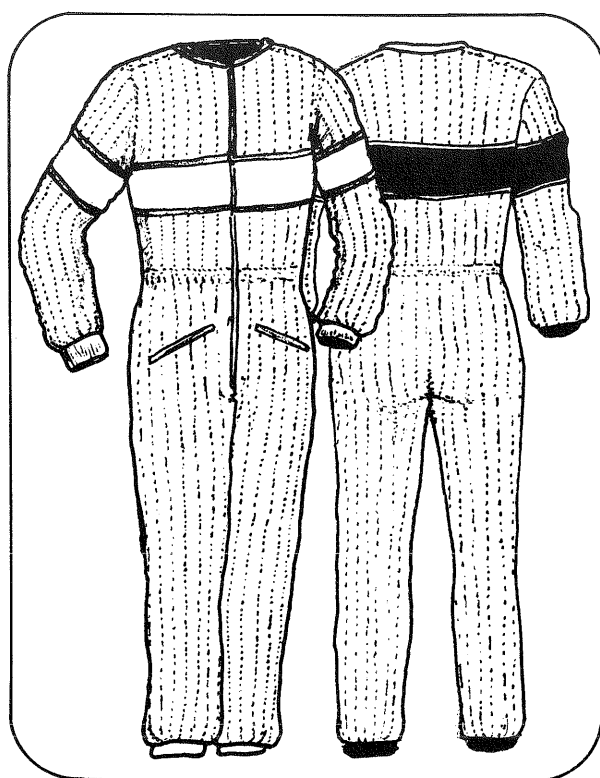
Entries: Miss P. Wilson, 77 Moor Lane, North Hykeham, Lincoln.
Fee: £10
Practice: Saturday 11.00 am — 6.00 pm (£5)
Classes: All 100cc classes including 100 National Clubmans (Goodyear)

There will be a presentation reception after the meeting at a local hall, where trophies, prizes etc. will be given (further details on race day).

Nigel Edwards



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before conceding to Paul Fletcher on lap 10. Third was Derek Higgins with a fine drive from the rear of the field. Heat 2 went to 100 National "debutant" Tony Negal, with his ERE PCR on a Cobra chassis. Local lad John Jenkinson and Pete Rochford occupied the next two places for three-quarters of the race until joined by Louis Di Resta and Stephen Sykes. Rochford tumbled down the order in the last three laps whilst Di Resta followed Negal home with Sykes third.

Ex British Champ Ian Williams took a fine flag to flag win in heat three, from Fletcher and William Turner, showing well on his first visit to Rowrah for ages. Derek Higgins had been making progress through the pack, but found it impossible to get past Bryce Wilson, whose blocking tactics ranged from the suicidal to downright insane! Higgins was eventually assisted from the track, and Wilson had some words from the C of C . . .

Charlie Brown led heat 4 for nine laps before spinning out and handing the lead to Steve Sykes who won from Di Resta and Turner.

Higgins took the last heat by storm, and led for ten laps, gradually building up a commanding lead. A nasty looking shunt eliminated Negal, Di Resta and Graham Kershaw, when one seized and collected the others. In the ensuing melee, Higgins had gone when his chain flipped, handing the lead to a delighted Phil Foster Jnr. Charlie Brown made up for his earlier error by finishing second, ahead of Gary Moynihan.

And so to the final. Pole position was taken by William Turner in the company of Paul Fletcher, Phil Foster and Peter Christo. Drivers of note languishing in lowly positions were Peter Rochford on grid 13, Tony Negal on 17, and the rapid but oft unlucky Higgins on 19.

Fletcher got the jump at the flag with Christo following him into the first corner, and sure enough Paul led going into lap 2 from Christo, Turner, Foster, Brown and Williams (who seized almost immediately). George Price soon came into the reckoning, scrapping merrily with Foster and Brown. Steve Sykes and Moynihan were beginning to rise up the field and sat just behind Price's scrap.

Nine laps gone and Christo disappeared from the fray, handing Turner an unassailable second place. Higgins by now had fought his way up to tenth and had his sights firmly set on the six-kart battle for fourth, which was about 100 yards ahead. In the bunch, Di Resta and Moynihan were fighting tooth and nail and didn't seem to notice Higgins slice inside the pair of them on the same lap that Price disappeared from view. Derek was now sixth and really flying. Sykes took over third when Price went and had a comfortable cushion over the fourth placed man Moynihan.

Charlie Brown succumbed to Higgins on lap 25 and Gary Moynihan was now in danger. Lap 28 and Higgins had fourth, only to be re-passed at the chicane, but next time round the DAP of Higgins was firmly in fourth.

100 Britain Final with winner Myles Hall (26) stretching out from Browning (3) and Stapley (17)

Fletcher took the flag, obviously pleased, with Turner a good second, from Sykes, and a delighted Higgins punching the air in fourth, from Moynihan and Di Resta.

Results

Junior Britain

1st David Cuff	Sprint/Arrow
2nd Rob Wilson	Boxer/FRED TKM
3rd Ivan Turner	Zip/Arrow
4th Tim Knight	Zip/Arrow

Junior International

1st Jason Plato	Zip/Arrow
2nd Piers Hunnisett	Cobra/Arrow
3rd Jamie Kavanagh	Ferrari/FRS Parilla
4th Jeremy Cotterill	Kali/Yamaha

100 Britain

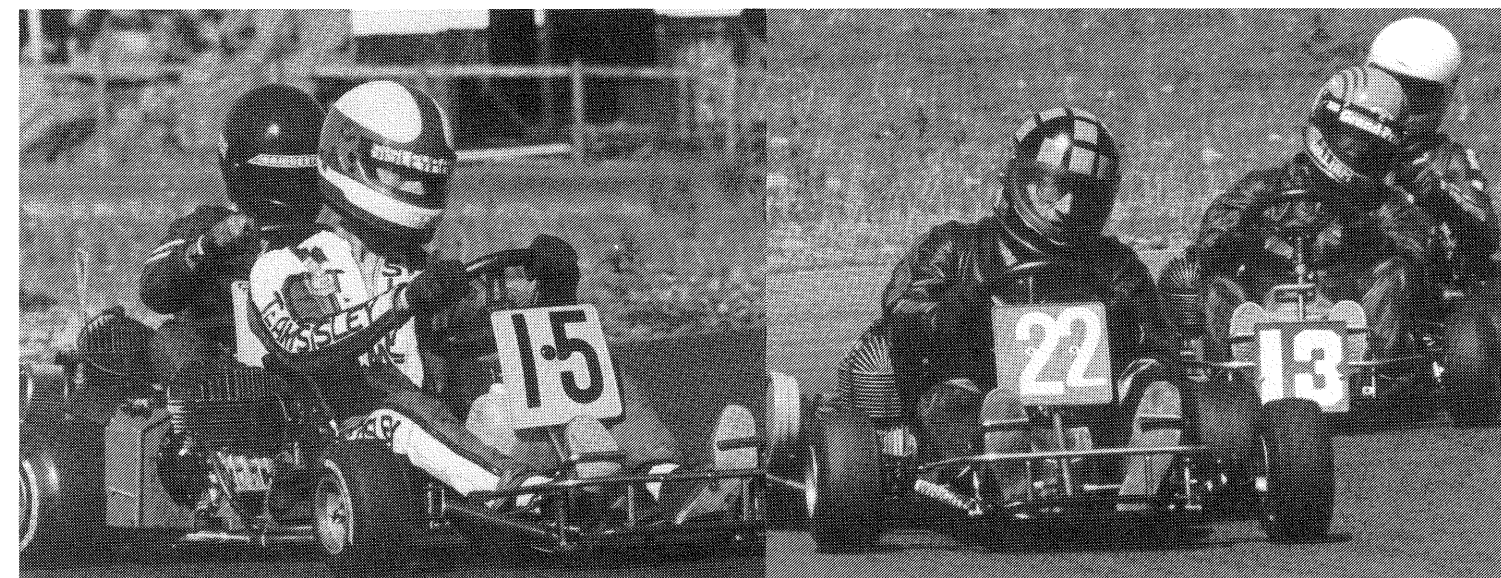
1st Myles Hall	Zip/Christo Arrow
2nd Andrew Clark	BM/Arrow
3rd Andrew Stapley	Kestrel/BPH Arrow
4th Paul Browning	Gillard/Gillard Arrow

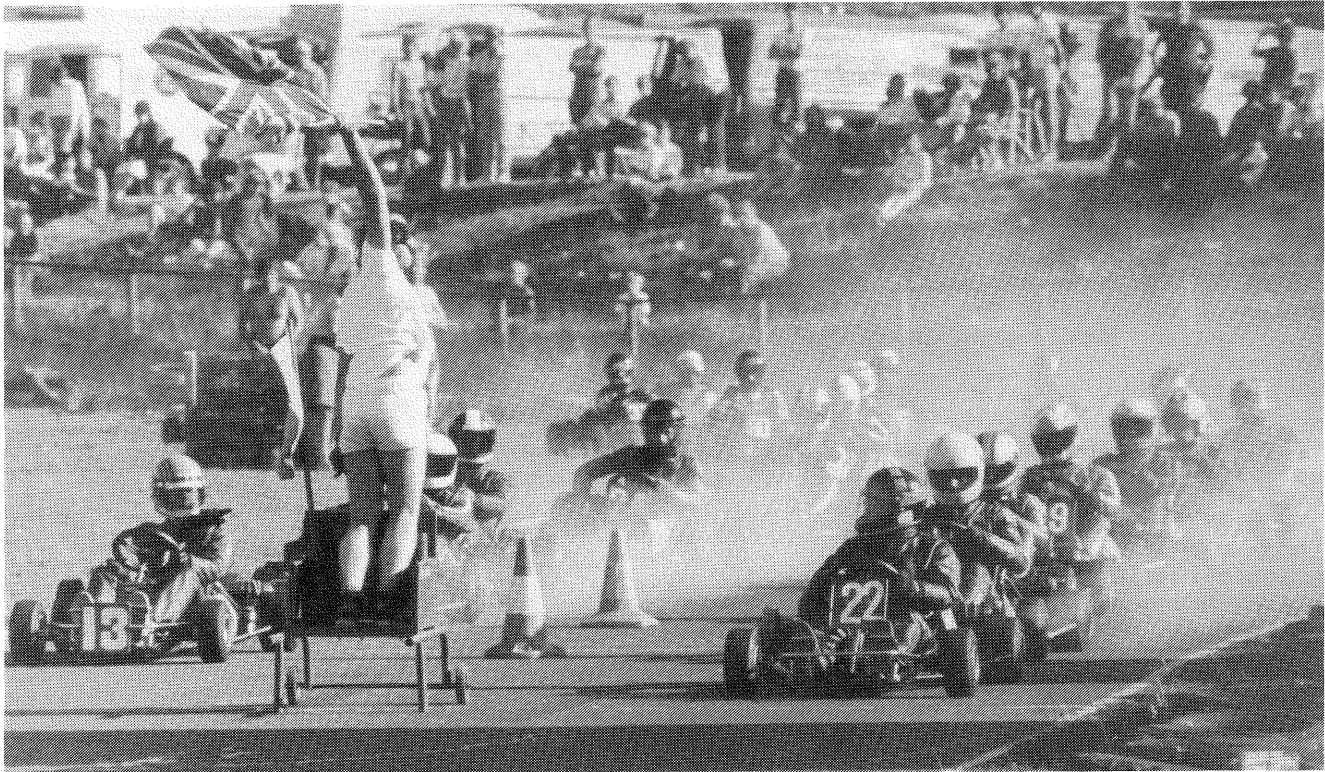
100 National

1st Paul Fletcher	Wright/Parilla
2nd William Turner	TKM/TKM
3rd Stephen Sykes	Premier/WRE Parilla
4th Derek Higgins	DAP/JM DAP

Pressure all the way in the Junior International final from winner Plato on Hunnisett (15)

Paul Fletcher (22) 100 National victor, leading Turner (13) and Peter Christo.





100 National final gets under way.

August 14th saw the Super One circus roll into the picturesque ampitheatre which makes up the Rowrah stadium. A large entry, which totalled 95 over the four classes entertained the colossal audience with some fantastic racing. The series organising team were very helpful to the race organisers, especially regarding the scrutineering of the Junior International tyres. With one or two sets of the “fiddle” tyres admittedly being possessed by some Junior British Team members, it is a credit to the drivers’ integrity that none were used. With that sunny thought it was pleasant to have warm weather to bask in for the whole weekend.

Junior Britain

Newly crowned British Champion, Alan McNish took heat one in a flag to flag victory although he was pushed hard by Rob Wilson for the last few laps.

Dave Cuff won heat 2 after passing Tim Knight on lap 8. Andrew Guye-Johnson was second with Ivan Turner pipping Knight for third.

Jamie Beasley had a straightforward win in heat 3, taken at the expense of David Price, Heath Browning and David Coulthard.

So the scene was set for a corking final and after a couple of well-disciplined rolling laps, they were off! Opposite pole man Price led at the end of lap one from Cuff, Wilson and Knight with Beasley in close attendance. British Champion McNish had been tapped out at the chicane on lap one and, restarting last, had it all to do. With the field resembling a high speed train, the pack held station in the early laps until engines either came on or went off. Seven laps gone and Cuff had taken Price for the lead; David spent the next few laps fiddling with his noise box which was obviously fouling the throttle mechanism. Rob Wilson was now moving up steadily onto Cuff’s bumper and was looking set to mount a real threat for the lead.

At half distance McNish tagged onto the battle for 15th, but with the pack consisting of 8 or 9 evenly matched karts, his progress from here on was to be less spectacular.

Five to go and Cuff now encountered McNish’s little battle. In the confusion surrounding the

ROWRAH – SUPER ONE

Report: Iain Blair
Pics: Rodger Calvert

Cumbria Kart Club hosted Round 6 of this popular Series.

flurry of blue flags, one or two drivers (notably McNish and Fraser McEwan-King) took advantage of the situation to improve their placings, whilst others were unsure just who was lapping whom.

With the challenge from Wilson fading, a jubilant David Cuff took a comfortable win from Rob Wilson, with some distance back to Turner, Knight, Guye-Johnson and Beasley.

Junior International

Once again there were three different heat winners, in the form of Jason Plato, Piers Hunnisett and Jamie Kavanagh. Others to do well in the heats were Andrew O’Hara, Nicky Charnell and Jeremy Cotterill.

Hunnisett occupied pole position with Plato alongside, and after Plato had forced a second rolling lap to inject some life into his tyres, the field sped away. At the one lap mark Hunnisett held a small lead over Plato, Cotterill, Charnell (N) and Kavanagh. After five laps the two leaders had pulled away slightly with the chasing group falling back into the pack. Plato found a way round Hunnisett on lap 10 to take the lead, which was immediately snatched back. Plato regained it, and that heralded the start of some amazing bobbing and weaving as the lead pair tried everything except barging each other off to try and force an error.

Lap 11 saw Kavanagh demote newly crowned champion Cotterill for third, and with 11 laps left he joined the leadership battle, although hanging back as if waiting for the other two to trip each other up. Unfortunately (for Kavanagh) there were no mistakes and Plato crossed the line first with his hand aloft in victory. Hunnisett

and Kavanagh followed swiftly with a small gap back to Cotterill and Woodside. The two Charnells followed, and after much argument amongst themselves as to who had won that race, the results showed that Nicky just edged it.

100 Britain

The number of entries for this class necessitated a split grid and the heats produced some close and interesting racing.

Paul Browning won heat 1 from the front row, from Mark Faulder and Andrew Stapley. Heat 2 went to Mistrale driver Andrew Clark, also from the front row, with Ken Baines second and No.1 Patrick Walsh third.

Miles Hall easily won heat three after demoting Dave Germain on lap 8, with Mark Beddall third. Browning came up from mid-grid to win heat four, with Wood second and Stapley gaining another third. Hall won the last heat, leading nearly all the way. Adrian Cotterill held second, from K. Magee.

Browning had pole for the final, with Hall alongside as the field wound its way round to the flag. Browning led away for two laps before carb trouble intervened and he was unable to prevent Hall nosing in front on lap 3. Lap seven saw Stapley further demote Browning, but by now Hall had a convincing lead which he was not to relinquish. Clark took third on lap 8, which was the final shuffling of the pack, Hall completing the last lap at least ten seconds clear of Clark, Stapley, Browning and Walsh.

100 National

George Price led heat 1 for most of the race

The opposition expressed by most eligible UK drivers to a round of the 1984 250 World Championship being held in South Africa has been largely disregarded by the recent CIK meeting. Chris Lambden’s letter, accompanied by a number of other signatures was apparently sympathetically acknowledged by Buser, the CIK President, but the representatives from the various nations totally ignored the feelings laid down in the letter when reaching their decision. The cost of such a trip, plus the fact that it is to be held on a short circuit were not considered sufficient grounds.

One wonders whose interests these various CIK representatives *really* have at heart. *They* make such trips expenses paid, out of your licence fees etc. – the competitors, whose interests they questionably “represent” have to find their own finances in what is still essentially an amateur sport.

Ironically, the person who could get to South Africa the cheapest, Chris Lambden, was the one who put the letter to the CIK together. He would at that time be en route on his way back from New Zealand, accompanied by Lennart Bohlin and Nigel Smith, having raced in the NZ Lep International series a couple of weeks beforehand.

Presumably there were some CIK representatives present at that recent CIK meeting from the same Scandinavian governing body that opposed Bohlin racing in South Africa this year, forcing him to race under a Swiss licence! . . .

Whilst it would be a somewhat hypocritical path to take, as I don’t suppose any of the drivers concerned are bothered about the anti-apartheid implications of going to South Africa, the most effective way of forcing the issue would be to notify the various anti-apartheid pressure groups that the RAC, which enjoys Royal patronage, would appear to be condoning or encouraging our participation in sporting activities with South Africa. A letter to the Young Liberals, the Guardian newspaper, and the Minister of Sport?! . . .

No doubt in the Cadwell report, mention will be made of the fact that Derek Price was turned down at scrutineering for having a Waddon Rotax with the controversial separate cylinder heads. He was, after lodging a protest, allowed to race, but a Tribunal to deal with the matter is to be held. How ridiculous the RAC seem to want to make themselves. The fact remains that early in 1982 Nigel Smith first appeared at Snetterton with a twin-headed Ehrlich Waddon Rotax, at the same time as Martin Hines debuted the controversial Zip all-enclosing bodywork – now accepted. Muted threats of protests preceded the meeting, and whilst Smith eyed up the Zip body, Hines cast a quizzical glance at the Waddon heads! Neither won, and neither party protested! The precedent had been set. At Jyllands Ringen this year, quite a few competitors had the separate head set-up, and nothing was said. . .

In the May issue of K&S I suggested strongly that any doubt about the eligibility of engine variations should be clarified before the World Championship got under way, and the only reaction that caused was an objection to this magazine’s directors that I was “stirring,” a reaction which I failed to comprehend. The only important aspect that concerned me was that it was never discussed at RAC Committee level.

One might be forgiven for suspecting that the whole Cadwell incident had been stage-



managed in order to air the subject prior to 1984, when engine homologation is introduced for 250 Formula E. A most peculiar way of going about things I think you would agree, and very tiresome for Derek Price.

The whole business of engine homologation, where engine components have to be on the manufacturer’s list is of questionable value. If for instance an engine builder considers that separate heads for a Rotax are worthwhile, while the Waddon head is considered illegal, there is always the watercooled 125 Rotax head which could be used. If the tuner’s desire is to achieve a non-standard combustion chamber shape, then he could weld up the head and re-machine it. That however constitutes “adding material”, so he then, if persistent, could obtain blank castings from the factory and machine them. That would be arguably quite legal!

To impose the same type of stringent specifications that International Class 1 engines are restricted to would, I doubt, be very welcome for 250. Most successful engine builders have forgotten more than the people who compile the regulations are very likely to learn and that is really the crux of the problem. To list and homologate every part of an engine for a one or two year period stifles development, and may homologate an inherently weak component of an engine, which can sometimes be substituted for a cheaper alternative, in the case of pistons.

The recent campaign against the format of the Donington ITV “TV Times” meetings has obviously been noted. Next time it appears there will be timed practice, with the fastest starting from the front, and hopefully the practice period will precede the races by a more sensible gap. So it can be hoped that the highly expensive destruction that was commonplace at the starts is a thing of the past, which should result in better racing,

without so many of the ‘dobbins’ getting in the way of the faster runners.

No application has been made for a World Cup at Morecambe next year. Instead, on the same weekend that it was regularly held, a new prestige event is scheduled, entitled the John Player International, to take place at Donington. This could become the most significant fast circuit International meeting of the year, as the Silverstone GP, “encumbered” by its World Championship status, appeared to some as being an endurance test, rather than a battle of the giants by the time of the final.

After a prolonged “on and off” and then on again, the final round of this year’s World Championship will not be at the distant Paul Ricard circuit. Instead it will take place on the Le Mans “Bugatti” circuit, a mere stones throw from the venue of the 135 World Championship a month beforehand. This should ensure a reasonable following of spectators from Britain I would think, as the long and expensive trek to the South of France to reach Paul Ricard would have put many people off.

Presumably the Bugatti circuit is the one that quite a few people raced on a couple of seasons ago—quite fast and billiard table smooth. The date is unchanged – 15th/16th October.

So who is going to win? Dino or Zip? Hines, Styrin, or Kleppe? Or one of the 7 other possibles? I understand that Lennart Bohlin, whilst without any points and therefore a “no-hoper”, has been persuaded, or has found the funds, to go to Le Mans, possibly to swell the Zip numbers, thereby decreasing Torger Kleppe’s chances of a high placing or win. The meeting should be a humdinger, with quite a lot of determined racers. Whether they will be racing with their hearts or their heads only time will tell!

Chris Merlin

OULTON PARK ROUND 5 RAC LONG CIRCUIT CHAMPS – 27th AUGUST

The results of Round 5 are:–

250 International

1st	Brian Heerey
2nd	Martin Hines
3rd	Rob Kerkhoven

125 National

1st	Kurt Luby
2nd	Ian Shaw
3rd	Mike Ballantyne

250 National

1st=	Derek Rodgers/Richard Boston
3rd	Alan Cheetham

210 National

1st	John Newton
2nd	George Bett
3rd	Tim Doble

A new track record to Martin Hines of 1 min: 01.13 secs. (97.76mph) and his performance during the season has clinched him the title of British Long Circuit Champion. The 250 National result showed one of those extremely rare occasions: a dead tie between Rodgers and Boston, first place being decided on the fastest time of the day, duly going to Rodgers and also crediting him with the 250 National Drivers’ Championship. Full report and photos next month.



as they began to move up the gap between Herbert and Hunt. On lap 8 they were with Herbert and Buchan made his move, taking the inside line into the Dog's Leg. The inevitable collision happened and Harris now found himself in third place behind Buchan with Herbert having regained a comfortable lead. Behind, Wright had regained fourth place, and overtook Harris on lap 10 for third place. Meanwhile, Charlie Brown was having problems with braking as his floortray dragged along the track beneath his braking foot...

Buchan had begun to slowly chip away at Herbert's lead. Then, on lap 14, he started to catch him rapidly - Herbert was in trouble with a deflating outside rear tyre. Lap 15 and Buchan had caught the leader, overtaking him on lap 16 at the hairpin. Behind, a great tussle was going on at the front of the chasing group a short way behind. Harris had overtaken Wright again and then jumped up the inside of the struggling Herbert at the top bend, Herbert going well wide onto the grass and returning to the track at the back of the chasing group. Wright again overtook Harris to move up to second place, the struggle enabling Buchan to gain a small lead.

Lap 18 and Herbert decided to call it a day with a flat tyre and a misfiring engine. Two laps to go and Harris was past Wright again, then into the last lap; would there be any do-or-die manoeuvres? Not really, but Brown managed to squeeze his way past Hunt at Bottom Bend. So Buchan again found himself taking an RAC CHampionship chequered flag, closely followed by the nose-to-tail group of Harris, Wright, Brown and Hunt, to finish an exciting race.

Following his recent performances at Little Rissington, one wonders which is Andy Buchan's favourite track - even if it is nearly 450 miles from home!

1st	Andy Buchan	DAP/DAP
2nd	Biff Harris	Wright/DAP
3rd	Simon Wright	Wright/Yamaha
4th	Charlie Brown	BM/Yamaha
5th	Samy Hunt	Dino/Dino

Norman Box



Top: Rac Junior National winners: Piers Hunnisett (1st), Jeremy Cotterill (2nd), and Jamie Kavanagh (3rd).

Bottom: 1983 100 International - Andy Buchan (1st), Biff Harris (2nd) and Simon Wright (3rd)



LITTLE RISSINGTON

1983 RAC 100 JUNIOR NATIONAL AND 100 INTERNATIONAL BRITISH CHAMPIONSHIPS.

The Championships dawned dry but cold at Little Rissington on the 7th August, but as practice progressed the track began to warm and continued to fluctuate the entire day. This affected the handling of the karts and required continual adjustments for this demanding circuit. The 100 Junior National and 100 International British Championships had attracted slightly more entries than had been anticipated, but even so a full normal meeting was run alongside it, resulting in a 35 race programme and some slick organisation.

A few years ago, 100 Junior National and 100 International had systematically bred and trained the British Team, but nowadays only a few compete regularly. It is therefore hardly surprising that such disappointing performances have been put up by the British Teams at the European Championships in the last few years, and is likely to continue until a healthy 100 International class re-emerges. The lustre may have gone, but at this meeting there was certainly no lack of excitement in the racing...

100 JUNIOR NATIONAL

With so little Junior National racing going on, a full grid for the Championship was certainly a pleasing sight, with several of the Junior Britain drivers having a foretaste for next year.

Jeremy Cotterill's annihilation of the opposition at the Super One Series meeting at Little Rissington in May, together with his winning the 100 Junior International British Championship the previous week at Clay Pigeon, made him the firm favourite for the title. Practice however showed that there were several others who were just as much on the same pace: Rowan Dewhurst, Piers Hunnisett, Jamie Kavanagh and Jason Plato, whilst 1982 Champion Steve Brogan started to sort out his new Wright/Yamaha for his last meeting as a Junior, racing for the first time in 100 National the following weekend. This was also the last one for Dewhurst before he begins racing 135 Formula K on the Continent.

The exciting heats ran very much to form, with those mentioned above contesting the front positions. Other notable good performances came from Jamie Beasley, Simon Collins and Tim Knight. The first heat was won by Plato; Cotterill won the second and Hunnisett the third. The only real drama was the previously overtaken Knight deciding to drive straight over the top of Cotterill in the third heat, taking both of them off and robbing Cotterill of a certain pole position for the final.

The front of the grid for the Final found Piers Hunnisett on pole position with Jason Plato alongside. The second

row consisted of Jamie Kavanagh and Rowan Dewhurst, with Jeremy Cotterill hovering and set to lounce on the third row.

As the flag rose, Plato grabbed the lead from Hunnisett, closely followed by Kavanagh, Dewhurst and Cotterill, with the next group consisting of Knight, Collins, Brogan, Beasley and Elliott. Lap 2 and exiting the hairpin Cotterill slid inside Dewhurst and then proceeded to do exactly the same thing the next lap to Kavanagh. Now it was Hunnisett's turn, and at the left-hander before the start he nipped past Plato. So now it was this group pulling away from the rest of the field.

On lap six there was sudden drama at the left hand bend before the start as Plato suddenly spun to a halt in the middle of the track on entering the corner — caused by an instant puncture just as he braked. The ensuing chaos saw Cotterill, Kavanagh and Dewhurst quickly switching lines around the obstruction, whilst Hunnisett, unaware of the drama behind him, pulled out a short lead.

Lap 9 and Cotterill and Kavanagh began to close up on an apparently tiring Hunnisett. However, by lap 12 he had consolidated his lead and Kavanagh was well and truly latched onto Cotterill's rear bumper, waiting for him to make the slightest mistake.

And so to the last lap, and Hunnisett crossed the line six lengths clear of Cotterill, with Kavanagh still stuck to his rear bumper and Dewhurst a length behind. The other placings went to Tim Knight and Simon Collins who had had

their own private battle the entire race, followed by Jamie Beasley and David Price, both having a holiday from Junior Britain.

So ended an exciting series of heats and final, with Piers Hunnisett adding this year's Junior National British Championship title to his Junior Britain title from last year.

1st	Piers Hunnisett	Cobra/Arrow
2nd	Jeremy Cotterill	Kali/Yamaha
3rd	Jamie Kavanagh	Ferrari/Parilla
4th	Rowan Dewhurst	Sprint/Parilla
5th	Tim Knight	Zip/Arrow
6th	Simon Collins	ART/Arrow

100 INTERNATIONAL

Since the advent of the Tyre War and 135 Formula K, there has been an almost total disappearance of 100 International from the British scene, and the intimidation of some drivers resulted in them not entering, or withdrawing their entries. So the class which was once the training ground for the British Team was down to 20 entries. Gary Moynihan had little option but to sit on the sidelines, nursing the broken collar bone he had sustained at the European Championship at Laval, France. Meanwhile, Samy Hunt was having his first race as a Senior.

Defending Champion Biff Harris won the first heat, Andy Buchan the second and John Herbert the third. There was nobody with any significant advantage, but there were 8 obvious front runners.

After two rolling laps, the race was on, and John Herbert leapt into the lead from pole position, with Simon Wright beating a slow-starting Andy Buchan to the first corner. Soon Buchan dropped to 4th place as Harris dived inside him at the hairpin. As the field stormed down the back straight to the Dog's Leg, John Herbert had pulled out a slender lead from the main group of Wright, Harris, Buchan, Hunt, Box, Brown and Prior. An early demise for Norman Box with a broken ring land enabled Martin Prior to slip past Charlie Brown as he swerved to avoid the stricken kart.

Lap 2 and Harris passed Wright on the inside exiting the Dog's Leg, with Buchan following him through as Wright stayed wide. Herbert now started to pull away from the tight following group, with Wright dropping another place on lap 5 to Samy Hunt. Just as it appeared to be Martin Prior's turn to overtake Wright, Prior ground to a halt at the first hairpin.

Buchan now started to dive from one side to the other trying to get past Harris

ROB'S REWARD!



Rob Kerkhoven powers his way to a fine 250 Int. victory with Reg and Martin close followers. Ian Shaw leads home an ailing Ziemelis and an equally ailing Luby in the 125's while Newton's 210 does it again over Bett and Brennan and Derek Rodgers grabs the 250 Nat. Cadwell Trophy from fellow 'Peak Revs' man Cheetham and the Dino mounted Boston.

Report: Mike Smith Pics: Rodger Calvert

Just one week after Brands Hatch the long circuit fraternity moved further north to the picturesque Cadwell Park in Lincolnshire. This was the 4th round of the RAC Long Circuit Championships and the final round of the Cadwell Championships and an overall entry of just over 200 had assembled by Sunday morning.

Cadwell really does seem to be having problems this year and some better fortunes regarding the weather must surely come to the Lincolnshire venue before long. The weather during Sunday was quite reasonable with the odd shower affecting some of the heats but clearing for the finals later in the day. The recent very hot spell had however played havoc with the newly re-surfaced section of the track and the meeting had to be switched to the 1.5 mile club circuit instead of the full 2.25 mile track.

Despite the problems in re-arranging grid positions and the re-sitting of the dummy grid for each race the meeting under the usual friendly guidance of John Shaw and his crew progressed quite smoothly with few hitches.

PIT PATTERN.

It was pretty much 'as before' around the Paddock as far as the competitors were concerned with the exception of Derek Price who caused a few ripples. Derek, you see, has turned up with an all new Haywood/Molloy Stratos but sitting on top of the Rotax was an Ehrlich "split" head. The scrutineers rejected it, an appeal was lodged and the whole thing now waits a decision from the RAC...

Styrin (99) leads Hines (42) into the hairpin on the first lap.

have a larger gathering of spectators what better way to end a day's racing than with the big class. Although the entry was not large John Shaw had opted for two split heats, allowing smaller grids and lessening the chance of any multiple 'happenings'.

Things worked out very well and, at the end of the heats, the man on pole position was Worcester based Rob Kerkhoven aboard the RKR Zip. That attention to the Rotax, by one Russell Anderson, appeared to have paid dividends with Rob looking very quick and tidy. A win and a second place earned him pole position. Team mate Sandy Dalgarno also had a much better day, taking a second row start after a fourth and a third. The Dino of Steve Styrin was in the thick of it again, winning his second heat after a second place to Hermetite's Reg Gange in the first heat. Reggie had a fourth in the other heat to start from the front row for the final.

Hermetite Team leader Martin Hines had a second to 'Kerky' in his first heat, although some confusion over the finishing flag caused Hines to do an extra lap thinking the race was still on. An uncharacteristic excursion up the slip road at the exit to Mansfield Corner dropped Martin to tenth place in the second heat and he was on the third row for the final. Roger Goff and Donovan

Rob Kerkhoven took the honours for 250 Int.



Collier joined Dalgarno on the second row with Robert Bushell and Giles Butterfield either side of Hines on the third.

Brian Heerey had literally got himself in a spin in the first heat and didn't finish that one but made up for it next time out with a fine third spot. He started from the eighth row in the final. The front of the grid looked like this;

Gange	Styrin	Kerkhoven
Dalgarno	Collier	Goff
Butterfield	Hines	Bushell
Liddle	Grant-Sale	Dean

lead from Gange, but Kerky was looking good and, after two more tours, had moved up again to claim second. Goff still had a somewhat lonely fifth place as the race entered its second half. Collier, Dalgarno, Butterfield, Belbin and Arnold were next. Lap seven and once more Brian Heerey got in a spin, this time almost in front of the commentary/timekeeper's box and that was his race over. Donovan Collier was seemingly having problems negotiating the hairpin and, on lap eleven, he didn't quite get it right and took Butterfield off in the process.

Championship. Roger Goff took fourth and a creditable fifth was claimed by Rob's team mate Sandy Dalgarno to make it a good day for the RKR duo.

1st	Rob Kerkhoven	RKR Zip/Rotax
2nd	Reg Gange	Hermetite Zip/Rotax
3rd	Martin Hines	Hermetite Zip/Rotax
4th	Roger Goff	Zip/Rotax
5th	Sandy Dalgarno	RKR Zip/Rotax
6th	Malcolm Belbin	Zip/CTRP Rotax

Fastest lap: Reg Gange, 1m 1.0s (88.52 mph)



Twelve laps of high powered action were on the cards and as the flag signalled the 'off' it was the Dino of Styrin getting the jump to lead Hines, Gange, Kerkhoven, Collier and Dalgarno into the hairpin for the first time.

By the completion of lap one Roger Goff had moved ahead of Collier with the first four already beginning to ease away slightly. Carolyn and Heerey were behind Dalgarno with Butterfield, Liddle and Dean next in line.

For the next three laps Hermetite's Gange had second and at the end of lap five the orange outfit had got the better of Styrin to take the lead. Kerkhoven had moved ahead of Hines to take third and these four were out on their own and gradually easing away from next place man Goff. Carolyn had dropped down the order after an early spin exiting Mansfield Corner and by lap six Nigel Smith was out.

On lap six Styrin hit back and regained the

Collier however regained his composure and rejoined the fray, some five or six places down. At the front though, Steve Styrin still had the lead as they entered the last lap, Kerky was close, Gange wasn't far away, nor was Hines. With eyes fixed on the Gooseneck for the last time the white Dino was seen gyrating off, Kerky was in the lead and Gange was about to have a go into Mansfield! Hines sat back and watched! But as Reggie said later "I could probably have done it, but I thought of the points and settled for second." Rob Kerkhoven then, after looking quick all day, took a long awaited victory.

Spare a thought for the out of luck Steve Styrin, he led for all but about 300 yards of that final and ended it in the rough at the Gooseneck with yet another disintegrated rear Bridgestone. His day must surely come soon - that sort of luck can't last for ever! Martin Hines had third at the end to ensure he kept his lead in the British Champs with 31 points from Reg Gange on 22. Rob Kerkhoven now comes into the reckoning on 16. Reggie Gange's second place was enough to earn him the Cadwell Superkart

Goff (45) and Dalgarno (59) fight it out into the hairpin.

210 MORE NEWTON

As in the case of Ayrton Senna in Formula 3 it becomes increasingly difficult to find anything new to say about a driver who wins so regularly. That is how I find myself regarding GP title holder, John Newton. His Zip/APV is always turned out in immaculate fashion, his preparation before and during a meeting is very meticulous and finally he goes out and proves it all on the track. This meeting followed the same pattern; two heat wins and another pole position tied up for John...

George Bett has recently taken on the role of challenger in chief and it was he who ran second to Newton in each of the heats. British Champion Tim Doble had problems, dropping one heat and then finding himself underweight in the second one after finishing third. That meant he had to start the final from the back with a lot to do. John

John Newton (GP) takes a quick look at the opposition.



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Zandvoort – The Brits Dominate

It was indeed reassuring to see the entry for the Dutch Grand Prix at Zandvoort on 20/21 August almost double that of last year's event. It appears that at last there are real signs of growth in the European long circuit fraternity. There was a large and enthusiastic entry from Holland and Germany and I am sure the German drivers will now rapidly become a European Superkart threat.

Probably the most interesting thing was the dominance of the British air-cooled 125 Rotaxes over the European water-cooled equivalent. This is obviously reassuring to the people who dread the day we eventually go water-cooled, because certainly Stuart Ziemelis was dominant over all the water-cooled opposition, as were many of the other British drivers. As for Richard Boston in the 250cc Single Cylinder class, he once again was in a class of his own. It was interesting to see that for Zandvoort Richard had got out his Zip GP instead of the Dino he has been campaigning of late. In the Superkart class there were about 50 entries on the day which, as with the other classes, had to compete in a Pre-Final, with grid positions based on timed practice, and then a final based on the result of the pre-final. Yours truly managed to set the fastest time in timed practice and took 1.4 seconds off the existing track record held by myself since last year. I managed two reasonably comfortable wins in the finals and lowered the record to 1:37.6 in the final. This works out at an average speed of just over 100 mph for this very enjoyable Dutch circuit.

So, with the British taking the honours in all three classes, it was a good day for British Karting. Perhaps the most enjoyable part of the whole weekend was the long gaps between the kart races, allowing competitors ample time to spend a few hours on the beach, admiring the charms of the local Dutch girls who seem to wear very little, if anything at all, when sunbathing! . . .

Ricard Changes To Le Mans

Despite repeated reassurances from Mr. Buser at the CIK that Paul Ricard would definitely be on, it was confirmed today that it will in fact NOT be Ricard. The venue has been changed to Le Mans where the Bugatti circuit will be used. Back in 1980, there was an international event for Superkarts held there, where I was fortunate enough to compete and, from recollection, it certainly is a very exciting circuit. It has excellent atmosphere, which is to be expected of somewhere like Le Mans and the facilities are first class. With travelling time reduced by some 12-14 hours, I am sure this will boost the entries for what is Superkarting's final fling of the year.

Entry forms for the drivers who qualify should be available from the RAC shortly – and don't forget you will need a visa to race, obtainable from the RAC for £9.50, and a carnet for your equipment. The date for the event is unchanged. It will take place on October 15th/16th.

Rotax Increase Reliability For '84

There will be a few changes in the Rotax 256 unit for 1984 to make them even more reliable. There is a new and completely different clutch which I have been testing for them over the past couple of weeks and it certainly shows no sign of wear at all and looks to be incredibly robust. Once again there is a new 3rd/4th gear set up which retains the current ratios, but has 3 large dog teeth in place of the current arrangement.

Rotax 256 Single Heads

The CIK ruling on this is that you can use single heads, providing they are shown on the manufacturers official parts list for the engine. Obviously pattern type heads do not show on this list, but Rotax have now available their own single head units which are on the list and completely legal.

These units are available for anyone who wants them at £50 + VAT, from Zip Kart. The idea of the regulation is to stop people producing one-off pattern heads and selling them at inflated prices, and may also result in them not becoming freely available.

GPA F1 Helmets

At last, after 2 years of trying, the GPA F1 helmets, which are constructed in Kevlar, are now available. They carry the Snell 80 approval which is perfectly acceptable over here, but should not be confused with the polycarbonate cheaper version. Indeed, they are not cheap, at a price of £199.50 + VAT. They are indeed a very light and comfortable helmet. With the unique neck clamp type fixing I could certainly never see one coming off in an accident.

Tyre Development—A Further Step

This week I have tested some new development tyres from Bridgestone which were reputed to have a compound harder than that used in Formula 2, and virtually the same as a hard F1 compound. Well, yet again, the tyres did not stand up to the pounding a Superkart dishes out. Which only emphasises what I was saying the other month; that Superkarts are really harder on tyres than F1. So it now seems likely that tyre companies will have to develop tyres for karts that may well be further advanced than used in F1! The only good thing is that they are determined to crack the problem eventually, which I am sure they will.

Hines The Superstar! . . .

It is now time for me to get into training as I have been invited to take part in a BBC1 Superstars Team event, for the "Wheelies" team which is made up of drivers and riders from all forms of motor sport. The event is to be recorded at Bath on the 1st to 4th September and televised early in January. That's the good news! The bad news is that there are four teams competing – the Rugby Players, Fighters, and Athletes, plus of course, the Wheelies! We are down to compete against the Rugby Players – I really think that might be a bit of an uphill struggle to get into the final . . . I was given 10 days notice, and told to be ready to compete in: cross-country running, canoeing, tug of war, and cycling! No mean feat, with Zandvoort and Oulton in the ten days before the event. Still, we will have a good go, and if nothing else, at least it will give Superkarting a bit more publicity.

Morton

Brennan and former Superkart pilot Simon Quance completed the front row and I don't suppose too many people were looking beyond those four in choosing a winner.

At about 3.45 then the grid formed, the flag was dropped and as expected Newton and Bett led the charge down to the hairpin for the first time. Brennan, Burns and Bar were in charge of the rest and as they sped up Coppice Tim Doble was already making progress from his back of grid start.

For the first two laps Bett had the edge over Newton with the pair already encountering back markers as they started the third tour. Doble was up to fourth behind Brennan with Burns and

and not for long! Doble was beginning to close the gap to Bett and Newton a little, but not enough to put in a serious challenge whilst Brennan still had fourth.

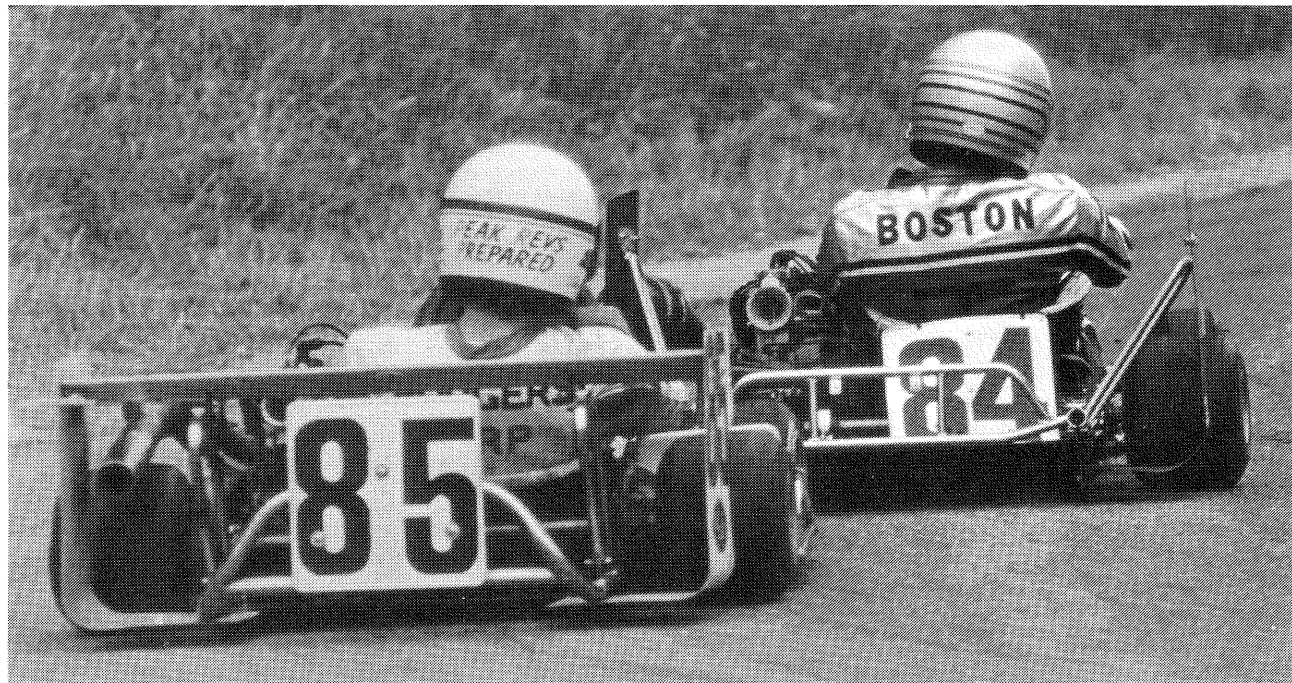
With one lap to go Newton was back in front and there he stayed to the flag with the timekeeper showing a 7/10ths of a second advantage over Bett. Brennan had succeeded in getting past Doble to take third with Burns and Munday completing the top six. George Bett had the satisfaction of fastest lap in the final, 1m 9.2s (78.03 mph).

In addition to taking the Cadwell Mansfield Wilkinson 210 Trophy, Newton increased his

250 NATIONAL – SAME AGAIN!

After two six lap heats the first two names on the grid sheet for the 12 lap final were the now customary ones of Peak Revs' Alan Cheetham and Derek Rodgers. Challenger in chief, Dino mounted Richard Boston was back on the seventh row having dropped the first heat but winning the second. Alan Jones and Paul Taylor took the third and fourth places on the final grid after two consistent heats; Jones netting a third and fifth whilst Taylor had a fourth and a fifth.

So, with twelve laps of the club circuit to decide this one, all eyes were on Richard Boston as the flag dropped and he didn't disappoint . . . getting a flier of a start from his lowly



Top: Rodgers and Boston cat and mouse.

Bottom: 125 Final out of the hairpin.

points in the RAC Champs to 31 with Bett on 23 and Doble 21.

1st	John Newton	Zip/APV
2nd	George Bett	Zip/Bett Villiers
3rd	John Brennan	Zip/Villiers

Fastest lap: Bett, 1m 9.2s (78.03 mph)

position. Alan Jones it was though who led them into the tight hairpin for the first time with Cheetham, Rodgers, Barnes and Boston all in there looking for a way through.

One lap completed and Derek Rodgers was at the head of it all, Boston was next followed by Jones, Cheetham, Routh, Sadotti, Penn and the rest. During the second tour Cheetham moved through to take third and the pattern was set once again, a battle between, Rodgers, Boston and Cheetham . . . Richard Boston must be wondering what he has to do . . . as he gets the better of one Peak Revs driver, the second one then moves

in and it's back to two against one. It makes excellent spectating though. This time though Cheetham seemed content with third leaving Rodgers and Boston to fight it out for the lead. Behind the leading trio Jones held on to fourth ahead of Sadotti and Routh.

As four laps were completed Boston's Dino briefly had the lead; lap five and Rodgers was back in front only for Boston to strike back again and lead for the next five laps. Cheetham throughout held station in third, watching proceedings ahead of him closely. Barnes, like Sadotti also Peak Revs powered, had sixth spot behind Routh whilst Robbie Kellett had progressed to ninth place. At the front it did look at one stage late in the race that Boston might just have got the break he was looking for but it was not to be. Richard is the first to admit that the Peak Revs duo just have that little bit extra power and so it proved yet again. Into the last lap Boston still led but both Rodgers and Cheetham were homing in and, during the last tour, Boston succumbed to the challenge and had to settle for third spot. Jones, Barnes and Routh completed the top six and the points scorers, whilst Boston at least had the consolation of fastest lap of the day for the class; 1m 5.1s a speed of 82.94 mph.

Derek Rodgers then took nine more points towards the RAC Championship and also recieved the 250 National Cadwell Trophy. He now leads the RAC with 28 points from Cheetham on 21 and Boston 13.

1st	Derek Rodgers	Zip/Peak Revs Yamaha
2nd	Alan Cheetham	Zip/Peak Revs Yamaha
3rd	Richard Boston	Dino/CSK Yamaha
Fastest lap: Boston, 1m 5.1s (82.94 mph)		



SUCCESS FOR SHAW.

So far this season the 125 class has produced some excellent racing with the dominance of Luby and Ziemelis not quite so evident as it was last year. Before this meeting began Chris King, Peter Tippell, Mike Ballantyne, Colin Mills, Kurt Luby and Stuart Ziemelis had all headed the result sheets at long circuit events this season. Cadwell Park, July 31st 1983 was the day that yet another name was added to that list. This time it was Salford based Ian Shaw taking the honours to cap a fine run of results which have placed him at the top of the RAC Championship points table. Second place at the World Cup proves his versatility and running on what can only be described as a limited budget, he has shown excellent consistency to score in all four rounds of the British Champs held so far. Understandably the family are over the moon and confidence is running high.

In addition to Shaw winning the first part of heat two the usual mix of familiar and some not so familiar names were amongst the higher places in the two split heats and qualifier. Most consistent was Adrian Wilcox who netted a second and fourth to claim pole position for the final. Geoff Glazebrooke won a heat and, coupled with a fifth place, he too started from the front row. Malcolm Clark, Ross Hyett, Ian Brown and Mark Webster filled the next four places on the grid. Skoda GB driver Les Cooper and Stuart Ziemelis were put back five places in the first heat after finishing first and second for jumping the start. Cooper started the final from the fourth row one in front of Ziemelis. Luby and Shaw were alongside Cooper on that fourth row and it again indicated how competitive a class it is with a number of the 'names' having had problems in the heats.

Andy Cowgill's Phoenix and the Aero of Brands winner Mike Ballantyne featured in the qualifier, as did the Spyda of Boyd Barrington. The three of them duly qualified in the order along with Burleton, Pearson and Westwood.

Forty 125's made their way down to the start then for twelve laps and as the flag signalled the 'off' it was pole man Wilcox and his Dino leading into the hairpin. The Zips of Shaw, Doble and Glazebrooke were also in the leading group as was the Star of Webster and the Phoenix of Luby.

Ziemelis, again running the full body, was making rapid progress during the first 1.5 miles and at the end of lap one was up to fourth behind Wilcox, Luby and Shaw.

At the start of lap three Ziemelis had got the better of the leading trio and had taken up the running. He quickly began to pull away from Shaw, Luby, Wilcox, Doble, Glazebrooke and the rest.

By lap five Stu looked to have sufficient advantage to take it a bit easier but it soon became apparent that the Rotax was suffering a mis-fire and, although he held his good lead, the signs were ominous. Behind the leader Ian Shaw was holding as excellent second spot from Luby and Wilcox. A little gap appeared before Brown, Cooper, Cowgill, Doble and Ballantyne came charging through. Cowgill and Ballantyne remember in the final from the qualifier and making first class efforts from their low starting positions.

Lap seven and the order remained the same, Doug Hart had called it a day, Ian Shaw had edged away from Wilcox and Luby whilst Cowgill was in charge of the next group.

With three laps to go that misfire had allowed Shaw to considerably close the gap on Ziemelis and a nail biting finish was on. Watching from Mansfield Corner it was clear that Shaw was indeed in with a great chance of a win, the gap narrowing and only two laps to go. At the end of eleven laps the red full bodied Zip still had the lead and as they exited the hairpin for the last time Shaw was closing in. Down Park Straight and out of view into Park Corner the Salford Lad was still second but then it happened. As the leading kart reappeared out of the Goose neck for the drop down to Mansfield Corner it was No. 20, Ian Shaw ahead with Ziemelis second. Out of the left hander to the flag there was little in it but Shaw had enough to take the flag first and record a fine win. He had held that second spot from lap three and hung on in determined style to be where it mattered when it mattered. Disappointment for Ziemelis after leading for so long, but that's racing - you win some, you lose some.

The Luby Phoenix had third at the end ahead of the Dino of Wilcox. Les Cooper's Lancer, Ian Brown's Zip, Mike Ballantyne's Aero and the Phoenix of Andy Cowgill were next home. Yet another good 125 scrap and a deserving winner in Ian Shaw. Super Stu had the consolation of fastest lap in the final.

1st	Ian Shaw	Zip/Rotax
2nd	Stuart Ziemelis	Zip/SRS Rotax
3rd	Kurt Luby	Phoenix/LD Rotax

Fastest lap: Ziemelis, 1m 7.6s (79.88 mph)

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Head	£29.94
Piston, 3-port SS20	£6.00
Piston, TT22	£7.00
Ring set, Super	£6.00
Gudgeon pin, lightened	£2.47
Exhaust bend	£6.60
Vevey end pipe	£4.95
Crankcase (set), SS20	£59.89
Crankcase (set), TT22	£69.87
Crankcase (set), TT23	£79.86
Valve cover, Tillotson	£12.65
Valve cover, Tillotson, TT23	£12.65
Crank. comp., SS20	£68.60
Crank. comp., TT23, TT22	£72.60
Crank stuffers	£1.65
Crank pin	£2.75
Big end cage & rollers (Super)	£4.12
Big end washer, TT22	55p
Connecting rod	£20.00
Small end spacers	65p
Small end shims	27p
Crank shim	27p
Valve locator	£4.40
Locator circlip	22p
Rotary valve	£4.00
Rotary valve TT23	£4.18

PARILLA SPARETT27

GENUINE IAME

10 tooth sprocket	£4.50
Crankpin	£2.50
Con. rod (std.)	£25.00
Con. rod (selected)	£30.00
Con. rod assy. (Super Hi Fi)	£60.00
Gasket sets (factory)	£1.50
Head	£30.00
Crankcase (Pair)	£73.00
Crankshaft assy. (with selected rod)	£81.50
Rotary valve cover	£12.00
Big end shims (each)	£1.75
Liner, TT	£5.00
Rotary valve, 27	£35.00
Piston, TT	£7.00
Rings, Super (IAME)	£6.00

KOMET ENGINE PARTS

K77, K88TT and K78TT

Iron liner (3-port)	£23.60
Iron liner K80	£32.17
Iron liner TT	£30.85
Cylinder comp. (3-port)	£49.00
Cylinder comp. TT	£70.78
Cylinder comp. K80	£77.13
Cylinder head, K88, K88TT, K78TT	£29.94
Piston, bare, K77, K88	£6.00
Piston, bare, TT	£7.00
Double ring set, Super	£6.00
Gudgeon pin (lightened)	£2.75
Crankcase comp., K88	£59.89
Crankcase comp., K88TT, K78TT	£69.87
Crankcase set comp., K80	£79.86
Valve cover, Tillotson sloping	£12.65
Oil seal	55p
Crank with rod assy.	£63.50
Crank comp., K88TT	£68.95
Crank comp., K80	£72.60
Half crank (mag. slide) K88	£21.12
Half crank (mag. slide) K80	£23.59
Crank big end pin	£2.50
Connecting rod (bare), std.	£22.00
Big end cage & rollers (Super)	£4.12
Rotary valve locator	£4.95
Rotary valve	£4.23
Exhaust bend	£6.60

TKM ENGINE SPARE PARTS

Cylinder comp.	£32.00
Iron liner	£27.50
Head	£10.00
Piston, complete	£6.80
Piston, bare	£4.50
Ring set (Super)	£1.50
Gudgeon pin (lightened)	£1.25
Cylinder stud	50p
Head nut (brass)	35p
Exhaust stud	£7.06
Exhaust bend	£2.25
Exhaust flex	£9.50
Silencer	£47.25
Crankcase complete	£55p
Oil seal (ROLF high RPM)	£9.50
Valve cover (sloping)	£65.60
Crank complete	£2.75
Crank pin	£3.75
Cage & rollers (steel/silver plated)	£19.00
Connecting rod, bare	60p
Big end spacer washer	90p
Small end rollers, 2mm x 13.8mm	90p
Small end washer (aluminium)	65p
Small end washer (steel)	20p
1mm thick	20p
Crankcase main bearing shims	24p

Valve locator	£4.50
Valve locator circlip	20p
Crank nylon stuffers	£1.20
Aluminium stuffers	P.O.A.
Copper rivets	30p

IGNITION

Motoplat, Class I comp. with coil	£20.00
Motoplat coil	£10.50
Dial gauge	£7.00
Extension	£1.50

ARROW ENGINES/SPARES

Mounting plate finger guard & Allen screws	£15.75
Cylinder head	£28.25
Cylinder barrel to head	£1.00
Exhaust pipe	£7.35
Cylinder liner, TT	£29.90
Cylinder liner, 3-port	£28.50
Chain guard	£6.45
10T sprocket, fine pitch	£5.95
11T sprocket, fine pitch	£5.95
12T sprocket, fine pitch	£5.95
9T sprocket, std. pitch	£5.95
Output shaft oil seal	50p
Rotary valve cover	£12.00
Oil seal 25357	60p
Hub r/y drive hub	£4.25
O' ring crank valve hub	40p
Crankshaft nut	85p
Crankcase L.H.	£30.00
Crankcase R.H.	£30.00
Crankcase oil seal	60p
Big end roller bearing	£3.75
Cylinder head nut	50p

PARILLA SPARETT27

GENUINE IAME

10 tooth sprocket	£4.50
Crankpin	£2.50
Con. rod (std.)	£25.00
Con. rod (selected)	£30.00
Con. rod assy. (Super Hi Fi)	£60.00
Gasket sets (factory)	£1.50
Head	£30.00
Crankcase (Pair)	£73.00
Crankshaft assy. (with selected rod)	£81.50
Rotary valve cover	£12.00
Big end shims (each)	£1.75
Liner, TT	£5.00
Rotary valve, 27	£35.00
Piston, TT	£7.00
Rings, Super (IAME)	£6.00

ALUMINIUM COMPONENTS

Front wheel boss 15mm, 17mm	£4.50
Front wheel boss, 3/4"	£5.50
Rear hub 25mm or 1"	£3.50
die-cast	£3.50
Rear hub 30mm die-cast	£3.50
Engine mount 15" (new type)	£8.00
Engine mount, sliding	£9.00
Engine mount bottom clamps	90p
Carb. spacer	£1.50
Disc carrier, 25mm or 1"	£2.50
Disc carrier, 30mm	£2.50
Sprocket carrier, 25mm or 1" die-cast	£2.75
Sprocket carrier, 30mm	£2.75
Alum. finger guard, universal	£2.75
30mm bearing housing 1pc	£1.85
Alum. coil brackets, universal	£1.75

KART COVER AND TOOLS

Kart cover, 100cc	£9.50
Seat cover, universal	£6.50
Kart stand, unsprayed (no post)	£9.50
3mm, 4mm, 6mm, 8mm T-bar	£1.40
10mm T-bar socket	£2.75
13mm T-bar socket	£5.25
Sprocket puller	£4.75
Motoplat puller	£1.95
Motoplat holder	£1.75
Gudgeon pin extractor	£3.25

BEARINGS

6204, C3 (metal cage)	£1.50
6204, C4 (metal cage)	£3.00
6204, C4 (fibre cage)	£3.25
6204, T, B, P63 (fibre cage)	£5.75
6204, V.N.S.K.	£2.00
Super roller cage	£3.75
Standard track rod ends (female)	£1.95
Super track rod ends (male)	£2.50
Track rod ends (male)	£1.95
Axle bearings 30mm (Super)	£3.00

All Export Orders Welcome

No hidden extras, simply add 15% VAT and postage or securicor. C.O.D. is 50p extra. Ring your BARCLAYCARD or ACCESS number to us and we will post your order to you the same day. Postage rates on orders up to £10 = £1, to £20 = £1.50, over £20 = £2. Securicor Rapid Delivery in the UK instead of post = £3.50.

Mon-Sat 8.30a.m.-6p.m. Extended Opening Hours
Wednesday 8.30a.m.-6p.m.
LATE NIGHTS - THURSDAY & FRIDAY - open until 8p.m.

GOODYEAR TYRES

(CIK) 11-4.50x5 moulded wets	£9.75
11-6.00x5 (German)	£9.75
11-4.50x5 (German)	£9.25
11-3.50x5 large 10A	£6.50

PISTONS

TKM pistons, complete with circlips and rings, for all makes e.g. Parilla, TG14, SS20, TT22, Arrow, Komet, K77, K88, DAP, Manx etc. ... £10.00
Please note all these pistons are genuine TKM reinforced pistons. When buying a piston always ask: Are they reinforced and have they got the new type steel ring locator?

CARLISLE TYRES

Slick 11.350	£12.00
Slick 11.450	£12.00
Cut wet 350 (fine cut)	£14.00
Cut wet 450 (fine cut)	£14.00
600 tubes	£4.50
450 tubes	£3.50
350 tubes	£3.00

TUNING

We tune any Class I engine to works specification. All engine work undertaken is done in D.K.'s workshop. D.K. Special Tuning - £50.00; Liners renewed from £30.00.

WHY PAY THE REST WHEN YOU CAN HAVE THE BEST FOR £50?

TKM's and HEWLAND ARROW's in stock. Fully tuned off the shelf. Tuned TKM's.

Labour prices:-

Strip, hone and rebuild	£10.00
Big end replacement	£3.00
Reboring and honing	£2.00
Resleeve and machine	£8.00
Carb test and rebuild	£2.50
D.K. Special Tuning	£50.00
Honing, crankshaft splitting and rod replacement while you wait (except Wednesday afternoon). We will guarantee any engine work undertaken in D.K.'s own workshop will be to top spec. NOTE: Cranksplitting and big end replacement, honing and crank truing if required during rebuild will be done at no extra charge. Unable to bring your engine rebuild or tune to us - then we will collect and return to you, £8.00.	

DART-WAYS - Our super 1982 modifications used to win the 1982 Britain Championship and overall SAM Championship, is now totally legal as confirmed by the RAC. Let us modify your own motors to this spec. by fitting the one and only genuine DART-WAYS.

New liner fitted with the spectacular DART-WAYS - £20.00 extra.

Equipping your liner with DART-WAYS including removal and fitting - £25.00

D.K. Special Tuning including DART-WAYS £50.00



GENERAL PRODUCTS

Castrol R chain lubricant	£2.00
Castrol EP90	70p
Castrol T.O.F.	70p
Triflon (small)	£1.50
Triflon (large)	£4.00
Goofy Juice	£2.25
PJ chain lubricant	£2.00
DAG heat dispersant	£2.50
Shell R oil	£2.75
Girling brake fluid	80p
PH grease	60p
Castrol R 20	£2.50
Castrol R 40	£2.50
Trackside hand cleaner	70p
ILC Vari-clear demister	£2.00
Hermetite Instant Gasket	£1.75
In-line petrol fillers large or small	£1.00
Mazda tyre gauges	£1.10
Chrome exhaust ends	£4.50
NGK plug caps	75p
PVC tank tape (large)	£4.00

Steel sprocket Class IV (1" or 25mm or 30mm)	£2.75
Steering wheels	£7.50
Class IV rear sprocket carrier	£5.00
210 pistons c/w rings	£12.00
210 Motoplats c/w coil	£37.00
Class I Motoplats with coils	£20.00

CHAINS and SPROCKETS

219 Type Chain and Sprockets

Rear sprockets 64-96	£2.50
Engine sprockets 10 and 11T	£3.25
DID HT110 link chain	£5.50

NEW ITEM!

10 tooth sprockets to fit Arrow Motors £3.75

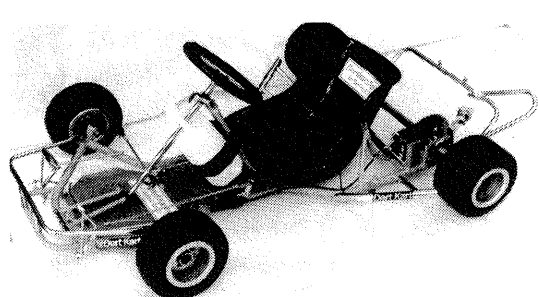
CIK homologated range of Dart Karts for all 100cc & 135cc Classes feature: new steering design for smoother, faster cornering suitable for use on hard or soft compound tyres; 10mm bolt size stub axles; 2 types of front bumper available - now higher and safer to protect the feet; new steering supports so less chance of column bending in those first lap shunts; new, thicker, stronger nerf bars.

DART 089 BRITAIN £210, DART 089 NATIONAL (Alloy) £235, DART 089(Mag.) £265. All plus VAT but less tyres.

KART ASSEMBLY £15.00

MANUFACTURERS OF THE DART KART - THE WINNERS' CHOICE.

THE DART 089. '83 BRITISH CHAMPION



We prove once again that DART KARTS and DK-TUNED engines are the best!

Compare this new kart price for Britain Class Dart 089 CIK homologated. Dart Kart complete with wheels, tyres, tubes and hydraulic brake, sprocket and chain, with TKM engine 3p FF99, ready to race and assembled - £540.

This price INCLUDES VAT.

Any Junior winning an 'A' Final on a Dart Kart and DK tuned engine at Tilbury or Rye House will receive £50. This offer open until December 1983.

DARTFORD KARTING

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