

1981 JUNIORS CUP-LOCARNO

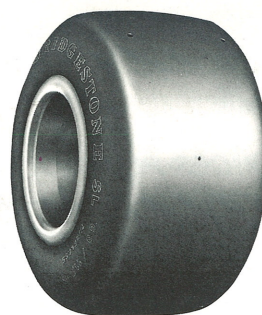


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DRY



DRY SL



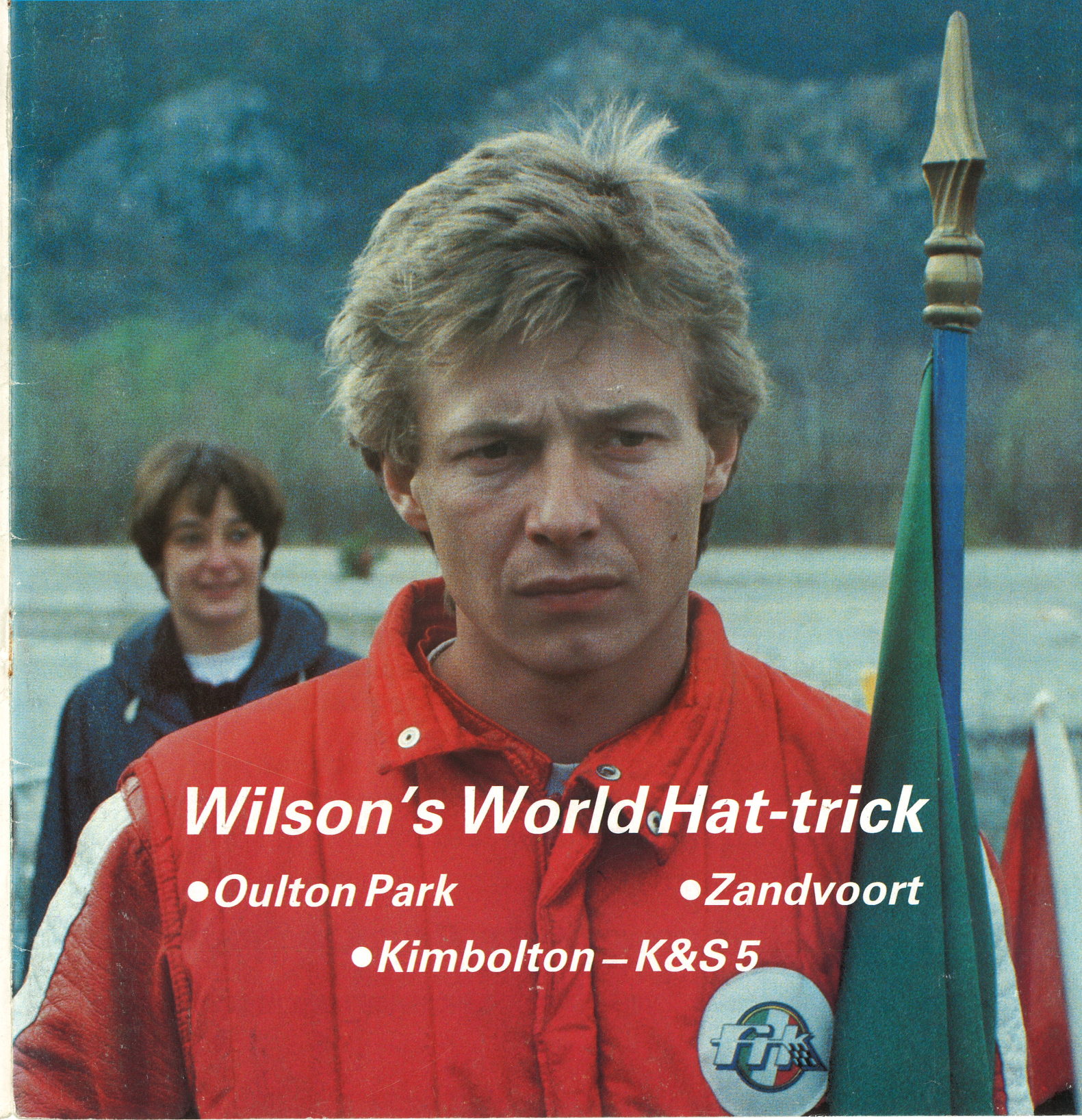
WET



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KART ^{\$2-17} AND SUPERKART ^{75p} October 1983



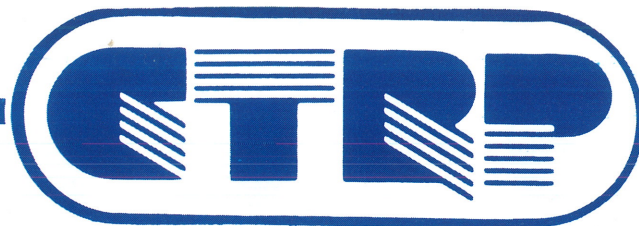
Wilson's World Hat-trick

• Oulton Park

• Zandvoort

• Kimbolton - K&S 5





CONGRATULATIONS !!!

To Brian Heery on winning at Oulton Park 27th August on a C.T.R.P. engine.

To Ed Duckett, Phil Hemes & Trevor Causer, 1st, 2nd & 3rd at the Midland Championships all on C.T.R.P. engines.

ALL FORMS OF KARTING EQUIPMENT SUPPLIED TO ORDER

1983 SPEC. CTRP PREPARED ZIP TEAM EQUIPMENT e.g. Full spec. Rotax engine fully dyno tested, highly modified ZIP GP fitted with the fabulous BREMBO braking system with F1 adjustable bias control plus Aeroquip brake pipes. Foam filled driver's seat to suit your body shape, rev. counter, temperature gauges. Four-core radiator and alloy hose fittings, fibreglass any colour in all styles.

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ZIP GP TZ250 Yamaha	£1,050.00
ZIP GP 250 Rotax, 1983, complete, ready to race	£1,800.00
CTRP Works 250 Rotax, 1983, ignition, carbs and exhaust	£1,295.00
CTRP 250 Yamaha, carbs, ignition and exhaust	£450.00
125 Rotax engine carb and ignition (tuned)	£600.00
250 Racing Hovercraft (Betacraft)	Starting from £2,250.00
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DID 35T chain (100 link box) ..	£5.50
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ZIP (Bridgestone approved)

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Available in full range of sizes	
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etc.	
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Motoplat, 125cc Rotax	£55.00
Motoplat, 250cc Rotax, with back plate	£85.00
Motoplat, 250cc Yamaha with back plate	£85.00

Motoplat rpm gauge to suit all above	£39.00
Motorcraft plugs	£2.00
NGK plugs	£2.00
New NGK plugs — 9EG and 10EG	£1.60
Zip Professional Tyre Pressure Gauge, Mastia	£15.00
New Zip Super tyre pressure gauge	£10.50
Precision dial gauge + adaptor	£13.00
Waterproof rubber plug caps ..	£0.75
3mm 'T' bar Allen key 'genuine Jacobs'	£1.00
4mm 'T' bar Allen key 'genuine Jacobs'	£1.00
5mm 'T' bar Allen key 'genuine Jacobs'	£1.00
6mm 'T' bar Allen key 'genuine Jacobs'	£1.00
Allen key foldaway set, in steel case, 2mm-6mm	£2.50
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Tank tape best quality, various colours	£4.00

GENERAL KART

COMPONENTS

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Kart cover, special Zip type ..	£9.95
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Cronus 3T	£37.50
Cronus LC20D	£50.00
Cronus 2D	£60.00
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ZIP NEW CIK SUITS £29.00 |

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ZIP NEW TEAM LEATHERS new style with bib effect in true Superkart tradition. In various colour combinations and in 7 sizes, also carrying Zip logo.

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Zip PVC racing boots £9.95 |

Zip super leather boots £16.50 |

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Long leather Zip-backed gloves £6.50 |

Zip equipment bag £5.50 |

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Simpson type 32	£135.00
Simpson type 14	£200.00
Simpson type 16	£175.00
Simpson Visor (old type)	£5.50
Simpson Visor 14, 16, 32 and 62	£10.50
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Bell Star replacement visor ..	£7.50
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Bell Star II replacement visor ..	£3.75
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6.0x11x5 YAK(SL) slick	£16.50
7.1x11x5 YAK(SL) slick	£16.50
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5.5x11x5 YBK slick	£22.00
7.5x11.5x5 YBK slick	£28.00
3.6x10x5 YBF wet	£20.50
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7.5x11.5x5 YBF wet	£30.00

BRIDGESTONE SPECIAL OFFERS!

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GOODYEAR TYRES

All tyres '81 production, not old 1980 tyres.

4.5x11x5 CIK wet	£10.50
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4.5x11x5 slick	£9.50
6.0x11x5 slick	£10.50

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Rear rim 5" x 2 1/2"	£1.75
Rear rim 5" x 2"	£1.60
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DMA Racing, 41A Oxford Street, Church Gresley, Burton-on-Trent, Staffs. Tel: (0283) 214489
Andy Kirkpatrick, 15 Port Glenone Road, Ahoghill, Co. Antrim. Tel: (0266) 878203
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for sale. Zip chassis, Kelgate brakes, with ventilated discs, 2 sets YBK slicks, 1 set YBE wets, fairings and wing, Kart Pro axle, Duplex sprockets and chain. '83 spec. Merlin Rotax with spare, re-plated, un-run barrel, PMP and Merlin exhausts, machined and polished 34 and 36mm Mikunis, Volvo pump. Kart stand, trailer (can take 3 karts) leathers (40" chest), **£1350 ovno.** or trailer £95, rolling chassis with spare wheels and PMP exhaust £320.

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100 INTERNATIONAL/NATIONAL outfit. 1 Zip/K88TT, fast, reliable motor. 2 Fullerton K80TT's, 16 races from new. Very fast, reliable motors. 1 Zip 1979 SE kart in very good condition with DAP 1 piece magnesium wheels and Dunlop tyres. Also 1 spare set Dap 1 piece wheels with Dunlop tyres. 1 set of Carlisle wets on wheels. 1 set of Goodyear slicks on wheels. Plus many essential spares. Very successful outfit. £1,000 ono. All offers considered. Items also sold separately. Contact Brad at 0632 656954.

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100 NATIONAL LANE AEROSPACE/ D port Arrow. Just rebuilt by Dartford. Many spares, wets and slicks. Also Komet K88TT engine. £420 the lot. Will split. Phone Armside 761507 after 6pm.

YAMAHA SUPERKART tuned by experts. Hydraulic discs, also wets on rims, spare 210 engine, back aerofoil, very fast, A1 condition. £500 ono. Tel: Alderley Edge 582303.

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100 BRITAIN, DAP T80, fully Tabor tuned. Just run in. Very quick — complete outfit, wets, stand, suit, helmet. Ideal novice. £600. Also National chassis on slicks, Komet K77 £125. Telephone Weston-Super-Mare (0934) 20330 after 6 pm.

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RACE TUNED FOR 100 NATIONAL: One Reema chassis, two Hewland Arrow engines, plus full set of wets, slicks, stand, kart cover, sprockets etc. £500. Tel: Stephen Moore, Gloucester 713789.

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ZIP KART 100cc, Manx engined v.g.c. Box of spares, cogs, carbs, tyres etc. £190 ono. Kettering 790439, Northants.

ZIP GP 125 ROTAX. Full fibreglass, rev counter, wets, stand, many spares. Owner retiring. £600 ono. Mick, Romford 60613.

DINO 250S / Rotax Engine. Spare wheels, tyres and engine spares. Tow tent, can be used for towing kart. Ring Mike 01 739 1537 for further details.

100 NATIONAL COBRA KART. Superb condition, jig checked, many new parts, drilled disc, Zip die cast rims, Goodyear tyres, spares include stub axles, bumpers, rear axle and Carlisle wet tyres. £175 ono. Also BM Europa kart, drilled disc, Goodyear tyres, new rear wheel spiders, sprocket carrier. £150 ono 01 807 5819 evenings.

NICK PARRINGTON'S RETIREMENT SALE

100 National equipment used this season. Hewland Arrow (very, very quick). PCR, (4 meetings old) very quick. Both above engines fully tuned, + many spares, carbs etc.

Reema (National) WR/83 (4 meetings old) + numerous sets of wheels and tyreson rims + many spares etc. (new set wets)

THE LOT £600 ovno.

Tel: Dave: (0945) 880014

Nick: (0442) 57958

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

125 P&R LYNX CHASSIS, re-stove enamelled and in excellent condition, with Motiv tuned Mugen Honda engine, new this year. £375. 061 445 4037.

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Blue Mags 34-36mm		£40



With the final round of the Bridgestone/CIK Formula 'E' World Series just round the corner, temptations to predict the outcome are difficult to restrain. A gallery of possibles stand to scoop the win, but only those who proved themselves at the previous rounds will be considered 'in' with a chance of walking away with the accolade. It is unlikely the same conditions and circumstances of the Silverstone round will prevail at Le Mans Bugatti Circuit. The temperatures will be nowhere near as high but the competitiveness of the drivers will remain beyond question. Whoever wins, it is certain, can justifiably wear the honour the Formula 'E' World Championship title, because it won't have been earned easily.

As the season emulates the death throes of the warrior and the wind whips rain round the doors of the Chambers of Karting Commerce, the planners and scribes begin the onerous task of assembling the 1984 calendar and reviewing the regulations pertaining to the sport. Not an enviable assignment. Years ago a work of fiction appeared depicting 1984 as a totalitarian police state. No-one in the sport wants to see karting follow in such footsteps, nor enact such a scenario, but they do need guidance given clearly and concisely. This year so many good meetings have clashed. Understandably, certain conditions are inevitable, but more consistency should be tailored into the programme; the Global Cup at Rye House is just as prestigious to Class One contenders as Silverstone is to Class Four. With a little concerted effort, surely the duplications of this season can be averted.

It is well known that the European 125 Class is still very much short circuit orientated and, with this thought in mind, the CIK have decided to field a grid of 125 Long Circuit Nationals at Bugatti, having been suitably impressed with their performances at Silverstone and Zandvoort. In essence it will be a demonstration and the feasibility of the proposal will not be doubted if the introduction of Long Circuit 125's proves a breakthrough with that vast Continental media.

No-one can question the performance of a man who takes the 135cc World Title three times in succession from fierce opposition. Such a man is Mike Wilson, proving it is not the anthem one must acclaim but the undisputed skill and determination that makes a World Champion; an achievement anyone in karting can share with pride. **ED McCORMICK**

FRONT COVER:

Undisputed King of World 135 karting after taking a fabulous third title at Le Mans is Mike Wilson. Our extensive coverage begins on page 7.
(Pic: Chris Lambden)

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

EDITOR: ED McCORMICK ADVERTISING: JAYNE SPEIRS

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

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

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KART AND SUPERKART

Monthly

No.58

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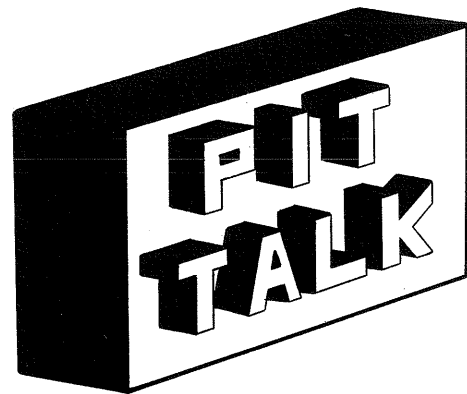
Where and when to see karting during the next month.

NEXT MONTH*

**Cadwell Autumn Champs
Snetterton
Mallory Park
Fulbeck K&S Finale**

PUBLICATION DATE: 3rd NOVEMBER

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



TV TIMES SUPERKARTS

DONINGTON PARK

10th SEPTEMBER

While the superbike finalists dispersed into the pits, the superkarts were ushered down the lane and into their short practice session prior to the two, seven lap, deciding races of the series. Practice quickly identified the men 'most likely' to be: Hines, Lambden, Stylin, Gange, points leader Nigel Smith and the last rounds' winner, Brian Heerey. With the first grid determined by the Clerk of the Course and the second to follow the finishing order of the first race, it looked as though the spectators were in for some interesting action.

As the lights changed to green, it was Stylin off the line with Lambden, Hines and Collier close in tow and Heerey making good ground. After the initial laps, Lambden had wrested the lead from Stylin to establish a somewhat tenuous advantage. The dominant quartet of: Heerey, out to duplicate his previous successes; Stylin, lying second in the points order to Nigel Smith; Chris Lambden, with a quiet confidence that this race could well be his; Martin Hines, looking at last as though the 'TV Jinx' might be broken, began to stretch away from the rest of the field. Then Heerey was out of the running. Hines now lay third from Lambden and Stylin, while Smith was fighting off the attentions of Gange a little way back. Lambden had now

established a prominent edge over Stylin and the very forceful Hines. Out of the chicane for the last time Lambden closed the door on the ever-trying Stylin and pulled it off to take a fine win. Hines was third, with Collier, Smith and Gange completing the top six.

Nigel Smith's fifth place gave him an additional nine points to add to his cumulative score, taking his total to 41, sufficient to maintain the lead over Stylin, now on 33. To secure the series Stylin needed an outright win with a ninth, tenth or non-finish by Smith.

So, as the competitors readied themselves for the second race, the front row line-up showed Lambden, Stylin, Hines and Collier, while Smith, Gange and Mike Walker occupied the second grid. Carolyn shared the third row with Richard Arnold, Charles Eddie and Ed. Duckett.

On the lights Hines dived quickly into the lead, a nose ahead of Collier, while Lambden struggled with a poor start. Into Redgate and it was a case of who would outbrake whom before they vanished down Holly Wood into the Craner Curves. Out of Starkeys Straight through the chicane and Lambden was fighting to hold off Hines, but the Hermetite man wasn't having any of it and got the better of him next time at Redgate with Stylin following a close third, putting pressure on Lambden.

At the line with half a kart's length, Martin Hines took the flag from Steve Stylin with Chris Lambden a tight third. Donovan Collier, Graham Steere and Nigel Smith were next home.

Good, hard fought races gave the spectators

exciting neck and neck finishes, putting TV Superkarting on the map and establishing a precedent for more extensive coverage, hopefully, for a series next year.

Nigel Smith won the series with a top points score of 46, but there was a dead tie for the aggregate first place of the day, because Hines, Lambden and Stylin all shared 18 points. After some head-scratching it was decided that first place would go to the man with the fastest lap. That went to Martin Hines with a time of 1 min. 14.9 secs.

Results:

Race 5

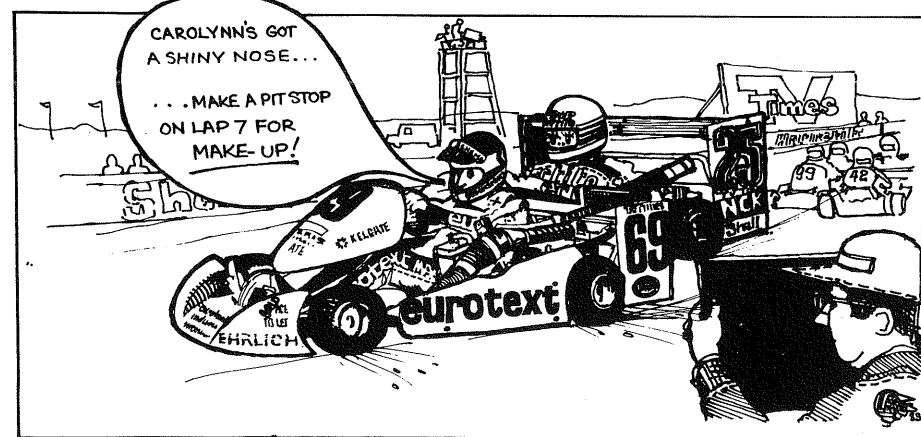
1st	Chris Lambden	Talasan Zip/Rotax
2nd	Steve Stylin	Dino/Rotax
3rd	Martin Hines	Hermetite Zip/Zip Rotax
4th	Donovan Collier	Zip GP/Rotax
5th	Nigel Smith	Zip GP/Rotax
6th	Reg Gange	Hermetite Zip/Zip Rotax

Fastest Lap: Chris Lambden: 1 min. 15.82 secs.

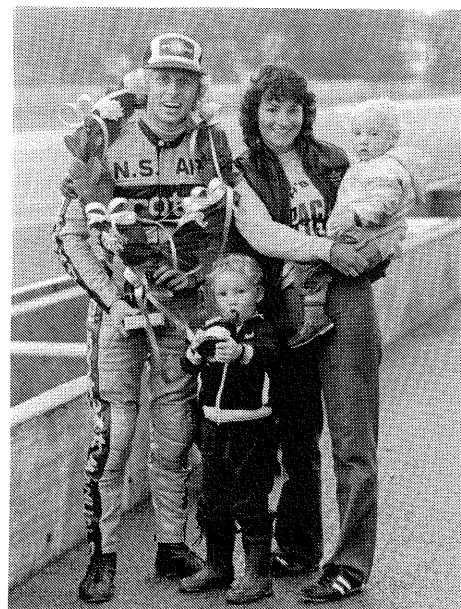
Race 6

1st	Martin Hines	Hermetite Zip/Zip Rotax
2nd	Steve Stylin	Dino/Rotax
3rd	Chris Lambden	Talasan Zip/Rotax
4th	Donovan Collier	Zip GP/Rotax
5th	Graham Steers	Sisley Cobra/Rotax
6th	Nigel Smith	Zip GP/Rotax

Fastest Lap: Martin Hines: 1 min. 14.9 secs.



Series winner Nigel Smith and family.



ZOLDER - BELGIAN GP

Sunday 28th August saw the Belgian Grand Prix hosted at Zolder with only two British names present: Nigel Smith and Glen George. Timed practice on Saturday showed Nigel Smith coming out tops. Perry Grondstra, who failed to show up for timed practice due to a prior Dutch Championship event, found himself starting from the rear of the grid for both races. Race one gave a win to Grondstra with Smith second and Glen George third, but lack of time relegated Grondstra one place giving Nigel the win on a technicality.

Race two and Grondstra again started from the rear of the grid, coming through to finish first ahead of Nigel Smith, Piet Hartog, Wout Stolk and Glen George.

Results:-

Race 1		Race 2	
1st	Nigel Smith	1st	Perry Grondstra
2nd	Perry Grondstra	2nd	Nigel Smith
3rd	Glen George	3rd	Piet Hartog
		4th	Wout Stolk
		5th	Glen George

OVERALL SWEDISH CHAMPIONSHIPS

Lennart Bohlin scored another decisive victory by winning the overall Swedish Championships. Lennart won all the heats and the Pre-Final and went on to set a new track record of 29.46 secs.

1st	Lennart Bohlin	Loctite Zip/LTB Rotax
2nd	C. Johansson	Sonder/Rotax
3rd	L. Johansson	Loctite Zip/LTB Rotax
4th	Tommy Falth	Aero/Rotax
5th	Hakan Dahlman	Dino/Rotax

SCOTTISH 'OPEN'

The Kingdom Kart Club will run the Scottish 'Open' Championships at Crail on October 23rd, with trophies going to each class. The period for submission of entries ends on October 17th.

Entry Fees: Senior £10, Junior £6. Practice Day: October 22nd at £1 per kart.

Entry forms can be obtained from:

A. McDonald, Competition Secretary, Kingdom Kart Club, 160 Cocklaw Street, Kelty, Fife, Scotland. Tel: (0383) 831168.

MERLIN EXHAUSTS

RAVENGLASS, CUMBRIA
(06577) 244

Congratulations!

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

EXHAUSTS FOR CHAMPIONS

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

Agents:

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

BARLOTTI/210 Ansell 1983 motor £450. Barlotti /Haywood 210 Motor £220. Tel: Ross-on-Wye 63007.

ZIP GP/YZ 250 H chassis, one meeting old. All the right bits, plus spares, including cylinder, exhaust, wets. £1400. Tel: York (0904) 31701.

MERCEDES 508D long wheelbase motorhome/transporter, ex Martin Hines, subsequently rebuilt to provide sleeping for 3. Cooker, fridge, sink, h&c running water (bulk storage tank), radio/stereo, seating for 6. Lighting both 12v or mains. Fully carpeted and curtained. Ample cupboards and shelving. Workshop area with workbench, tyre & engine racks, cupboards, dual lighting. New battery, tyres, repainted white. Tow bar. Full awning (12 x 8). Utterly reliable, taxed privately. All this for only £3950. 0386 831834.

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1982 JETA BRITAIN, less engine. Takes Hewland. Borders Champion. 16 meetings only. Excellent order, with spares. £200. Write Hogarth, 12 East Bight, Lincoln.

ZIP/KAWASAKI 125, comes with slicks, wets, spare engine. Fully floating front discs, plus many other trick modifications. A quick, superb handler for £425 ono. Witney 74930.

SUPERKART 1982, ex Chris Taylor (CTRP) outfit. Fifth in non-Championship GP. Under two seconds slower than Kleppe. For sale complete with spares, tyres, leathers etc. £1750. Upgrading to new formula. Phone: 01 464 2240.

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ROTAX BARRELS

Pair 1983 250 Rotax barrels, only just run in, complete with exhaust manifolds, water outlets, studs etc and pistons and rings. Genuine reason for sale. New price over £420 + VAT £300 the lot.

Also, to suit the 'larger' Superkart driver, (whose leg gets in the way of the carbs.) the original right-hand mount bare Zip GP chassis. Never bent, and easily built up with most parts from normal l/h chassis £100 ono

Tel: Chris Lambden
(0992) 53289 - day
(043 885) 663 - eves.

ZIP SHADOW YZ 125. Slicks, wets, some spares, £450 ono. Unfinished project - Zip/Malco, lots of new parts £325. Tel: Radstock 33219.

BLOW GNAT/K88 ready to race. Set of new wets. 8 new slicks. Many spares, sprockets, piston and new set of rings etc. Engine rebuilt, not raced since. Very fast and reliable. Genuine reason for sale. £180 ono. Telephone: Stanton (Glos) 501.

SCOTLAND. TKM FF99TT, Dartford tuned, with Dartways. New at end of '82, raced only once. Genuine reason for sale. £275 ono. Phone Perth (0738) 25280.

IMMACULATE ZIP GP/125 ROTAX, long circuit kart as new £995. No offers. Tel: 04305 349 Humbereside.

DEAVINSOM SPRINT/125 MUGEN HONDA. Immaculate condition, engine only one meeting old. Fully Motiv tuned, Boysen reeds, bored and tuned carb, very latest Motiv pipe. Very competitive and ready to race. £625. Spare Mugen engine, new crankshaft, piston, rings, barrel, head etc. £250. Shaw 843504.

WANT TO START KARTING?

Why not try our Kart School? Every Saturday at Tilbury Kartway. Prices from £20 per day. For further details send SAE or ring:-
SISLEY KART SCHOOL,
Tower Industrial Est., London Rd., Wrotham Hill, Kent. Tel: Fairseat (0732) 823848

ZIP SHADOW 250 INT. a/c Yamaha. First £150 secures. 0386 831834.

100 BRITAIN SPRINT/MANX, 50.9 bore. Good condition, wets, stand, etc. £250. Tel: 021 378 1262.

STRATOS 210 NATIONAL outfit, one year old, full undertray, fairing, bubble, wing, sidepods. Choice of Dunlop or Bridgestone rubber, +20 Upton motor £800. Additional +60 Upton motor c/w carb and exhaust £250. Tel: Royston 44764 (Herts).

100 NATIONAL DART/K80TT on 50.8, fully tuned by Sisleys, inc. suit, stand etc. £275. Britain Arrow £125. Set Carlisle wets £25. Pair Carlisle 4.5 rears on rims £15. Sisley tuned K78B barrel £25. Longfield (04747) 7310.

100 NATIONAL ZIP 981 with fully tuned Parilla SS20TT, ready to race, £375 or any offer considered. Shepshed 504250 (Leics.)

MALCOLM BURNETT HAS FOR SALE

his professionally converted Fiat 60 F10. Living Area: Full cooker, fridge, hot & cold water supply, portable colour television, 5 berth swivel table. Fully carpeted and lined throughout. All walls insulated. Mains fluorescent lighting & wall sockets for generator plus normal 12 volt supply lighting. Pioneer cassette unit, equaliser and speakers.

Workshop: Designed to take Superkart. Workbench, vice, fluorescent lighting, wall sockets for drill etc., tyre rack, bench seat, and door leading through to living area. Itself: V registration, taxed and MOT'd for 11 months. 4.6 litre diesel engine with genuine 45,000 miles. 40 gallon long distance diesel tank. Gas bottles. 12ft. Transawn 2000 roller awning. Air horns. Spot & fog lamps. Towing bracket. Bodywork kept up to very good standard.

Price: 6,750. H.P. arranged
Telephone: 0458 423887

CLUB SCENE

three laps when he encountered back markers. Grieve crossed the line fractionally ahead of Keenan with Davison third from Crankshaw.

1st Willie Grieve	Dart/Parilla
2nd Andrew Keenan	Gillard/Arrow
3rd S. Davison	TKM/TKM
4th Frank Crankshaw	Dart/Yamaha

125 National

After cleaning the canteen out of bacon butties and meat pies, the Grimsby contingent proceeded to clean up the racing with a heat win to Roy Patterson (looking more alive than the previous two days) and two wins to Ian Eastwood. Patterson got the jump at the start and set about building up a very respectable lead over Eastwood with the P & R outfits of D. Peers and David Davidson never looking in the same class. So another brace of trophies to the Humberside duo of Patterson and Eastwood. Roy made a very noble vote of thanks from the Grimsby mob at trophy presentation. It was a pleasure having you, lads.

1st Roy Patterson	Barlotti/Rotax
2nd Ian Eastwood	Barlotti/Rotax
3rd D. Peers	Star/Honda

210 National

Two heat wins and a non-finish plonked Antony Bar on pole position with Stu Alsop next and A. Tolson alongside. Kevin Thompson, after three awful heats, girded his loins for the big one and enjoyed a race-long duel with Antony Bar before emerging as victor.

1st Kevin Thompson	Zip925/Villiers
2nd Antony Bar	Barlotti/Villiers
3rd Stuart Alsop	Star/Villiers

250 National

Mike McDowell took his Magnum to three heat wins to gain pole position from Kevin Routh and Ian Reading. Unfortunately, a startline shunt sent Mike hurtling off the track towards the starter (It's alright - I'm getting used to it now!). Although only winded it was obvious that McDowell's race was run. Routh took up the lead to win from an oddly out of form Reading.

1st Kevin Routh	Zip/Rip Yamaha
2nd Ian Reading	Barlotti/Honda
3rd Edgar Moffat	Aero/Honda

250 International

Mike Davidson, anxious to erase Sunday's memories, stamped his mark on proceedings with three heat wins. Sunday's victor, John Ashe, was plagued in the heats by an ignition fault which he hoped was cured for the final. July winner B. Tolson lined up in the middle of the front row after 3 second places.

Davidson and Ashe tore off together in a classic battle of the reversed barrel Yamahas. The whole distance was covered with what seemed to be a three inch length of string between the two - it was that close. In a race in which Davidson said it would be a pleasure to come second, the winner was Davidson from John Ashe, with third going to a breathless Tolson.

1st Mike Davidson	Zip/Yamaha
2nd John Ashe	Star/Motiv Yamaha
3rd B. Tolson	Zip/Yamaha

Iain Blair

Nuthampstead

21st AUGUST

The Cambridge Kart Club held their August meeting on Sunday the 21st and with a very good attendance even though in the middle of the holiday season. But it must be noted that the Club does need more support for people to help out on race days because, as is usual, it is again being left to the usual "few" who are finding it increasingly difficult to manage. So come on members, let's have a little more help, it's for your benefit in the long run. The results are as follows:

Junior Britain

1st Steven Bicketts	Lane/Arrow
2nd Melanie Widdowson	Wright/Arrow
3rd Toby Cane (Novice)	Sprint/Arrow

Junior National

1st Jean-Pierre Bundle	Dart/DK TKM
2nd David Lovelock (Nov.)	Mamba/Sirio

100 Britain

1st Darron Gibbs	Zip/Arrow
2nd Steve Saunders	Gillard/Arrow

100 National 'A'

1st Rod Widdowson	Wright/Yamaha
2nd Phil Hart	Zip/PCR
3rd Gordon Bush	Wright/TKM

100 National 'B'

1st Andy Matthews	Sprint/TKM
2nd Dickie Dyer	Dart
3rd Peter Hook	Zip/PCR
Nov. Peter Crisp	

210 National

1st Ron Bettis	Barlotti/RMW
	Marie Curry

Tilbury

AUGUST 14th

Junior Britain

1st Tom Radford	Dart/Arrow
2nd Paul Wells	Dart/Arrow
3rd Emily Newman	Kestrel/Arrow

100 Britain

1st Russ Malkin	Dart/Arrow
2nd Steve Malkin	Dart/Arrow
3rd Darron Gibbs	Zip/Arrow

National Novice

1st A. Whitting	Zip/Arrow
2nd Joe Kynaston	Dart/TKM
3rd Wayne Brockhurst	Dart/TKM

100 National B

1st Ashley Sinclair	Dart/TKM
2nd Mark Cole	Dart/TKM
3rd Tony Bartlett	Goff/TKM

100 National A

1st Dave Jacobs	Zip/PCR
2nd Lee Cranmer	Cobra/PCR
3rd Graham Jones	Lane/TKM

250 National

1st Nicky Caley	Zip/NTV
-----------------	---------

250 International

1st Stanley Botton	Zip/Yamaha
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Kalendar

OCTOBER

16-17 LE MANS (France)
World Superkart
Championship, final round

16 NUTHAMPSTEAD (1½ miles east of Barkway on B1368)

CULTS (on A75, 3 miles east of Stranraer)

ELLOUGH (Beccles Kart Club)

3 SISTERS (off Junction 25, M6)
Eastbourne series, round 5

23 CRAIL (Kingdom KC)

LYDDEN HILL (nr Dover) Ace KC

SNETTERTON (19 miles s.w. of Norwich on A11)

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

30 LITTLE RISSINGTON (RAF Base, nr. Stow) Bromsgrove KC

NOVEMBER

6 KIMBOLTON (10 miles s.w. of Huntingdon) Hunts KC.

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.

100 NATIONAL AEROSPACE PRO (TKM L90TT, 48.0, just rebuilt, very quick and clean. Spares include stand, sprockets, tools, pvc, boots, helmet, etc. £425. Zip/K77 clean and complete. Ideal for beginner c/w stand, some spares £130 ono. Tel: Neil, 01 656 1006 (Croydon).

125 ZIP GP rolling chassis, Dunlop tyres, full bodywork. £350 ono. Tel: Brookwood 8001 Ext. 37 daytime, Farnborough (Hants) 519559 evenings.

WANTED. Competitive and reliable P/R YZ125 or CR125 engines and spares. Would prefer c/w carb and exhaust. Good price paid for quick motors. Tel: Hinckley 610053 after 6 pm.

100 BRITAIN ZIP/PARILLA. Excellent condition, loads of spares including wets on rims. £350. Tel: Deepcut (0252) 836850.

100 BRITAIN JUNIOR OR SENIOR UFO with CSK Arrow. Competitive, well prepared, winning equipment. Change of class enforces urgent sale at £350. Tel: (0274) 671451.

BARLOTTI, 125 ASPES ENGINE' Rebuilt, very quick, never raced. Motiv, Goodyear wets, dry on rims. Quick sale, £350 ono. Telephone: Leeds (0532) 693324.

100 NATIONAL LANE with fully prepared Hewland D-port. Raced 3 times since extensive rebuild, trophy each time. £350 including wets, spares etc. May consider 125 equipment for swap. Tonypandy 439795.

125 PR BARLOTTI 81B, RKR Yamaha. Black epoxy with red fibreglass. Trophy winner - very competitive, very reliable. Never siezed, never shunted. New leathers and helmet available. Offers or PX car. Tel: Wrexham 762048.



ALPHA ELECTRONICS

Tim Parrott, 250 International driver, living in Peterborough, has been supported by Silkolene Lubricants for some time. The recent Oulton Park outing saw additional sponsorship in the form of Alpha Electronics, the Bolton based company, supplying and repairing electrical test instruments throughout the country. Down on luck this season, his recent 7th place finish at Oulton Park was deservedly taken and, hopefully, prospects for a better season next year will be in the air.

CLUB REPORTS

We apologise to those clubs whose submitted reports do not appear in this month's edition. This is due to lack of copy space, dictated by feature reports.

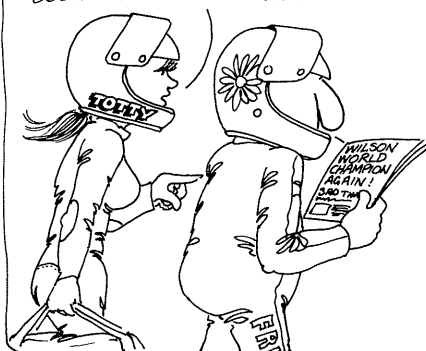
LE MANS FOR 125's

The CIK have announced that they will be accepting a grid of 125's at the final round of the World Superkart series to be held on the Le Mans Bugatti circuit during 15/16th October. The decision was made at the CIK meeting in Magione a few weeks ago and the intention is to provide a demonstration to the European audiences of the effectiveness of 125's on long circuits outside the U.K.

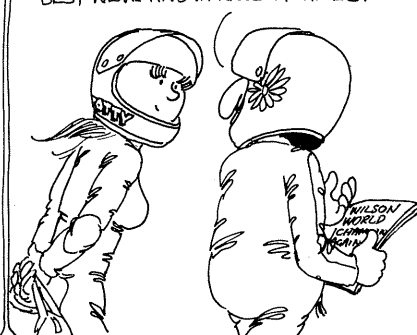
Contributors are reminded that copy for inclusion in the magazine *must* reach the Editorial Office not later than the 15th of each month.

FRIGGIT

HI - WHAT ARE YOU READING WITH SUCH INTEREST FRIGGIT?



IT'S AN ARTICLE ABOUT WILSON AND HIS ACHIEVEMENTS - THEY RECKON HE'S THE BEST WE'VE HAD IN RECENT TIMES.



OH, I DON'T KNOW ANYTHING ABOUT POLITICS - WILSON WAS ALRIGHT, BUT I THOUGHT CALLAGHAN WAS BETTER.

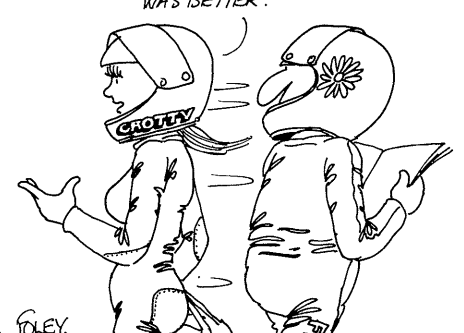
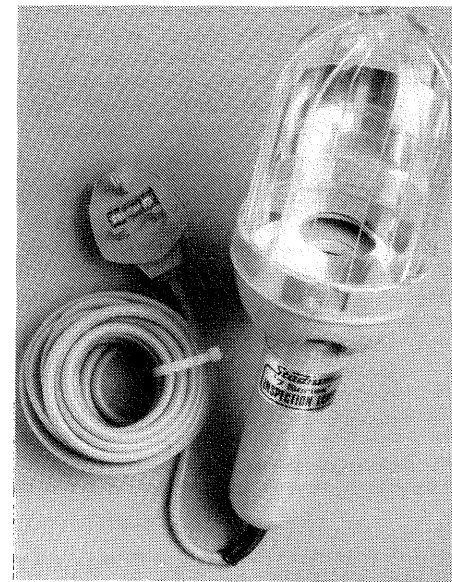


PHOTO CAPTION COMPETITION

The winner of last month's Photo Caption Competition is Simon Balsom of Boston, Lincolnshire, with:

"When the Sergeant Major said we would be practising the martial arts, I thought he at least meant Karate!"

Simon wins the Stadium inspection lamp displayed last month.



Tim, showing off his sponsors.

ROAD RACE AMERICA

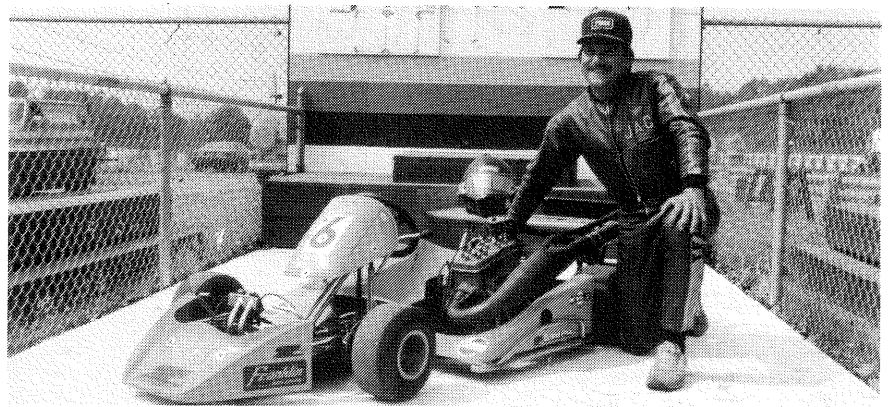
The World Karting Association held its annual National Championships recently at Elkhart Lake Circuit, Wisconsin. Considered to be the prime road race circuit in America, it covers four miles, embracing 14 challenging corners, steep rolling hills with long, fast, downhill straights. This year's event had a record attendance, with over 750 combined entries featuring America's leading karters. The Superkart races were run in temperatures of over 90 degrees Fahrenheit, making tyres, once again, a concern, though lap averages stayed close to 98 mph.

The heats revealed the men to watch would be Doug Mayr, Taylor Andrews and Jack Murray. They certainly didn't let their

fans down, displaying excellent, exciting driving for the complete race with the battle for first place between Mayr and Andrews. At the flag it was Mayr from Taylor and Murray.

1st Doug Mayr	Franklin Zip/Yamaha
2nd Taylor Andrews	Zip/Rotax
3rd Jack Murray	Franklin Zip/Rotax

Jack Murray with the machinery that took him to a fine third place.



BY BARRY FOLEY



The Red Dragon display.



TEAM TAURACO

Mark Newby ran a Team Tauraco Royale last year, winning the BP Superfind Championship. Mark now tells us he will be running tuition courses for drivers with karting experience. The next course will take place on November 4th. It is a one-day intensive course, costing £166, which includes accommodation, food etc. The driving will be in a single-seater, building up to racing speeds.

There will also be a full one day course on October 31st on Sponsorship, consisting of the current problems of finding sponsors and, once found, how to keep them. This course, costing £35, will be highlighted by guest speakers and will be at Cadwell Park.

Mark recently ran a three-day course on the same topic which proved successful. Further details may be obtained from (0507) 601726.

ANDREW COLSON

Apologies to Andrew Colson (in advance). The correct spelling of his surname was brought to our attention after most of this issue had gone to press. Don't worry, Andy, we'll get it right in future!

ED

At the United Counties Show held recently at Carmarthen, Dyfed on August 16th and 17th, Red Dragon Competitions put on an attractive stand of fun racing karts and mini bikes.

The display was aimed at promoting karting in the area, to coincide with the development of a new karting circuit at Pembrey, Llanelli, Dyfed. It is hoped that the circuit will soon become the focus of future karting in Wales.

A total of 65,000 people attended the United Counties Show throughout the two days it was held. The Red Dragon Competitions stand with Vincent and Kedrick Davies in attendance was kept busy by a continuous stream of people who were attracted out of general curiosity and those who had a more serious interest and were considering karting as a sport.

SOUTH AFRICA 1984

Plans are now well advanced for the first round of the 1984 Formula 'E' Bridgestone/CIK World Championship, to take place at Zwartkop circuit, near Pretoria, on 3rd/4th February. The event will also incorporate the CIK Open All African Championship for Intercontinental A. In addition it is planned to run two kart races on the full GP circuit at Kyalami (2.55 miles) on Saturday 28th January, where there is an important car and bike meeting with an expected 400 bike riders entering.

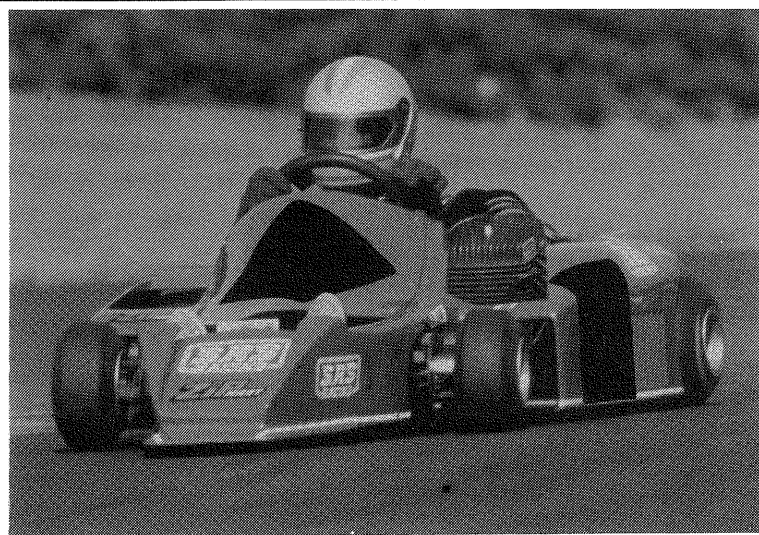
The organisers are obtaining special air fares for the drivers and their friends, and sea freight for the equipment of the Formula E entrants. Other benefits, such as free accommodation and transport, are too numerous to mention.

For further details contact: Mason Minns, 78 Dunvegan Road, London SE9 1SB. Tel: 01 850 8886.

LYDDEN HILL

On 23rd October the Ace Kart Club will hold their final meeting of the season at Lydden Hill circuit, seven miles south east of Canterbury. The circuit is one mile in length and incorporates a hairpin, a sharp right and a left hander and a long, sweeping bend, with a straight allowing speeds up to 100 mph. Because entries have been low of recent times, it has been found necessary to mix the classes for each event. Nevertheless, the meetings always take place in a pleasant, friendly atmosphere. Anyone wishing further details should contact:

B. Harris, 71 West Street, Sittingbourne, Kent ME10 1AN. Tel: (0795) 23511.



SRS can now offer complete bodywork conversions for £300 + VAT, on Zip 125 chassis from 1981 onwards.

The 125 full bodywork kart — an idea proven. (Pic: R. Calvert)

CLUB SCENE

with Les Campbell second each time. Mike Gilmartin, James Wallace and R. Stewart had thirds and fourths.

The final was combined with the 250's and a flying Pratt seemed to enjoy "mixing it" with the 250's as he left Campbell behind nursing a sick motor! Gilmartin and Stewart held second and third throughout the final.

250 International

Paul Williamson, Leslie Cranston and Bevan Fraser were the main contenders in this class. Williamson led the way over the three heats. Cranston finished behind him in heats 1 and 2 and Fraser claimed second in heat 3.

What a final it turned out to be! Williamson led the first ten laps with Cranston behind him gear for gear. On lap 10 as they came round grid corner, encountering a back marker and that one second delay gave Cranston the chance to get alongside Williamson on the straight. Cranston got the line for the hairpin and Williamson found himself second. Four laps on and Cranston led Williamson round the last lap and again there was a desperate bid at the hairpin so again they drove neck and neck, only to overdo it straight through the bales with half a lap to go! By this time however, due to breakdowns and a small entry, not one 250 took the flag and the results stood on the 14½ lap: Cranston first; Williamson second.

Junior Britain

1st Stewart Massie	Zip/MW Hewland
2nd Alan Innes	Zip/R'fd Arrow
3rd David Scott	Zip/Arrow
4th Ryan Reeves	Zip 983/R'fd DR Arrow

Junior National

1st Grant McLean	Mamba/TKM
2nd Darren Parks	Kestrel/K88
3rd Andrew Trotter	Zip/Pirrell

125 National

1st Sandy Taylor	Zip/SRS Rotax
2nd Peter Gray	Zip/SRS Rotax
3rd Colin McGinnes	Zip/Rotax
4th Ian Pratt	Sprint/SM Rotax
5th Paul Cook	Zip/B & S Rotax
6th Karl Lockyer	UFO/CSK Rotax

100 National

1st Niall Smith	TKM/TKM
2nd Pete Cartwright	Zip/TKM DB
3rd Jim Baillie	Premier/TKM
4th Robert Main	Zip/TR PCR

210 National

1st Sandy Pratt	SM Sprint/Upton
2nd Mike Gilmartin	Barlotti/Villiers
3rd R. Stewart	Zip/Villiers
4th L. Campbell	Barlotti/Villiers

250 International

1st Leslie Cranston	Zip GP/Rotax 256
2nd Paul Williamson	Zip GP/SRS Rotax

on and left Aspey, McNish and Coulthard fighting out second place. Coulthard retired on lap 7 at the chicane, which left only three runners at the end: Browning winning at a canter from Aspey and McNish.

1st Heath Browning	Gillard/Arrow
2nd Miles Aspey	MM3/GEP DAP
3rd Allan McNish	Wright/R'ford Arrow

Junior National

Poleman Phil Chappell led away from the flag and was holding Lloyd Ross up until he spun out on lap 3, handing Ross an unassailable lead. Young Kevin McBride, who shows a lot of talent for one so inexperienced, took up second and drove a good defensive race to keep a restarted Chappell back in third.

1st Lloyd Ross	Zip/Parilla
2nd Kevin McBride	BM/TKM
3rd Phil Chappell	Lane/Arrow

100 Britain

As is usual the visiting drivers took the leading positions, John Aldred with a second and two wins and Steve Key with a win and two seconds. Key pulled out on the rolling lap with a dislodged throttle spring, thus starting from the rear of the grid. Aldred went into an immediate lead whilst Key was starting with a charge from the back, moving up to third on lap 5. Two laps from home he took second, but the heat of the chase was too much for his motor as it seized on the last lap. Aldred won easily from Pete Charnley and Ray "Champ" Robson.

1st John Aldred	Boxer/Arrow
2nd Peter Charnley	Sprint/Arrow
3rd Ray Robson	Premier/Arrow

100 National

Only ten drivers signed on for what is normally our most numerous class. Three different heat winners were: Willie Grieve, Andrew Keenan and Geoff Rudd. With Grieve on pole and Rudd alongside, these two sped away from the flag together. With half the race gone, Grieve had a comfortable lead whilst the rest were falling over each other. At the flag Grieve ran out an easy winner with Rudd second and Keenan third. Frank Crankshaw found a new way of crossing the finish line after tangling with Keenan exiting the last corner — backwards!!

1st Willie Grieve	Dart/Parilla
2nd Geoff Rudd	Wright/Wright Parilla
3rd Andrew Keenan	Gillard/Arrow

125 & 210

With a healthy entry including long circuit ace Roy Patterson (looking a bit jaded after a couple of late nights) the scene was set for some great racing.

The 210s started in front of the 125s and that soon became a two way battle between Antony Bar and Kevin Thompson, finally being resolved in Antony's favour.

Alan Eastwood soon opened up a firm lead in 125 from Patterson which never diminished throughout the race.

Rowrah

SUNDAY 28th & 29th AUGUST

Junior Britain

With Heath Browning on pole position after three heat wins and current British Champion Allan McNish having a slightly off form day, it looked as if Browning was going to take an easy win on the final. This was in fact the case as Browning pulled out a comfortable lead early

210	
1st Antony Bar	Barlotti/Villiers
2nd Kevin Thompson	Zip 925/Villiers

125	
1st Ian Eastwood	Barlotti/Rotax
2nd Roy Patterson	Barlotti/Rotax

250 International

Mike Davidson won all three heats from John Ashe, back at Rowrah after a long absence. No such luck in the final as Davidson pulled off after one lap, soaked in petrol when his petrol cap gasket disintegrated. Ashe, as the only runner left, duly won.

1st John Ashe	Star/Motiv Yamaha
---------------	-------------------

250 National

Kevin Routh, again from Grimsby, won two heats and was beaten in the other by Mike McDowell's Magnum (look, I got it right!!) At the start, some contact (purely accidental), took place and torpedoed Routh off the track, narrowly missing the starter. Unruffled, he gathered himself together and tore off in pursuit, eventually deposing Reading for first. Reading had been right off the pace earlier while testing a new exhaust.

1st Kevin Routh	Zip/Zip Yamaha
2nd Ian Reading	Barlotti/Honda
3rd Edgar Moffat	Aero/Honda

MONDAY

After a panic to the class one drivers caused by the intervention by the RAC Steward after scrutineering in an attempt to enforce a fairly obscure regulation, racing finally got under way.

Juniors

Britains and Nationals were combined and the respective heat winners were Heath Browning and Lloyd Ross. Late entry John Lister showed a return to form in the Nationals with three stirring drives to plant him on opposite pole. Visiting driver Phil Chappell gained a severe reprimand in heat 3 after first removing Kevin McBride then John Lister from the track before a Piquet-style clash with Lister.

This didn't matter as Ross won the final convincingly despite driving one handed for six laps when the carb spring came adrift. Chappell wound up second from S. Marshall.

Heath Browning won at an easy canter from Mark Leonard after three DNF's in the heats. (This was Mark's first trophy — congratulations and many more of them.)

Junior Britain	
1st Heath Browning	Gillard/Arrow
2nd Mark Leonard	Kestrel/DAP

Junior National	
1st Lloyd Ross	Zip/Parilla
2nd Phil Chappell	Lane/Arrow

100 Britain

Steve Key won all three heats although was involved in an innocent looking shunt which eliminated Pete Charnley with a broken collarbone. The "innocent" view was not shared by a couple of other drivers who refused to turn out in the remaining two heats, but contested the final. To no avail, as Key won that with ridiculous ease from the two Robsons, son ousting father at the end.

1st Steve Key	Boxer/ERE Arrow
2nd Nicky Robson	Lane/Arrow
3rd Ray Robson	Premier/Arrow

100 National

Willie Grieve justified his trek to Rowrah with three heat wins, three seconds were claimed by Andrew Keenan and other placings going to Frank Crankshaw, S. Davison and Tim Stamper. The final was pretty boring with Grieve only being troubled in the last two or

CLUB SCENE

The 210 National looked as if it was going to produce the first win for Colin Poole over Mark Allen. However fate played its hand. Colin had a comfortable lead over Mark when his exhaust decided to part company. Mark Allen won from Michael Blake, Roy Randall, Paul Woodward and Derek Randall.

The 250 classes ran together. The 250 final provided us with some unexpected drama. Pete Hammond going well moved through into the lead on the fifth lap, was missing from my lap chart. He was parked in a cloud of smoke alongside the back straight. He got out of his kart only moments before quite a substantial amount of flame became apparent. The rescue service with fire extinguishers soon had the situation under control with very little damage to the kart. Robbed of the lead, Pete had to watch Chris Dewing (novice) win; in second place another novice, Martin Banks. John Ottrey took yet another first place trophy home with him. In second place Pat Tomkinson, third Chris Tomkinson, fourth John Walton. John Ottrey is leading the 250 National Club Championship at the moment.

The next Shenington meeting is on the 20th November. Don't forget it is written entries only. However, you can sign to race at the next meeting on race day and cancel by telephone if you later discover you will be unable to race.

Maggie Filkin

Junior Britain	
1st Jamie Beasley	BM/Arrow
2nd Martin O'Connell	UFO/Arrow
3rd David Jackson	BM/Arrow
4th Martin Powell	Premier/Arrow
5th Guy Wood	Zip/Arrow
Junior National	
1st Julian Westwood	Gillard/Arrow
100 National 'C'	
1st Ray Lewis	Zip/Parilla
100 National 'B'	
1st Nick Bates	Wright/TKM
2nd Gerry Wainwright	Dart/TKM
3rd Darrell Beasley	BM/Arrow
4th Ray Lewis	Zip/Parilla
100 National 'A'	
1st Neil Hann	BM/Arrow
2nd Nigel Keats	Zip/Parilla
3rd Robert Owen	Gillard/Parilla
4th Ray Lewis	Zip/Parilla
5th Christopher Bailey	Zip/TKM
6th Andrew Tatlow	Sprint/TKM
100 Senior Britain	
1st Paul Rixon	KEG/Arrow
2nd Gary Chapman	Reema/Arrow
3rd Don Thacker	Jeta/Arrow
4th Martin Sears	KEG/Parilla
5th Rupert Marsh	Zip/Arrow
125 National	
1st Keith Bisp	Barlotti/Rotax
2nd Alan Dell	Zip/Rotax
3rd Chris Tomkinson	Dino/Yamaha
4th Graham Stevens	Zip/Rotax
5th Robert Ashley	Zip/Rotax
210 National	
1st Mark Allen	Dale/Villiers
2nd Michael Blake	Dino/Villiers
3rd Roy Randall	Barlotti/Villiers
4th Paul Woodward	Dino/Villiers
5th Derek Randall	Barlotti/Villiers

250 National	
1st John Ottrey	Zip/Yamaha
2nd Pat Tomkinson	Dino/Yamaha
3rd Chris Tomkinson	Dino/Yamaha
250 International	
1st Chris Dewing	Zip/Yamaha

Felton

4th SEPTEMBER

Sunday 4th September at Felton should have been the RAC 135 British Championship, but due to lack of entries the event was cancelled. Luckily the gearbox brigade came to the rescue with their Summer Challenge Cup with over £550 of prize money and trophies. On behalf of the Northumbrian Kart Club I would like to thank Andy Martin for all his hard work in organising what proved to be a most enjoyable day's racing, especially by the gearbox drivers.

The 210 heats had three different winners: Andy Martin, Kevin Thompson and Stewart Alsop. The final was to be over 20 laps, so all the 210 drivers were hoping their machines would last. At the drop of the flag Steward Alsop took the lead for three laps until Andy Martin squeezed by and drove into the distance. On lap 14 Alsop retired and Kevin Thompson was up to second with Keith Trainer third. Martin ran out the worthy winner and picked up a cheque for £60, plus a trophy.

The 125 class was again won by Gordon Brown and he received £30 plus a trophy for his efforts.

The 250s were let loose and Drew Liddle was the man to beat. The main opposition came from Duncan Learoyd and Rob Johnstone. Drew won the final and collected £40 plus a trophy.

The supporting races drew very good entries. Heath Browning and Andrew Easton winning the Junior classes and William Turner once again victorious in 100 International after a hard race with Chris Williamson and John Magnus. The 100 National final provided a very exciting race. Nigel Davison was the victor closely followed by a hard driving Willy Grieve, but the dice of the day was for third place between Stuart Davison, Mick Smith, Roy Dickson and George Turner. Davison came out on top for a well deserved third place.

So ended a very enjoyable day's racing with a trouble free meeting and an RAC Steward who made sure the meeting was run in a correct and fair manner.

David Park

210 Challenge Cup	
1st Andy Martin	£60 Aero/Villiers
2nd Kevin Thompson	£40 Zip/Villiers
3rd Keith Trainer	£25 Barlotti/Villiers
125 National	
1st Gordon Brown	£30 Zip/Rotax
250 International	
1st Drew Liddle	£40 Zip/Rotax
2nd Duncan Learoyd	£20 Zip/Yamaha
Junior Britain	
1st Heath Browning	Gillard/Arrow
Junior National	
1st Andrew Easton	Premier/Parilla
100 International	
1st William Turner	TKM/TKM
2nd Chris William	Dart/DAP
100 National	
1st Nigel Davison	Premier/Parilla
2nd Willy Grieve	Dart/Parilla

Boyndie

August's meeting at Boyndie was sponsored by J. & J. Watt (Huntley) and Alexander Clark & Co., Glasgow. Our grateful thanks to these companies and to Mrs Linda Garden for persuading the sponsors to part with the cash! The racing was very close in all classes and thoroughly enjoyed by spectators and pits crews alike.

Junior Britain

The heats produced three different winners: Stewart Massie, David Scott and Alan Innes. Jonny McDonald had two seconds but did not produce his usual form. Ryan Reeves, Norman McLeod and Ian Innes came in the first four over the heats.

Massie led the way with Alan Innes a close second, his brother Ian third, then David Scott, Reeves and McDonald. Lap 6 saw Alan Innes snatch the lead from Massie but was re-taken by Massie who then held the lead to the flag. David Scott and Ryan Reeves each moved up one place to finish third and fourth.

Junior National

Darren Parks won the first heat and was second in the remaining two. Grant McLean won the second and third and came second in heat 1.

It was McLean who took the chequered flag in the final with Parks second, Andrew Trotter third and Donald McCrae fourth.

125 National

Sandy Taylor won heat 1 with Peter Gray second and Jim Baillie third. Roy McQueen won the second heat with Gilbert Keenan second and Paul Cook third. Heat 3 saw Taylor notch up another win with Carl Lockyer second and Ian Pratt third.

Taylor took the lead at the hairpin on lap 1 with Gray, McGinnis, Lockyer, Keenan and Pratt slotting into the first six. A few laps on and Taylor had pulled away from the pack with Gray successfully defending second spot and "shutting the door" on McGinnis at every turn. By lap 11 Pratt had moved into fourth and Keenan with mechanical problems was dropping back. Cook finished fifth and Lockyer sixth.

100 National

Niall Smith won the first two heats and came second to Pete Cartwright in the third. Robert Main, Colin Seath and Jim Baillie all fought up front for places over the heats. The battling duo of Smith and Cartwright provided a very exciting final. These two led the pack on the rolling lap and as the flag dropped it was Smith and Cartwright neck and neck to the hairpin. Cartwright emerged in the lead with Smith breathing heavily down his exhaust!

Seath held third followed by Main and Baillie. Smith tried the inside of Cartwright as they sped to the hairpin for the third time, but Cartwright had the line: they left the hairpin, rounded the "left hander" and again Smith tried the inside line. Cartwright was forced wide and Smith took the lead. Smith meanwhile had Main hassling him for third and Baillie fourth.

On the closing stages Baillie took Main, and we lost Seath while Smith and Cartwright still moved as one to the flag, with Smith winning by his front wheels!

210 National
Sandy Pratt took a clean sweep of the heats,

Dear Ed,
So ludicrous is the RAC's latest Friday afternoon panic regulation of the week, namely 'Noise Control Reports' that this is one already hard pressed and overworked Secretary who will not be bowing to the needless additional form-filling. There is enough of that already: before, during and after a meeting. No, if they must have this information, let them use some of the inflated Permit Fee to supply the necessary Official, then post him at the nearest residential abode, not the track edge, with a noise meter and, in the case of Snetterton, a pair of high power binoculars, so he or she can read the numbers on the karts as they are sent out separately – as they will have to in order to get each individual's reading.

In the 100cc classes the noise regulations over the last eighteen months have caused so much controversy that it is high time that the Clubs were left to deal with the situation as they see fit. It seems ridiculous that half a meeting can be run to 110 dB while the other part has to be 20 dB lower, especially at somewhere like Snetterton where the situation becomes nothing short of laughable. If a club needs to impose stricter limits, then regulation 1.11.4 and the RAC's constant reminders of a club's freedom to do so, adequately covers this provision. Clubs who do not have to impose such restrictions should be left to get on with running meetings with as little unnecessary agro as possible. After all, there are enough contentious rules in existence to fuel arguments and protests.

I feel that the handling of noise and tyre events over the last two years has lost the RAC a lot of credibility, although personally, any credibility went long before with such idiocies as Log Cards and Tyre Coding. Recent events have been the final straw for me and unless Clubs are allowed to use their own rulings on matters such as this, then this is one Official who will not be standing for re-election in 1984. The two Scrutineer Licences within the household will not be renewed and the Competition Licence form may well remain sealed in its envelope.

Derek Calver
Ipswich

Dear Ed,

I would like to express my gratitude to all the drivers who entered and competed in Round 5 of the current Kart and Superkart/Bridgestone series at Kimbolton on Sunday 28th August. The way they conducted themselves during the event made it a pleasure to watch. The only regret I have was that the resurfacing work carried out prior to the meeting wasn't of the standards one would expect and, on behalf of the Committee of Hunts Kart Club, I would like to apologise. With the display of conduct and behaviour witnessed at the meeting, it can only go a long way to ensure that next year's series will be as enjoyable as this one. My thanks.

Charles Goff
Hunts Kart Racing Club

Dear Sir,

Can we, on behalf of all the drivers in the 250 National series, thank John Taylor's Classic Reprographics Company for his plaque, PDS Services for their Radio/Cassette Player, Sportac for their leathers, and last but not least, Mark and Martin Hines of Zip Karts for a complete rolling Zip chassis.

Thank you all very much and we hope we can get together next year.

Derek Rodgers & Alan Cheetham



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,

May I, through the columns of your magazine, thank the following people for their help in winning the 1983 250 National British Championship.

Thanks to Alan and Martin of Peak Revs Kart Centre for what must have been the fastest, 100% reliable engine this year.

Thanks to Zip Kart for the best handling chassis I have ever had.

Thanks to Chris Merlin for the pipe and Harpowa for the new reed valves.

I would also like to thank my two dedicated mechanics Alan and Graham for all their hard work. Last but not least I would like to thank my wife Gail for all her help, patience and support over the last year.

Thanks very much.

Derek Rodgers
Stalybridge, Cheshire

Dear Sir,

I am deeply concerned about the state of karting. In the past few months I have competed and spectated at a number of meetings, including a National Championship meeting. The behaviour of some drivers, which included some so called "stars" has been appalling. At one Championship round, I actually witnessed three fights among drivers and was told of two more. There was also a lot of contact driving.

Hardly a word of warning was said to the drivers by either the RAC or the organising club. Such drivers should have been excluded from the meeting. Karting is, after all, a "non-contact sport." Before our sport sinks any lower can the RAC and Kart Clubs get together to stamp out this problem now – before it's too late.

David Park
Gateshead

SUPER ONE SERIES					
Class Points After Round 6 (down to 10th place)					
Junior Britain			Junior International		
1st	Jamie Beasley	803	1st	Jason Plato	769
2nd	Andrew Guye-Johnson	752	2nd	Jeremy Cotterill	767
3rd	Alan McNish	751	3rd	Piers Hunnisett	764
4th	David Cuff	700	4th	Steve Murphy	693
5th	David Price	676	5th	Gary Jordan	680
6th	Francis Stewart	664	6th	Samy Hunt	592
7th	Ivan Turner	659	7th	Steve Brogan	585
8th	Matthew Kemp	652	8th	Simon Collins	568
9th	Jason Elliott	636	9th	Rowan Dewhurst	544
10th	Dominic Connelly	625	10th	Duncan Charnell	536
100 Britain			100 National		
1st	A. Stapley	759	1st	Gary Moynihan	752
2nd	M. Beddall	759	2nd	Derek Higgins	638
3rd	M. Hall	733	3rd	Graham Kershaw	630
4th	P. Browning	708	4th	Charlie Brown	600
5th	K. Magee	663	5th	Paul Fletcher	597
6th	A. Clark	660	6th	Neil Hann	581
7th	G. Cox	642	7th	Norman Box	570
8th	K. Baines	638	8th	Robin Chuter	554
9th	D. Roberts	636	9th	Peter Rochford	553
10th	M. Salter	632	10th	Steve Dart	539

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1st Allan McNish — Wright '83 Britain

2nd Shaun Nicholson — Wright '83 Britain/Simon Wright 3-Port Hewland

* SCOTTISH CHAMPIONS

1st JUNIOR BRITAIN

1st Junior Britain — David Coulthard — Wright '83 Britain

2nd 125 National — Peter McCallum — Wright '83 125 S/C

* BRITISH INTERNATIONAL CHAMPIONSHIP

2ND-3RD (LITTLE RISSINGTON)

2nd Biff Harris — Wright International

3rd Simon Wright — Wright International

* GARY MOYNIHAN

1ST SUPER ONE NATIONAL CHAMPIONSHIP (Felton) — Wright '83 National

1ST K&S NATIONAL CHAMPIONSHIP (Kimbolton) — Simon Wright Yamaha AX

* ALLAN McNISH

CURRENT SUPER ONE NATIONAL CHAMPIONSHIP LEADER

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1st SUPER ONE JUNIOR BRITAIN CHAMPIONSHIP (Little Rissington)

1st SUPER ONE JUNIOR BRITAIN CHAMPIONSHIP (Dunkeswell)

1st SUPER ONE JUNIOR BRITAIN CHAMPIONSHIP (Felton)

1st ULSTER GP JUNIOR BRITAIN CHAMPION

WRIGHT '83 BRITAIN

* SHAUN NICHOLSON

1st EAST OF ENGLAND JUNIOR BRITAIN CHAMPION (Snetterton)

1st EAST ANGLIAN JUNIOR BRITAIN CHAMPION (Beccles)

2nd JUNIOR BRITAIN CHAMPIONSHIP (Clay Pigeon)

WRIGHT 83 BRITAIN — Simon Wright 3-Port Hewland

* PAUL FLETCHER

1st SUPER ONE NATIONAL CHAMPIONSHIP (Rowrah) — Wright '83 National

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CLUB SCENE

100 National Novice

1st Alan Goodey
2nd Robert McIntyre

Zip/Komet
Zip/PCR

100 National 'A'

1st Mick Mayers
2nd Gordon Chenery
3rd Pat Reynolds

Dart/BPH Arrow
Dart/DK Arrow
Gillard/PCR

210 National

1st John Minns

Bullitt/Upton

250 National

1st A. Graham

250 International

1st Paul Waters

Zip/Yamaha

125 National

1st Kevin Pope
2nd Roger Barrington
Nov. Mark Berry

Zip/Zip Rotax
Spyda/Rotax
Bartolotti/Yamaha

100 Britain

1st Nigel Goff
2nd Mark Salter
3rd Steve Cooper
Nov. C. Asbury

Mustang/Arrow
Dart/Arrow
Kestrel/Arrow

125

A large 125 field produced a final grid of 12 karts, fronted by Steve Bell (pole), Graham Stephens, Tim Wicks and Dick Short. Steve led the race into Bennetts but by Pit Corner at the end of the first lap Graham had taken the initiative and, as the final continued, he showed no inclination to give up the lead, despite being hassled by Steve at every opportunity. Dick Short stuck close on Steve's tail in third place for the entire race and behind him Dave Currie was a well placed fourth. The excitement came in the last lap as Steve, determined to collect a first place trophy, dived for the inside line at Bennetts in an attempt to push Graham wide, but he hadn't reckoned on Graham's staying power — he simply refused to budge from the racing line and Steve spun off!

At the flag it was a triumphant Graham, followed by Dick Short and Dave Currie, both of whom managed to stay clear of the fracas.

100 Britain

The Britains had a good day and the final line up found David Germain on pole, Patrick Smith second, Peter Mockler third and Victoria Philip-Bates fourth. Patrick led for the first lap, but he was passed by David at Pit Corner on lap two. As the race progressed, David pulled further away from Patrick and Victoria, who were closely matched for second, whilst George Robinson, Sue Cox, David Shannon, Peter Mockler and Ray Wake raced between themselves with much changing of position. By lap 9 David was still the clear leader. Patrick was still ahead of Victoria, and George Robinson led the rest of the field, closely followed by Sue Cox. On the 13th lap we lost Patrick in the chicane and at the close of the race David Germain was the undisputed leader. George Robinson took second, Victoria finished third, Sue fourth and Colin Cole fifth.

National Novice

The two front runners for almost the entire novice race accurately reflected the final grid positions, with Guy Wormald and John Shorey battling it out until lap 12. Peter Leccacorvi established himself in a strong third position and gradually pulled away from Tim Hurdle, Mark Mills and Adrian Brewster. As Pit Corner loomed on the twelfth lap, Guy and John collided as they desperately fought for the lead, resulting in both karts spinning off; this allowed Peter to storm to the front with Tim and Mark moving up to second and third respectively and, as they crossed the line, Peter was streaks ahead.

N.B. After weighing, Tim Hurdle was found to be underweight — Mark Mills was therefore awarded second place and Adrian Brewster given the third trophy.

100 National

With many of the big names missing from the National field the race was wide open and we looked forward to an exciting final. Wayne Homer took first place on the grid, Robert Skilton was beside him, Roger Moth lay in third and Mike Hodges was fourth. Wayne and Robert tore off the line and by the end of the second lap were well away from Bob Stansbury and Ashley Sinclair, and throughout the race there was no way anyone was going to catch the front two karts. By lap 8, Wayne had opened on Robert, who was almost the full length of the straight ahead of Ashley. Behind him, Bob was far enough away from Mike Manning and Stephen Bicknell to feel secure and in the final stages there were few changes.

The front winners passed several back markers without mishap and, at the flag, the karts were well spaced out — Wayne was in front, Robert finished second, Ashley was third, Bob fourth and Mike fifth.

Liz Jones

Junior Britain

1st Jamie Beasley
2nd Johan Dackner
3rd Nicky Hart

BM/Arrow
Lane/TKM
Dart/Arrow

210

1st Maggie Dell
2nd Graham Wood
3rd Ray Scott

Zip/DHV
Zip/Haywood
Bartolotti/Upton

250

1st Melvin Spree
2nd Bob Reeves

Zip/Honda
Zip/Yamaha

125

1st Graham Stephens
2nd Dick Short
3rd Dave Currie

Aero/Rotax
Zip/Rotax
Bartolotti/Honda

100 Britain

1st David Germain
2nd George Robinson
3rd Victoria Philip-Bates

Dart/Arrow
MMIII/Arrow
Reema/Arrow

100 National Novice

1st Peter Leccacorvi
2nd Mark Mills
3rd Adrian Brewster

Zip/TKM
Dart/Arrow
Dart/TKM

100 National

1st Wayne Homer
2nd Robert Skilton
3rd Ashley Sinclair

Dart/TKM
Dart/TKM
Dart/TKM

Shenington

21st AUGUST 1983

A very enjoyable day's karting was disrupted by a deluge virtually wiping out the 100 National 'A' Final. The 100 National class was well supported with 'A', 'B' and 'C' finals. Ray Lewis drove from the 'C' final finishing fourth in the 'A' final. Neil Hann won the 'A' final after quite a close race with Jeremy Cotterill who fell victim to the slippery surface in the bottom hairpin caused by the heavy rain. Nigel Keats took second spot and Rob Owen third.

Jamie Beasley came first in the Junior Britain race and, until his seat stay broke, Simon Richardson looked a certain second. Martin O'Connell took up second place with David Jackson third and Martin Powell fourth. Julian Westwood won the Junior National race, his first visit to Shenington.

The 100 Britain, always a very close tussle, was won by Paul Rixon, his second win in a row. Out of the Doldrums, a rapid Gary Chapman was second. Victoria Philip-Bates, Eric Butler and Ron Shone, the leaders in the Club Championship, all were in all kinds of trouble. Victoria lay in third place for most of the final and must have been very disappointed. It was Don Thacker who crossed the line in third place.

In the 125 National Graham Stevens and Keith Bisp were the heat winners. The final was led away by Keith Bisp from Alan Dell. Alan had quite a struggle with Chris Tomkinson. Although Chris took second place, he was repassed in the chicane with three laps to go. Fourth place went to Graham Stevens.

Snetterton

EAST OF ENGLAND CHAMPIONSHIPS

28th AUGUST

With summer coming to a close it was a breezy Snetterton Kartway which greeted the high class entry on August 28th, for the 1983 ‘East of England Championships’. As ever the action came thick and fast with plenty of thrills and a few spills, showing once again that karting is much more entertaining than many other sports which attract media coverage.

Junior Britain

Our man of the moment, Shaun Nicholson, secured pole with two heat wins and a third, although he was closely shadowed by Steven Webb and Jamie Thompson as only five points separated the first three. Dean Caswell completed row two while on the next row sat Ian Smith and the other heat winner, Nicky Kyriakides, a last heat retirement demoting him down the grid. Next up came Graeme Atkins and Neal Gordon followed by Gavin Kilburn, Nigel Dooft, Jason Baker and Andrew Reed.

Nicholson led Webb and Thompson into turn one with Kyriakides up to fourth ahead of Smith, Gordon, Caswell and the rest. Caswell passed Gordon on lap 3 and he was promoted another place when Smith retired on the same lap. On the next tour Kilburn passed Reed while at the front Nicholson was pulling away from the chasing duo of Webb and Thompson with Kyriakides still fourth. By half distance the leader looked to be in an impregnable position while the others seemed to be equally installed in their positions, and so it proved, as at the end of 15 laps the chequered flag signalled victory for Nicholson, followed by Webb, Thompson, Kyriakides, Caswell, Gordon, Kilburn and Reed.

Junior National

Jean Pierre Bundle raced away to win all three heats to claim pole, leaving local heroine, Marian Rump, for once having to settle for grid 2. Andy Routledge and Darren Wenn filled row 2 ahead of Stuart Sampson and John McCreery with the line up being completed by Robert Smith, Adrian Peck, Justin Escott, Richard Waters and Simon Hawkes.

From the flag Bundle burst into the lead leaving Rump to fend off Routledge, Waters and Sampson. Bundle quickly disappeared into the distance while Rump pulled away from Routledge as Waters and Sampson battled it out for fourth place while Wenn, recovering from a bad first lap, moved up to make it a three way tussle. Sampson took fourth place on lap 3, followed by Wenn on the next circuit, only to drop to last when spinning next time round. Waters suffered the same fate on lap 7 which promoted Escott and McCreery up the order. This left the leading quartet safely in their respective positions, so at the flag it was Bundle by the proverbial mile from Rump, Routledge, Sampson, Escott and McCreery.

100 National ‘B’

Consistent scoring by Anita Sampson gave her pole with Andy Ross alongside. Alistair Allen, in his first meeting for some while, sat on grid 3 with Alan Goodey for company, followed by Mick Thrower, Robert McIntyre and Lee Gage, as mechanical problems had reduced the original line up.

Allen completed a good first lap in the lead position with Goodey right behind, McIntyre third and Sampson ahead of Thrower and Gage. Gage started a charge on lap 2 only to go out on lap 3 with a broken chain as Thrower passed Sampson for fourth. At the front Allen was under pressure from Goodey and on lap 4 the positions changed with Allen the new target for third placed McIntyre. Sampson went out on lap 6 while Goodey started to increase his lead as McIntyre looked for a way past Allen. Three laps later McIntyre moved into second and a lap later only three were left running as the result of Thrower’s retirement. With Goodey well clear he duly reeled off the remaining laps to win from McIntyre and Allen.

125 National

Kevin Pope with a win and two seconds beat off Roger Barrington for pole with Reg Totman on grid 3, followed by Jonathan Cook, Colin Croxford, who failed to finish heat 3, and Mark Berry.

Pope led off the line and duly completed the opening lap in that position although he was under severe pressure from Croxford who had produced a storming first lap. Totman held third ahead of Cook with a slow starting Barrington just ahead of Berry. Barrington moved up to fourth on lap 2 as the leaders pulled away in a thrilling duel. Lap after lap Croxford looked for a way past only to find Pope on the perfect line. Turn 3 had looked Croxford’s best place for passing chances and it was here on lap 9 that he put in a hard challenge, only to find Pope sticking firmly to his line. The resultant coming together left Croxford sideways on the circuit while Pope was able to keep it together to leave him with a safe lead over the new second placed Barrington, who had passed Totman on lap 6. Pope maintained his lead over the remaining laps to take the chequered flag ahead of Brrington, who was well clear of Totman and Cook with Berry completing the order.

250/210

Trevor Woodhouse, in his first meeting in his new class of 250 International, sat proudly on pole after two wins and a third in the heats. Paul Waters was the other heat winner, and coupled with two second places he claimed grid 2, with Thomas Escott completing the Internationals’ depleted line up. Next came the 210’s of John Sapey and John ‘Skid’ Minns of the Shoestring equipe, followed by the lone 250 National of A. Graham.

As the karts left the dummy grid so Woodhouse ground to a halt, something having gone to lock up the motor, so ending a promising 250 debut. Waters led away from the flag and at the end of lap 1 was the only International circulating, while behind Sapey led Minns and Graham. Sapey seemed to have the legs on Minns but at mid-distance he retired leaving ‘Skid’ an untroubled run to the flag behind Waters, with Graham next.

100 Britain

Such was the quality of this class no one was able to stamp any authority on the heats. Heat wins went to Nigel Goff, Mark Salter and Jerry Farman, with pole going to Salter who took a third and fourth to go with his win. Farman had grid 2, the second row was occupied by Steve Cooper and Chris Pollard, while Phil Hunt and John Raper filled row 3 with Keith Tinworth and Goof next, ahead of Andrew Wilson, who had improved after a heat 1 retirement, Robert Gold, C. Aspbury, Graham Brockwell and Laurie Atkins.

With the Starter’s flag raised it was Salter who led into the first corner ahead of the snaking tail which had Goff up to fifth behind the leader, Farman, Pollard and Cooper. Lap 2 saw Goff pass Cooper, Wilson demote Roger for sixth and Tinworth going by Hunt into eighth. On the next tour Goff and Cooper moved past Pollard followed by Wilson two laps later. Lap 6 saw Pollard slip right down the order leaving the way clear for Roger to attack and pass Wilson. Up front Salter still led from Farman but with Goff closing, the final laps were going to be exciting. Lap 10 had Goff up to second and two laps later Farman suffered further when he was forced to retire, promoting Cooper to third, ahead of Raper, Wilson, Gold and Pollard, who had battled his way back up the order. For Salter lap 13 proved unlucky as Goff found a way past at the crucial time, going on to reel off the last two laps without incident to take a well earned win, although a thought must be spared for Salter for leading all but two and a half laps. Cooper crossed the line in third, ahead of Raper, Wilson and Gold.

100 National ‘A’

Again we had three different heat winners, Mick Mayers, Lee Cranmer and Gordon Chenery. A slightly below par last heat left Cranmer on grid 2 with Mayers taking another pole position. Robbie Adams and Bob Kett had driven well to annex row 2 while a bad opening heat left Chenery on grid 5 with Pat Reynolds for company. Michael Helm and Dick Grantham filled row 4 followed by Graham Gannon and Les Gomeche with David Bramley and Trevor Lingley sharing the sixth row, followed by the rest.

Cranmer beat Mayers off the line to lead with Kett ahead of the fast starting duo of Reynolds and Chenery, who in turn led Adams, Helm, Grantham, Gannon, Keeble and the pack. The order at the front remained unchanged until lap 4 when Mayers slipped into the lead and Chenery took over fourth from Reynolds. Cranmer slipped to fifth on the next circuit before retiring on lap 6, which saw Chenery relieve Kett of second place and begin his chase after Mayers who held a good 50 metre lead. Reynolds was right on Ketts’ bumper, Adams a little further back had a safe advantage over Helm, who was equally clear of Keeble, Grantham, Gannon and Ross. At two thirds distance Mayers still led clear of Chenery while Reynolds was now third and closing on the second place man; however, Chenery managed to hold off Reynolds, a task which wasn’t helped by a sticking brake, to finish second behind the delighted winner, Mayers, while Kett crossed the line in fourth place, ahead of Adams, Helm, Keeble, Grantham, Bramley and Gomeche.

Derek Calver

Junior Britain

1st & £10	Shaun Nicholson	Wright/Arrow
2nd & £6	Steven Webb	Spyda/Arrow
3rd & £4	Jamie Thompson	Gillard/Gillard
		Arrow
Novice:	Gavin Kilburn	Lancer/Arrow

Junior National

1st	Jean-Pierre Bundle	Dart/TKM
2nd	Marian Rump	Mustang/FE TKM
Nov.	Justin Escott	Lynx/BM

100 National ‘B’

1st	Alistair Allen	Sprint/DAP
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A large crowd watches as Mike Wilson (1) pulls alongside team-mate Forsman to burst into the lead of the 1983 World 135 Championship final

Wilson Supreme

Report and Pics:
Chris Lambden

Fabulous drive by Mike Wilson to take the 135 World title for the third time in a row. Forsman the bridesmaid – again. Boulineau fights his way to third for France. Sensational debut for Michelin radial tyres. Fullerton struggles a little for 6th, but Weatherley manages a pleasing 10th. Best 135 World Championship so far.

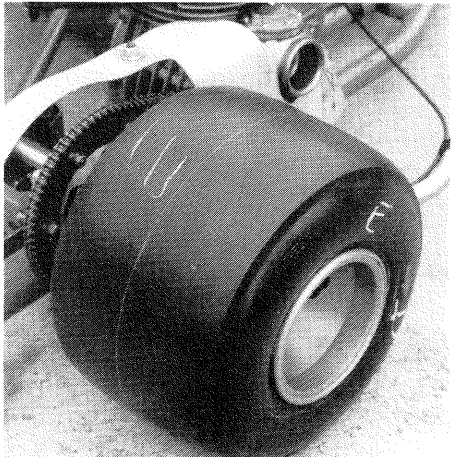
Le Mans is a superb kart circuit. The last World Championship held there, in 1978, was a classic drama – favourites charging from the back only to go out; new faces touting for the lead; and then the rank outsider Lake Speed emerging to drive the race of his life and snatch the crown. Thus, the 1983 Championship, the one-race final system having replaced the three-race format of the previous era, was likely from the outset to provide an exciting spectacle.

Obviously the various manufacturers – of chassis, engines and tyres – put in special effort leading up to the World Championship, and arrive with secretive little tweaks which, if nothing else, wind up the opposition a bit. But not perhaps since the appearance of the first Goodyears way back in 1971, or the arrival of Bridgestones in 1977, has there been such a ripple as that caused at Le Mans by the French Michelin Tyre Company. First time up they got it right – very right – and at one point, before Mike Wilson stamped his own brand of dominance on the meeting, their sole entry looked capable of snatching what would have been an absolutely amazing victory . . .

By the time the first coachloads of English supporters began to arrive, on Wednesday evening, the news had already broken. By Friday evening, when timed practice had officially confirmed it, there was nothing else being talked about. “Michelin Man” as he was to be called all weekend, was third quickest – and very few even knew his real name!

Michelin Man turned out to be 23 year old Patrick Dias, who is employed by Michelin as a test driver for all sorts of Michelin products. He had obviously provided some of the impetus and enthusiasm behind the project and thus in these early days was the only likely choice to actually use the prototypes in competition.

Focus of everyone’s attention – some sticky rubber from Michelin. The big square rear (left) and the front (right). Are we headed for a real 135 tyre war?





Michelin Man heads for his first heat win. Koene (41) and Danielsson (22) ended their scrap in spectacular fashion . . .

testing a fair range of Birel chassis variations, with of course defending Champion (and European Champion) Wilson and Lars Forsman as their main spearhead. Main noticeable change on the works Birels seemed to be the rear axle assembly, which had the pundits scratching their heads a bit. The ends of the axle had what the best guess thought to be an alloy sleeve over it, with a single bolt down the centre of the axle to retain it. The outer diameter of the sleeve looked to be a large 38mm, matching the larger than usual centre section of the axle. So the use of aluminium was presumably just a weight saving device. Or was it? . . .

With a wide range of Dunlop rubber available, the works IAME team looked well set up,

although the appearance of the Michelins sent a shock wave back to the Italian Pirelli factory who, apparently in literally hours, created and flew something new to the circuit for testing by Wilson. They apparently proved quick – but for only a handful of laps . . .

Denmark's Jorn Haase has established himself as a respected front runner, and has recently allied himself with the Italian Kali Kart concern. Such is his desire to get right to the top that he is about to follow the Wilson way, and reside in Italy. The Kali team looked purposeful, with Komet engines tended by the evergreen Baroni, and Haase's timed practice performance reflected this. The Kali Kart was another to feature a large diameter axle – a plainer, hollow type of some 35mm diameter – and also a neat camber adjustment set-up.

Terry Fullerton headed the British challenge as usual. His build-up had been as comprehensive as ever, including much time in Italy working with PCR on engines. Much of this was to be

negated in a frustrating way, which only became apparent as Le Mans practice began. The PCR Factory had, literally a couple of weeks earlier, changed to a different con-rod manufacturer, and the engines had been built up using the new rod. Three failures during practice not only disrupted tyre and chassis testing, but meant a lot of problems and work tracking down some old style rods and rebuilding the engines as the meeting went along. Bridgestone had brought along some new tyres for their drivers, to try and make up the deficit that had become apparent in comparison with Dunlop. However, one or two had hedged their bets, and tracked down small quantities of what they hoped were the "right" Dunlops . . . The Fullerton team had a brace of Zip 935 chassis at their disposal, with the normal 30mm axle set-up.

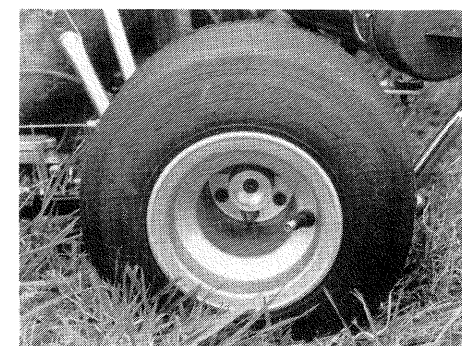
John Alcorn as usual ran identical equipment with of course the addition of his pet Kelgate 4-wheel braking system, and after a good showing at the 100cc European, could approach the meeting with some confidence. Jackie Brown completed the Zip/PCR line-up.

Richard Weatherley has come on well this year and looked to be Britain's most likely challenger after Fullerton. His Sprint chassis carried both Komet and PCR engines, although in the end his best was to be a PCR on loan from the Fullertons. Mark Bailey has returned to the Sprint camp, and was equipped with Komets.

Final UK entry was John Herbert, who would campaign Sisley chassis with Komet engines.

The wet/dry weather of previous days abated in time for Friday's timed practice, run on the 10 minute format, with the best six laps averaged. Wilson was the only main contender to strike a major hitch, inexplicably tossing a chain. However, he performed faultlessly in the 6-lap-only rerun allowed, to put up sixth fastest time and rescue the situation. The entry of 67 meant that 5 groups would be needed for the heats, which now meant that he and Forsman would start the same heats all the way through . . .

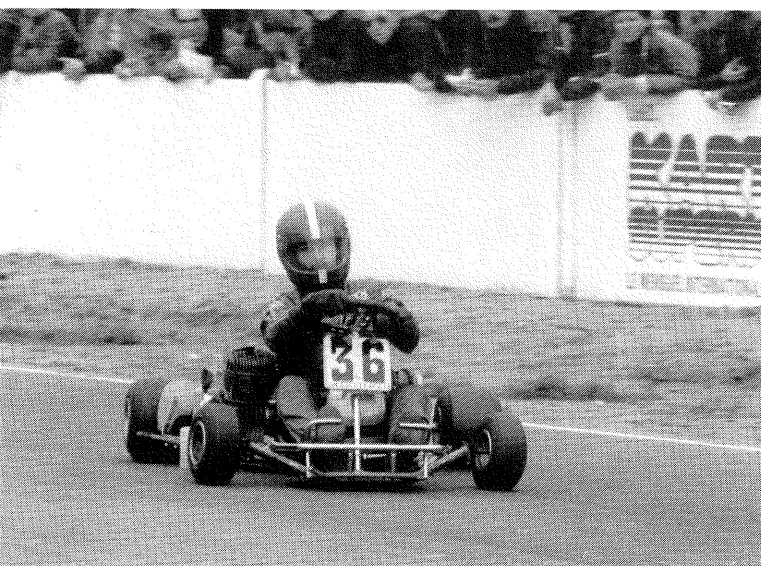
Guessing game of the meeting – the make up of the works Birel rear axle . . .



TIMED PRACTICE

1	Lars Forsman	(S)	Birel/Komet	48.95
2	Jorn Haase	(DK)	Kali/Komet	48.97
3	Patrick Dias	(F)	DAP/DAP	48.98
4	Peter Koene	(NL)	DAP/Komet	49.13
5	Terry Fullerton	(GB)	Zip/PCR	49.20
6	Mike Wilson	(I)	Birel/Komet	49.23
7	Peter Hantscher	(D)	Mach/Komet	49.30
8	Steven Andskar	(S)	Birel/Komet	49.31
9	Thomas Danielsson	(S)	Birel/Komet	49.32
10	Harm Schuurman	(NL)	DAP/DAP	49.39
11	Marc Boulineau	(F)	Birel/Komet	49.53
12	Otto Rensing	(D)	Mach/Komet	49.55
13	Martin Bott	(D)	Taifun/Komet	49.55
14	Rene Bollingtoff	(DK)	Taifun/Komet	49.58
15	Richard Weatherley	(GB)	Sprint/PCR	49.63
24	John Alcorn	(GB)	Zip/PCR	49.94
30	Jackie Brown	(GB)	Zip/PCR	50.12
31	Mark Bailey	(GB)	Sprint/Komet	50.14
38	John Herbert	(GB)	Sisley/Komet	50.33

Contrast in styles at the end of the straight: Fullerton (left), the classic tail out pose; Wilson (right) the aggressive full lock "retardation" and "toss".



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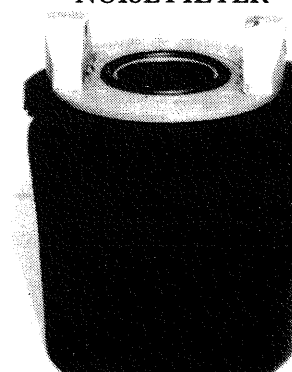
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125 – Adrian Wilcox

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Michelin Man put in a stunning first lap or two, then settled to a third fastest average (giving others the desperate hope that his rubber might "go off" in longer races! . . .). Noticeably out of sorts was former World Champion (1980) Peter De Bruyn, qualifying 18th, and never really getting amongst the main action all weekend.

QUALIFYING HEATS

With the five groups there would be 10 heats in all, each driver having four in order to compete once against each other group.

Heat One: provided Fullerton with a good start against perhaps the easiest opposition, soon getting clear of Danielsson and Koene. Further back, Jackie Brown was having what would be his only decent race of the weekend, pushing through a packed group for fifth. Richard Weatherley's meeting started badly as he flipped the Sprint attempting to pass Brown for that fifth spot, while Alcorn's torrid race netted him tenth.

Heat Two: was the first of the Wilson/Forsman clashes, with Haase's group this time. Forsman led Wilson and the Dane in nose-to-tail formation but was under severe pressure. Wilson's advantage was that he was that fraction quicker onto the straight. Thus, "towing" up behind his team-mate, he was able to pull alongside as they approached the braking zone for the spectacular right-hander. Twice Forsman was able to squeeze across, with Wilson's rear Dunlops almost smoking, but almost inevitably, Mike was through shortly afterwards. The earlier attempts provided moments of light relief as the commentator hysterically screeched something that most English supporters could actually understand . . . "Forsman - ferme la porte!" Classic case of understatement! . . .

Haase had his engine lock, leaving third to perennial Frenchman Boulineau. Mark Bailey held station for 10th.

Heat Three: the debut of Michelin Man, sharing the front row with Koene. To the delight of the patriotic hordes, the Frenchman made a super start and had 20 yards at the end of the opening lap. But then, just as quickly, he lost those yards, and Koene, Danielsson, De Bruyn and Andskar were all there. "Aha" nodded the sages "they're going off" - referring to the large French radials . . . But no, it was perhaps



more a case of mental composure. Dias got himself together and drove off to win . . .

Lap six saw a horrific looking cartwheel as Danielsson went end-over-end after colliding with Koene. This left De Bruyn in a potential second, but only temporarily, as he succumbed to an engine malaise. Andskar thus took second, with Alcorn emerging from the ruck behind for his best heat result in third. John Herbert scabbled for grip, but still hung on for eighth after a very good start.

Heat Four: was perhaps the one the English supporters were waiting for - Wilson v Forsman v Fullerton. An untidy start (the starter came in for a fair amount of "verbal" from the British Contingent for several bad starts over the weekend) saw Wilson slot in behind Forsman with Fullerton on his bumper. The rest would be left well behind . . .

First move came from Fullerton, forcing his way inside Wilson as the latter twitched momentarily on some loose dirt left by a mid-field "off". Wilson was soon back together and on Fullerton's tail, but his race was shortly to end with an uncharacteristic engine blow for the works Komet - with bits of piston pouring out of the carburettor intake after what was later diagnosed as a gudgeon pin failure. Had the tide turned? Wilson looked reflective as he watched team-mate Forsman keep Fullerton at bay - just.

Two laps to go, and the Englishman was missing, parked only yards from Wilson's stricken Birel, the big end gone in his PCR. So that left Forsman an easy winner. Two main rivals had now dropped a heat. Swedish hopes looked good . . .

Wilson's inside move on Forsman (above) in their opening heat was confidently spectacular, but (below) an engine blow in the second gave cause for concern.



Richard Weatherley had recovered from his earlier mishap and put together the first of three fine fifth places.

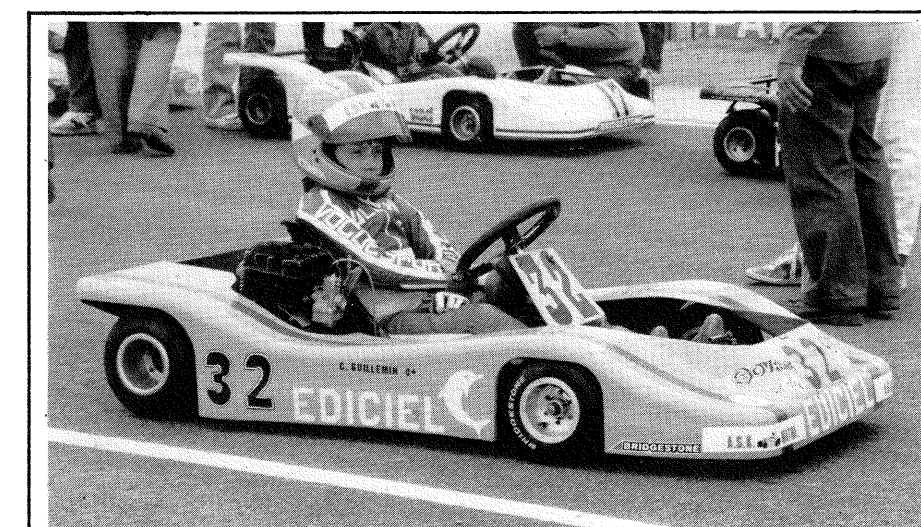
Heat Five: Michelin Man again, this time against the group headed by Haase. After a neck-and-neck scrap, the Dane emerged to dampen French enthusiasm slightly, with a narrow win. The man was beatable - the others took hope. De Bruyn had his best heat - albeit for a distant third.

Heat Six: the Forsman/Wilson group again, this time facing Koene's group D. This time, Forsman had the upper hand, and seemed to keep Wilson at bay with relative ease - had the blow-up in race four been Wilson's good engine? Was it repairable? Koene stayed in touch all the way for third, while Further back Bailey had his best heat for seventh.

Heat Seven: After the field was stopped and the Fullerton/Haase front row given a lecture on starting, the race itself proved relatively quiet, with Fullerton in front, seemingly able to keep Haase at arm's length. Schuurman came to life for third.

Heat Eight: Crunch time for Dias as he faced up to Wilson and Forsman. For a couple of laps it looked like a walkover - for Michelin Man. Forsman and Wilson could only watch in (one assumes) horror as Dias drove away to a 25 yard lead in 2 laps.

But then - ostensibly purely due to mental pressure - the Frenchman made a mistake, scabbled around on the grass, and dropping to sixth before rejoining. Obviously furious with himself, he then made another, getting "in-



Interesting "fill in" race was for a class peculiar to the Le Mans club itself. The "Minimes" feature the full fibreglass bodywork treatment. Engine is a bit obscure, being salvaged from some ancient air-cooled French car, with the gearbox sawn off! The class does however provide food for thought - there was a full grid and the youngsters loved it.

volved” with Boulineau as he tried to squeeze back past — back to eighth! To his credit, he pulled himself together and in the remaining laps relatively easily drove back up to fourth behind Andskar. The sages nodded wisely — “can’t take the pressure . . .”

Forsman had again denied Wilson, in fact pulling clear for his third heat win. Things were looking *very* good . . .

Heat Nine: An anti-climactic race for the British/French/Italian support as Haase and Koene’s groups met. The former in fact made a bit of a mess of this one, finally salvaging fourth. Koene was pressed by the impressive Danielsson all the way, but held on for his third very good heat result. Germany’s Rensing was third.

Heat Ten: The last, but in prospect an exciting one — Fullerton v Dias. Fullerton made the start and led for a lap, but the consummate ease with which the Frenchman blew past at the end of the straight must have been disconcerting. Like Forsman and Wilson, he could then only watch as Dias drove away. This time there was no mistake and a morale boosting win ended the Frenchman’s day. The other young Swede, Andskar, closed on Fullerton, but had to settle for third, with Weatherley again a fine fifth behind Schuurman.

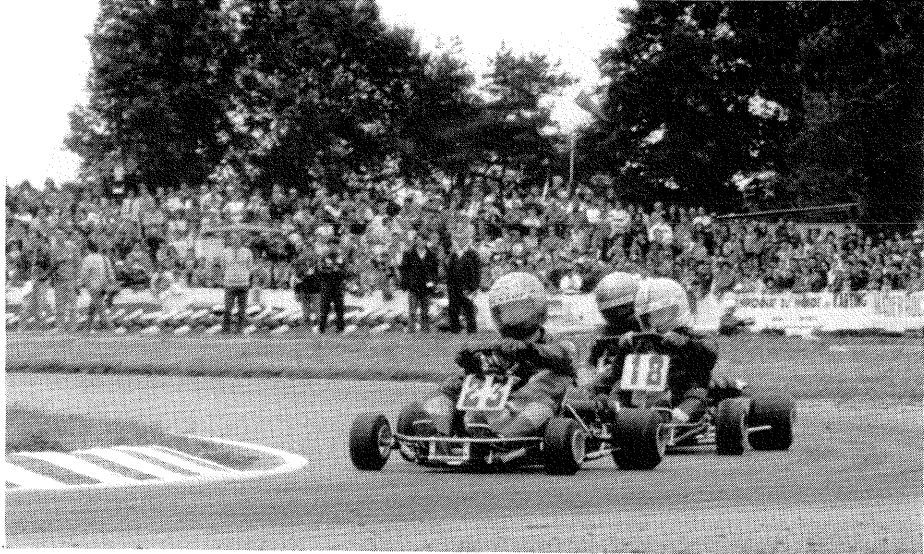
So ended an intriguing afternoon of battles — both physical and psychological. Nobody could really approach Sunday’s finals in completely confident frame of mind, although Forsman *must* have felt that this could well be his year. Dias still remained an unknown quantity under heavy pressure, and (thanks to a fair number of people dropping one heat) Fullerton and Wilson were not going to be too far back on the Pre-Final grid. Both young Swedes looked to be gaining in confidence and pace, and even Boulineau looked quick in patches. Sunday could be quite a day . . .

Sunday morning’s free practice was full of interest. Hardly had it begun than Forsman’s machine was being wheeled back with a seized engine. Was that *his* best one? He didn’t reappear during the session . . .

Wilson spent a long time carefully running in an engine — presumably the one blown the day before and obviously without permanent damage. With all this attention, it must have been his good one . . .

FINAL CLASSIFICATION AFTER THE HEATS (Pre-Final Grid Order)

Driver	Four Heat Scores				Total
Forsman	2	0	0	0	2
Dias	4	2	0	0	6
Andskar	3	7	2	3	15
Rensing	4	5	3	7	19
Fullerton	0	20	0	2	22
Bott	5	6	7	7	25
Koene	3	0	20	3	26
Hantscher	6	4	8	8	26
Wilson	0	23	2	2	27
Bollingtoff	6	7	6	8	27
Lindstrom	7	8	4	9	28
Danielsson	21	4	2	2	29
Haase	24	0	4	2	30
Weatherley	18	5	5	5	33
Gysin	9	11	5	10	35
Orlandi	7	6	20	3	36
Boulineau	3	14	5	16	38
Bailey	10	11	7	10	38
Alcorn	23	6	3	10	42
Schuurman	24	3	4	13	44
Herbert	10	15	8	12	45
Brown	5	21	18	21	65
					(38th)



Forsman, Dias and Andskar — Pre-Final lead group, in formation all the way.

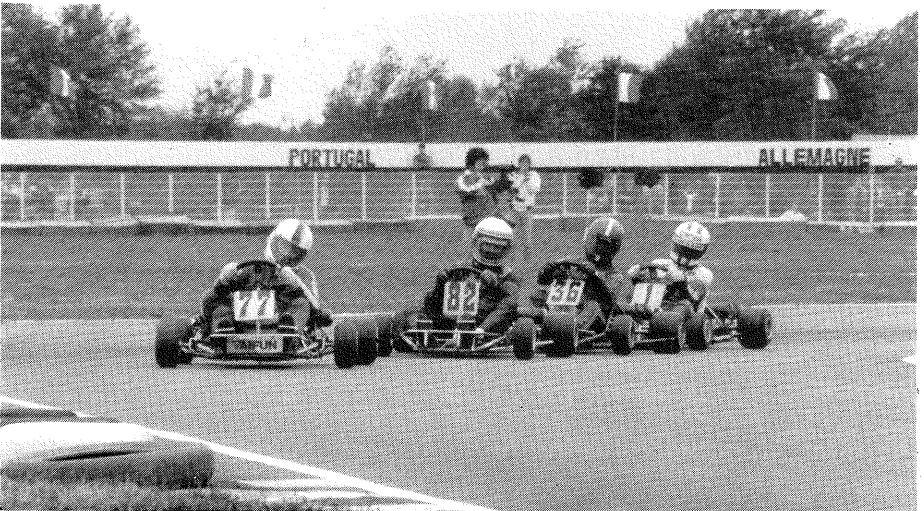
Fullerton was in and out of the Pits all the time, looking to make up lost ground and those few elusive tenths — bedding in rebuilt motors, and even trying a set of Bridgestone test radials (ex Superkart). Dias meanwhile looked to be sorting out Michelins which could do 19 laps — the main final distance — and circulated continuously. The works DAP personnel now scented possible victory and Achille Parrilla was tending the team’s engines.

At this stage of events, World Championships usually start to buzz — rumour, counter-rumour and so on. Things were beginning to bubble nicely. The appearance of Fullerton’s Bridgestone radials (very plain looking, as were the Michelins) immediately sent the story rocketing around that TF had talked his way onto the French rubber! In the end he stuck with the normal type of tyre. Before the Pre-Final there would of course be the last chance Repechage, preceded by a Pre-Repechage for those who had done really badly. Fortunately all but one of the British entrants had made the Pre-Final direct. Jackie Brown, having a rough run on basic luck, would have to do the Repechage. However, only two laps into the race he was out, with an engine failure. The German pair of Schneider and Neubert headed the six qualifiers, including World Junior Champ Varcica from Holland.

PRE-FINAL

After a couple of supporting Junior races, the 34 finalists lined up for the Pre-Final. Proceedings were held up for a few minutes as Hasse’s machine was receiving last minute attention and had not arrived on the grid. The pleasant Dane craftily distracted the relevant officials, engaging them in earnest conversation in the middle of the circuit until the Kali team arrived with his machinery! . . .

From pole, Forsman made a decisive start, with Dias, Andskar, Rensing, Bott, Handscher and a slow starting Fullerton in line astern. Koene was next, briefly staying ahead of a well fired up Mike Wilson.



Pre-Final scrap as Fullerton and Wilson close on Bott (77) and Rensing (82).



Unfortunately there are only 24 units, but you can get 2-3 drivers in each, which allows a fair number to have a roof over their heads. The only restriction on the units is that they are for Central Kart Club members’ use only.

ROTAX NEWS FOR '84

As far as the 125cc air-cooled engine is concerned, there are virtually no changes for 1984, as the factory seem fairly content with its performance and indeed the growth in this class would suggest that things should be left alone.

As for the 256 engine, it will have a completely new type of clutch, similar to the one I have been testing for the past 6 weeks, which does certainly seem to be the ultimate in clutches.

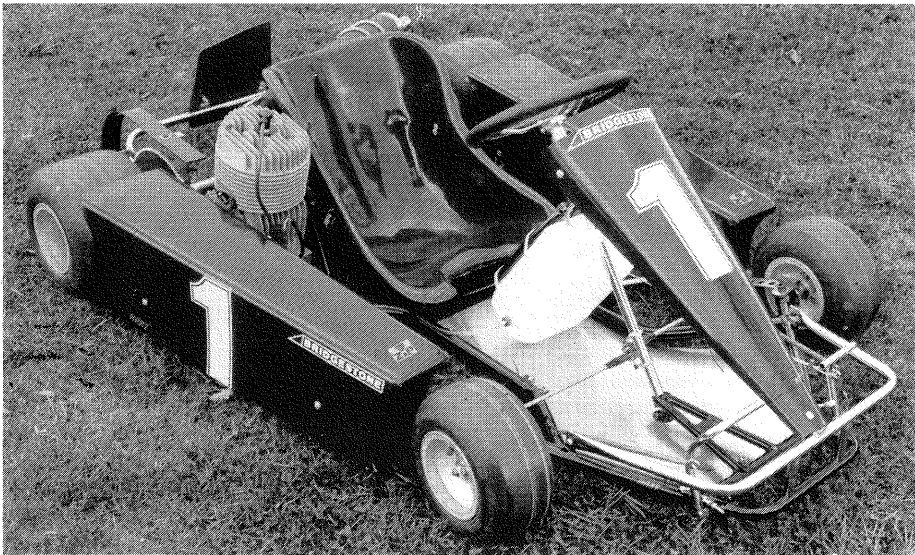
The cylinder head assembly will be of the two single head type, which will be the genuine Rotax type unit. Other types of similar head that do not originate from the factory, or that are not shown on the original Austrian factory list, are illegal under present regulations. So if you are offered any single heads, or even purchase a motor with them fitted, be sure to verify that they are within the regs.

DO YOU NEED A NEW HELMET?

Yes, once again, on January 1st 1984, a great number of helmets will have to bow out of the racing scene. Check carefully the markings inside your helmet. If it only bears the BSI 2495 standard, then I’m afraid it will be out in '84. However if it has BSI 2495-77 then it will be okay until January 1985. The same goes for Snell 75 — okay until January 1985.

Snell 80 or BSI 2495-77 amended 5 are okay until January 1988.

While looking at your helmet, examine it to make sure it has not been damaged from a knock, or through being dropped. If it has, then technically it does not offer you protection and should be replaced.



The Class 1 facelift.

£5,000 IN CASH AND AWARDS FOR 125 SERIES!

Zip Kart are to sponsor a 6 round Championship to be held over Central Kart Club meetings at Mallory and Snetterton. At each event there will be cash awards to the first 10 drivers using Zip karts and Bridgestone tyres, with a very substantial prize fund at the end. The Championship will be run on the basis of the 5 best results to count from the 6, and it aims to support what is becoming Britain’s most popular class.

Each driver will be asked to pay a £20 registration fee, which will also include his club membership fee. From this registration fee, he will be given a permanent race number for the series, as well as being able to take advantage of the usual club membership perks including a £2.50 reduction on race entry fees and practice day fees.

With the prize money being spread over the first 10 Bridgestone shod Zips home, it will hopefully give everyone a fair chance of getting a share of the “loot.”

CLASS 1 GETS A FACELIFT

Over the years, karting on Long Circuits has taken gigantic steps forward, not only in performance but also in appearance, which in turn has played a large part in capturing the TV camera’s interest.

I have photos from many years ago of 100cc karting and, if you compare those with today’s kart, it is almost impossible to tell the difference. So many people feel, as I do, that the image of 100cc karting needs a boost. In the accompanying photo you will see an example of an idea put forward at a CIK meeting earlier this year for the 135 class, which would allow that splash of colour, make karts a bit more attractive, and encourage sponsorship/advertising. As a bonus, it would also make the karts that bit safer.

Can you imagine having something like this for perhaps Juniors? I am sure television would be sold on it, not to mention the kids.

Well, by this time next month the European season will be over, and with it the first World Superkart Championship. I wonder what the outcome will be? . . .

Morton

1984 FIXTURE LIST

Feb. 4/5	South African GP (World Championship)
Feb. 26	Cadwell Park
Mar. 17	Mallory Park (Practice 16th)
Apr. 1	Mallory Park (Practice 31st)
Apr. 22	Cadwell Park
May 13	Mallory Park (Practice 12th)
May 26/27	Donington Park John Player International
Jun. 10	Snetterton (Practice 9th)
Jun. 30/ Jul. 1	Silverstone GP (World Championship)
Jul. 8	Cadwell Park (provisional)
Jul. 12-15	Nurburgring GP (World Championship)
Jul. 29	Cadwell Park
Aug. 26	Oulton Park
Sep. 9	Mallory Park (Practice 8th)
Sep. 23	Snetterton (Practice 22nd)
Oct. 7	Cadwell Park
Oct. 20/21	Paul Ricard GP (World Championship)

stances and rules were clarified, which everyone involved had to accept.

125cc

1st	Stuart Ziemelis	Zip GP/SRS Rotax
2nd	Doug Hart	Zip GP/SRS Rotax
3rd	Boyd Barrington	Spyda/Rotax
4th	Ruud van der Hoek	ALL/Yamaha
5th	Johann van Agtmaal	ALL/Yamaha
6th	Erich Springel	k.a.r.t./Rotax

250cc

1st	Richard Boston	Zip GP/CSK Rotax
2nd	Leon van der Slik	Landia/Honda
3rd	Maarten 't Hart	Kali/Yamaha
4th	Jan Sonneveld	Landia/Kawasaki

THE FINAL – 250 INTERNATIONAL

At approximately 5.30 p.m. the scene was set for the big ones – the Formula E class. Excellent times and a good pre-final win gave Martin Hines the coveted pole position. A fine second in the pre-final saw Nigel Smith sitting alongside Martin, with third spot taken up by Germany's Gerard Marquardt and the other Hermitite Zip of Carolynn completing the front row. Hans van der Heyden, Franz Binder and Glen George filled the second. Perry Grondstra found himself relegated to the fifth row, while Giles Butterfield shared sixth with Paul O'Shea and Jasper Blom. Torgjer Kleppe's non-finish in the pre-final saw him in a lowly position near to the back with another non-finisher, Germany's Ralf Krieg. The first half of the final grid took this form:

Carolynn	Marquardt	Smith	Hines
George	Binder	van der Heyden	
Rath	Stolk	Wessels	Perschel
Viscaal	Dekkers	Haugard	
Steffensen	Grondstra	Urhofer	Hali

The last two British lads; Steve Papworth and Mike Pope with more than their fair share of problems, including a sand-bogged coach, sat on rows eight and ten respectively.

Hines was after a really quick time and a fine win. His machinery was going superbly and the only ones likely to cause him any problems looked to be the Kart Centre Grondstra prepared Rotax of young Perry Grondstra on grid five and Nigel Smith in number two position.

The pace car set off and the internationals moved away on the rolling lap, maintaining neat grid formation as they wheeled into the straight to take up their startline positions. The chatter around the pits area died away as everyone waited. Even the bike fans stayed to watch what was on the cards to be a very fast six lap final. The conditions were right; the circuit nice and dry with the sun pushing the clouds away to the east.

As the flag went up Hines got a flyer, the front end lifting with the drop of the clutch. Nigel Smith was next away following the leader furiously into Tarzan. Carolynn and Marquardt were slow off the line as were Glen George and Franz Binder, giving van der Heyden the opportunity to grab third place. Hines gunned his machine up out of Tarzan into the fast twist of Gerlach, dropping down to Hugenholtz, sliding easily through the awkward hairpin. Nigel Smith followed, closely tailed by van der Heyden. Alas, before lap one was completed, Smith was out with a shot rotary valve.

With Smith out of the running, Perry Grondstra came storming through to take second, followed by Per Steffensen and Giles Butterfield making up ground to compensate for his low grid order. Next through Gerlach came Kleppe being pushed by both Hartog and



The visitors – l to r; Martin, Stuart and Richard.

Carolynn. Before the pits straight was attained, Kleppe's doubtful driving took out himself and a very annoyed Carolynn, but she was soon back in the thick of the fray, albeit well down the order and driving furiously.

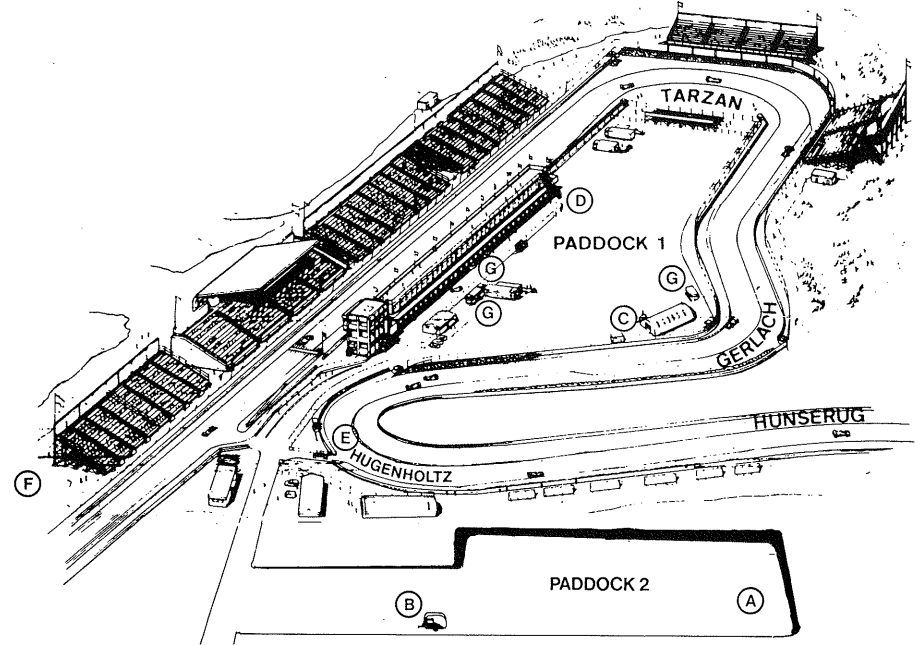
Lap three and Hines was beginning to stretch his lead while Grondstra still hung grimly onto second, doubting his chances of catching Hines. Barring mechanical failure or over-exuberant tactics, which Hines had no intentions of demonstrating, the odds looked very slender indeed. The fourth tour quickly came round and Hines was on his own, Grondstra a lonely second, while Steffensen and Butterfield were battling over third spot ahead of Germany's Rainer Rath and Dutchman Viscaal. Out of Hugenholtz and up the hill O'Shea went out with a nearside rear Bridgestone deflation.

Hines screeched round Tarzan taking the cambered bend in fine style, flying through Gerlach on his penultimate lap well ahead of Grondstra. A good three hundred yards behind saw the black outfit of the Rugby Club charging through alone while Stolk struggled next up with Piet Hartog and Perschel. Glen George was rapidly making ground ahead of Viscaal who had dropped back drastically

followed by Rainer Rath and Franz Binder. Meanwhile Carolynn was making her way through the back markers but hardly looking for a place.

As they entered the last lap Hines had it stitched up with Grondstra running a good two hundred yards second. Next, after another long gap, Giles Butterfield appeared on his own and finally, Stolk and Perschel followed in fourth and fifth. Glen George took a good sixth across the line with Viscaal, Rath, Ralf Krieg and Franz Binder completing the top ten.

1st	Martin Hines	Hermitite Zip/Zip Rotax
2nd	Perry Grondstra	Zip GP/Rotax
3rd	Giles Butterfield	Zip GP/CTRP Rotax
4th	Wout Stolk	Zip GP/Rotax
5th	Johann Perschel	k.a.r.t./Rotax
6th	Glen George	Zip GP/Rotax
7th	Jeroen Viscaal	Zero/Rotax
8th	Rainer Rath	Dino/BRR
9th	Ralf Krieg	k.a.r.t./Rotax
10th	Franz Binder	k.a.r.t./Rotax
11th	Gunter Gutowski	Dino/RRY
12th	Peter Wessels	Zip GP/Yamaha p.v.
13th	Bertols Sebold	k.a.r.t./Rotax
14th	Carolynn G. Sale	Hermitite Zip/Zip Rotax



Final – first corner. Forsman, Dias (hidden) and undisputed Champion Wilson head the rest.

Forsman crossed the line looking comfortable enough. He'd kept Dias and Andskar at bay okay. But Wilson looked menacingly quick – and he was passing people . . .

1st	Lars Forsman	Birel/Komet
2nd	Patrick Dias	DAP/DAP
3rd	Steven Andskar	Birel/Komet

The intervening hour to the decisive World Championship final is always tense for the teams in contention, and this was obviously no exception. Fullerton in particular was aware that he was that fraction off the pace, and there was thus much activity around the Zip tent. The engine was off and in the hands of brother Mick for any last minute attention that may help, and meantime Terry himself gambled on tyres. With nothing to lose, a mixed set of Dunlops were built up – a race compound on the left and qualifiers on the right . . . All or nothing . . .

Similar important decisions were undoubtedly being made in the more secure depths of the Birel tent, while Dias and his technicians debated which Michelins to bolt on. The atmosphere was very definitely tense. Of them all, Dias in particular must have felt the strain – home crowd; the might of Michelin behind him; front row . . .

FINAL

The French masses in the large crowd went mad as Dias jointly led out the World Championship Final with Forsman. Three warm up laps were permitted, with the field then stopped, regrouped and sent off for the final rolling lap.

Dias wasn't happy after the three laps. For some reason he wanted to change his front tyres – which of course he couldn't, not even in France! Off they went again, on the final rolling lap. The sages nodded wisely – Dias was obviously feeling the strain . . .

First time round they were away, Forsman making another perfect start to head Dias into the corner. Wilson very firmly slotted into third from Andskar, Boulineau, Fullerton, Koene, Haase, Weatherley and the rest, as they wound off into the infield.

Wilson was obviously keen to strike before anyone settled and immediately threw the Birel down the inside of Dias at his favourite spot, and closed right onto Forsman's tail.

Further back, Fullerton's gamble was not going to work. Already the front five had a small gap, and both Koene and Haase had slipped by. It was to be a strange, supporting role for TF.

Up front the Birel pair had opened up several yards on the Michelin Man, who looked unhappy.

Lap four brought the decisive changes. Wilson got his entry onto the straight dead right, headed straight down the inside of his teammate and into the lead. The crowd roared at the sheer class and ease of the move . . . Almost simultaneously, both Andskar and Boulineau dived past Dias. The sages nodded wisely – they had been right all along . . .

Lap after lap it went on – almost a stalemate. A little way back, Fullerton had fought back to lead the mid-field crocodile, resisting tremendous pressure from the persistent Bott, while behind these two, De Bruyn had soldiered his way onto Koene's tail, with Weatherley doing well, next in line. No repeat of last year's good final for Alcorn – a collision with Bollingtoff saw to that.

A lap to go, and Wilson had the yard or two he needed. The crowd gasped as young Andskar made a bold lunge inside "their man" Boulineau at the end of the straight, and this turned to screams of delight as the Frenchman, on the very last corner, flung himself back into third. Wilson was already there, waving jubilantly to the British/Italian support.

Into the weigh-in, and poor Forsman looked almost dazed. It had all slipped away again. But he was certainly beaten by the better man. Wilson's two previous titles had been won from pole – this was won from row 5 of the Pre-Final. Everyone who mattered had been passed to win.

There is now absolutely no doubt as to who THE MAN is in World 135cc karting – Mike Wilson, European Champion and three times World Champion, must now rank with the once incomparable Goldstein. Will he remain in karting long enough to perhaps equal the latter's four in a row and five in all? His ambitions lie in the larger F3 and upwards field, and it seems he may now finally get his chance. If he does move on, Karting will have lost an all-time great – but gained a superb ambassador.

And what of the rest? The arrival of Michelin, as well as the continued existence of Dunlop and Bridgestone specials, dominated the post-race chat. Many – including it seems Buser, head of the CIK – feel that enforcement of standard homologated tyres for this currently "open" formula is a must. Too many talented people didn't even feature in the running because they didn't have the right rubber. Look for regulation changes soon.

The other chat? The very future of the 135 formula is apparently under threat by the people who make the real decisions – the engine manufacturers. A meeting of the Italian ones is recently reputed to have agreed that they are all losing money on 135 as a concept. Can't have that, can we! A return to 100cc? Wait and see.

FINAL GRID
1983 WORLD CHAMPIONSHIP

Dias	Forsman ▲
Wilson	Andskar
Boulineau	Fullerton
Haase	Koene
Weatherley	Bott
Fabre	De Bruyn
Hantscher	Gysin
Herbert	Hellberg
Schuurman	Johansson
Valera	Guedel
Bugatti	Bailey
Lindstrom	Henriksen
Rensing	Bollingtoff
Deila	Alcorn
Orlandi	Vacirca
Schneider	Neubert
Danielsson	Lundin

Wilson eased a few yards clear in the next few laps, but then, just as in Kalmar last year, slowed, and for a while the first five were nose-to-tail. A massive French scream heralded Boulineau's move into third.

Was Wilson that confident he had eased up? I think not, because at least twice Forsman was actually alongside. But, again exactly as last year, he couldn't do it – others perhaps less worried about a place in the Birel team might have forced the issue. Who knows.

FINAL RESULT – 1983 WORLD 135 CHAMPIONSHIP

1st	Mike Wilson	(Italy)	Birel/Komet/Dunlop
2nd	Lars Forsman	(Sweden)	Birel/Komet/Dunlop
3rd	Marc Boulineau	(France)	Birel/Komet/Dunlop
4th	Steven Andskar	(Sweden)	Birel/Komet/Dunlop
5th	Patrick Dias	(France)	DAP/DAP/Michelin
6th	Terry Fullerton	(Great Britain)	Zip/PCR/Dunlop



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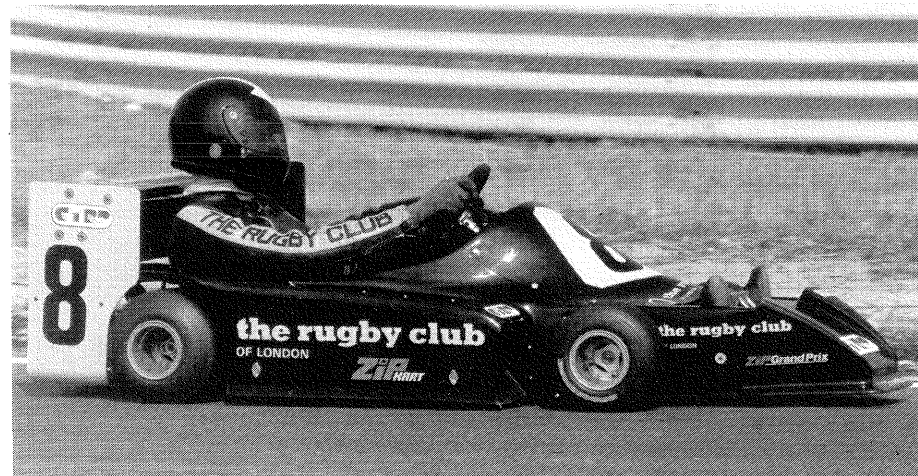
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Third home — Giles Butterfield.

fate struck a blow taking Kleppe out. A suspected seizure turned out to be rear brake problems.

At the halfway stage the winner was decided; barring mechanical problems it would be Hines. The battle for second place was a continual dispute between Smith and Stolk while, behind, Carolyn was striving to get the better of Marquardt, who had managed to sneak through into fourth place. Paul O'Shea still hung grimly onto sixth ahead of Giles Butterfield. By the end of lap four, Giles had pulled off, obviously in trouble. The fifth tour saw no change in the leading three, though the gap between each had steadily widened. Carolyn succeeded in pushing Marquardt back to fifth ahead of van der Heyden and Glen George who had climbed from a lowly seventeenth spot after the first lap, followed by Franz Binder, Peter Wessels and Paul O'Shea now down to tenth.

The penultimate lap saw Hines so far out he was running a one man race! Smith and Stolk were still going at it hammer and tong a long way in front of the next battling duo of Carolyn and Marquardt; Marquardt getting the upper hand before swinging into Tarzan, but not making enough headway to consider it safe to relax.

All attention was riveted to the bend in the far distance waiting to see who would appear. It was Hines coming out of the sun, driving like the devil was after him to take the flag and a resounding victory. Nigel Smith followed, a good second, while Marquardt filled third slot; Carolyn in fourth after an unsuccessful bid for third, then van der Heyden, Binder, Viscaal, Perschel and Wessels. Wout Stolk had a dramatic finish as a rear Bridgestone shredded tossing him into the armco by the line. Fortunately he escaped without injury and took tenth position.

1st Martin Hines
2nd Nigel Smith
3rd Gerard Marquardt
4th Carolyn Grant-Sale
5th Hans van der Heyden
6th Franz Binder
7th Glen George
8th Johann Perschel
9th Peter Wessels
10th Wout Stolk

THE FINAL — 125/250

I sought out Roger and we walked the length of the Pits Straight down to Tarzan as the cars roared off on the other side of the armco. After the second race, we were granted permission by a suitably-uniformed official to cross the circuit and make our way along the awkward but fast Gerlach chicane. Standing in grass as soggy as a dead hamburger, we waited for the

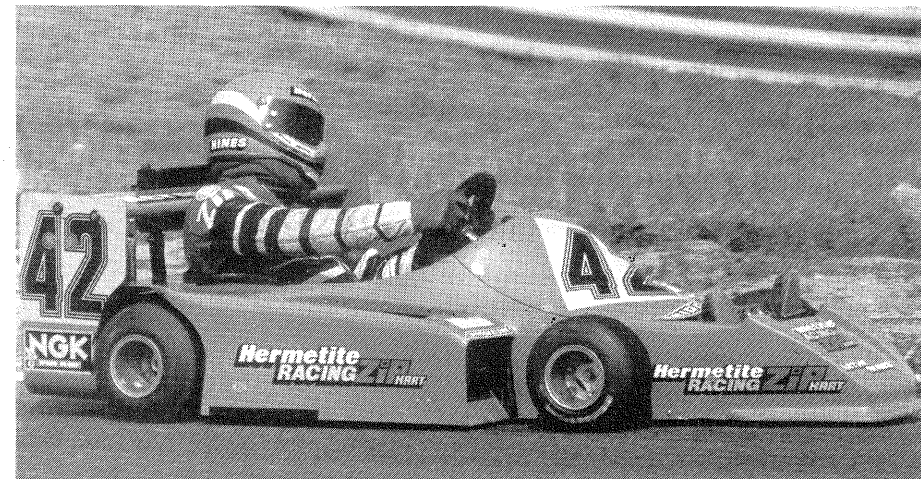
125/250 gang once again to take to the track. The last few finals of the bikes were next with their corresponding entertainment.

The Gerlach is on the opposite side to the Pits enclosure and the view of the long straight is totally obscured by garages, stands and the Press tower, so everything was done by ear. We heard, rather than saw anything of the 125/250's as they roared into the pits lane. As they came round on the rolling lap it was Boston leading the pack, strung out on the drying tarmac. Then they disappeared back round to the startline where the motors roared and died. Roger and I offered each other frowns as we witnessed mechanics running onto the track and a great commotion began. What was wrong? What could be happening? Suddenly the karts roared off and we prepared ourselves for the spectacle. It promised to be good, because the prime rows of the grid looked like this:

Barring- ton (125)	Hart (125)	Ziemelis (125)	Boston (250)
van Agtmaal (125)	van der Hoek (125)	van der Slik (250)	
Harfster- kamp (250)	Vink (250)	Sonne- veld (250)	't Hart (250)

Speculation as to what happened on the startline still continued to nag. The feeling was soon dispelled as they entered the first sweeping right-hander, accelerating up the hill towards Gerlach. Boston was leading with Barrington just behind ahead of Sonneveld, but no Ziemelis and no Doug Hart, forcing the conclusion that either a startline shunt or

Martin Hines — untouchable.



mechanical problems had robbed the 125 brigade of two of the leading contenders.

Lap two and Ziemelis appeared driving like a demon to try and make up the lost ground. He was one lap down and his chances of catching the flying Barrington were quickly diminishing. Lap three became totally confusing to both spectators and lapscorers alike as it was impossible to establish who was out front because several more karts had also joined the proceedings one lap down, though 250 class was easy enough as Boston had been there from the start and his machinery stood out clearly against its contemporaries.

The race was curtailed to four laps and the result a total shambles, with no disrespect intended to the front runners. At the flag it was Richard Boston a very decided winner from Leon van der Slik, Maarten 't Hart and Jan Sonneveld. In the 125's Boyd Barrington was first home to take a deserved trophy; he drove a fine race against all odds, but the best laid plans and all that ...

As the 125/250 crew had lined up on the dummy grid, a voice was heard over the PA system announcing that all International kart drivers should use slick tyres and not wets, because the circuit had sufficiently dried to permit the faster tyres. That was the reason for the half-seen scurrying about the startline. Some drivers had caught the message, others did not. Some assumed, incorrectly, that 'international drivers' implied the Formula E contenders only, when they should have realised that the meeting was an international event anyway and that each driver in his particular class was adjudged to be an international runner. Consequently, when the flag went up, several drivers were off on wet tyres, including Richard Boston who effectively stripped his wets on the dry tarmac and experienced quite a 'hairly' final! Ziemelis and others, for safety's sake, refused to go out on wets and valuable time was spent wheel swapping, the end result was finishing one lap down and the chance of the Dutch trophy well out of grasp.

Dispirited, Ziemelis went along to the presentation and was totally surprised, as were many others, when the announcement credited him with first place, with second spot going to Doug Hart and third to a very sick Boyd Barrington who had driven a fine race. However, it should be noted that Ziemelis did in fact protest to the organisers that it was not he who deserved the trophy but Boyd. The organisers were insistent. Because of the confusion caused by the rains, errors of judgement on the part of the track staff and the misinterpretation of the announcement regarding tyres, it was decided to scratch the 125/250 final and judge the winners on the results of the Pre-final. Apologies were made all round and, with the assistance of Martin Hines, the circum-

silvery white of No. 31 Boston leading into Tarzan with Ziemelis tucked up his exhaust, while a few yards back, Karel Ende held onto second spot for the 250's. Next in the order but clawing his way rapidly, came the 125 of Boyd Barrington, hotly pursued by the other Rotax of Doug Hart. Van der Hoek's was the next 125 to come sweeping up out of the bend into the approach of Gerlach with No. 33, the attractive white Landia of Leon van der Slik's 250 sniffing his tail.

Lap three showed a change in the leadership; Ziemelis had caught Boston out and came streaking down the long pits straight to take the first bend, drifting the full-bodied Zip in fine style. Boston tucked himself in behind and waited for his chance as they dipped through the Nugenholtz hairpin and climbed out of sight. Barrington still held second spot from Hart, with van der Hoek in fourth, while van der Slik seemed to have the only other 250 in the running. By the end of that lap, the No. 27 of Karel Ende had gone missing.

Lap four and it was Boston again in the lead in what was fast becoming a class battle. The rest of the order remained unchanged, except that van der Slik now sat in second spot for the 250's after Ende's demise. Lap five showed no significant change to the order and, as the final lap rolled round, Boston appeared again into Tarzan just ahead of Ziemelis, while Barrington and Hart were still battling over the 125 second place. As they entered the pits straight for the last time, it was Boston to take the flag with Ziemelis a nose cone behind. Credit must go to Doug Hart for a valiant drive against Boyd Barrington. He pulled it off, securing second spot and relegating Barrington to third. Next home was the 250 Landia of van der Slik, followed by the 125's of van der Hoek and Van Agtmaal, while Maarten 't Hart's Yamaha and Jan Sonneveld's Kawasaki completed eighth and ninth places.

125 National

- 1st Stuart Ziemelis
- 2nd Doug Hart
- 3rd Boyd Barrington
- 4th Ruud van der Hoek
- 5th Johann van Agtmaal
- 6th Erich Springel

250 National

- 1st Richard Boston
- 2nd Leon van der Slik
- 3rd Maarten 't Hart
- 4th Jan Sonneveld

Perry Grondstra - a fine second in the Formula E Final.



Air versus water cooling in the 125's with Doug Hart (55) showing the way.

PRE-FINAL - 250 INTERNATIONAL

At 5.30 p.m. the familiar sounds of the 250 International Superkarts could be heard barking along the pits lane to the dummy grid. As they came round Tarzan behind the pace car, swerving to and fro to warm up their tyres, timed practice had dictated the first five rows of the grid as follows as they toured round to the startline:

Smith	Stolk	Grondstra	Hines
Carolynn	Kleppe	Steffensen	
Binder	van der Heyden	Butterfield	Marquardt
O'Shea	Perschel	Blom	
George	Viscaal	Gutowski	Rath

Peter Wessels found himself placed on row six while the Team Eaton entries; Steve Papworth (14) and Mike Pope (19) sat on grids seven and ten respectively with times of 1 min. 48.8 and 2 min. 34.4. As the starter ushered them on their way for a race over seven laps, it

was the orange outfit of Martin Hines that took the lead ahead of Perry Grondstra who was slow away giving Wout Stolk the opportunity to relegate him to third spot ahead of Nigel Smith. Into Tarzan then for the first of the seven laps and it was Hines from a very ungainly Stolk, then Giles Butterfield who had flashed through from grid three. Nigel Smith was next up fighting off Hans van der Heyden. By the end of lap one Hines remained the undisputed leader with Grondstra now having moved up into second; Wout Stolk's driving styles had cost him his valuable second place. Nigel Smith was also well ahead of him while Giles Butterfield had quickly dropped down the order to 13th place with its dreaded gremlins. Carolynn was lying a good fifth from van der Heyden and pulling away from Norwegian Kleppe. Next up came Franz Binder from Peter Wessels and Paul O'Shea leading Gerard Marquardt and Jasper Blom ahead of Giles Butterfield.

Hines stormed in to Tarzan with Stolk having climbed the order again to second followed by Nigel Smith, running and sounding well. Coming out of Tarzan, Grondstra, lying fourth, lost it in a spin and went tumbling down the order, elevating Carolynn, driving the race of her life, up one place ahead of Butterfield who had managed to improve his position by five places. Kleppe meanwhile was struggling to stay close. As lap two closed Hines was stretching out a comfortable lead from Stolk, now coming under severe pressure from Nigel Smith while Carolynn still held her own with the men and Kleppe now had to fight off the attentions of O'Shea.

On the straight out of sight it was the unmistakable sweet sound of a Rotax and the Hermetite master swept into the Hairpin well ahead of the rest of the field with a good two hundred yards gap before Smith and Stolk appeared, battling for second spot. Next out, as the leaders prepared for the Hugenholtz hairpin, came Kleppe hopping round the bend with the full-bodied machine, having got the better of Carolynn, but Carolynn wasn't having any of it. She was closing fast and forcing the issue, leading Paul O'Shea and van der Heyden, while Germany's Marquardt was now in eighth spot in front of Butterfield. By the end of lap three

A few days ago I received a telephone call from a very pleasant sounding man from Johannesburg called Neill Bernic, who began by enquiring as to whether I was the same Merlin who did the column in "Kart and Superkart." Whilst I debated my answer (bearing in mind the past couple of months' comments on the subject of having a Championship round there in 1984), I considered that several thousand or so miles was a large enough gap between us to own up! He turned out to be very reasonable in his reactions to my comments, which I did point out were largely the opinions of various drivers, which I was passing on.

He went on to tell me that the South African organising club had arranged £8,000 to be distributed equally amongst any participants travelling from Europe. Quite an impressive sum, even when split amongst up to 20 drivers and bearing in mind that actual accommodation in South Africa will be taken care of out there. I understand that previous visits have always been hosted in a most generous style of hospitality. A day trip to one of the Big Game Parks is just one of the ideas they have for next year. The intended weekend of the Championship meeting is to be preceded by a race meeting on the Kyalami Grand Prix circuit, which most people would find far more acceptable as the venue for the main event.

Competitors' (as well as my own) opposition to a championship round so far away does fall rather flat, when I learn that the original suggestion for this meeting of World Championship status came from someone this side of the English Channel! . . . Though on reflection that was not a great surprise. . .

The recent Oulton Park meeting which was advertised as the final round of the RAC Championship (though of course it wasn't), might well have been just that, with three of the titles being tied up by the end of the day; all except 125 National that is and, at the actual final round, young Kurt Luby made sure of ending up with the right to use a No. 1 plate on either a fast or long circuit, now being the double 125 Class Champion. This year his driving has been even more impressive than last. At Silverstone in particular it was very noticeable that he hasn't been winning by motor alone. Both he and Ziemelis appeared no faster than ten or twelve others, their main superiority seeming to come from putting lap after lap together in a tidier and smoother fashion than the opposition. At Oulton Park in the 125 final there were at least 4 other drivers who seemed Luby's equal on the straight. It was only when lapping back markers that Kurt's track craft



The Chris Merlin column

allowed him to open up a margin which he then maintained.

The Luby camp are marking their successful season by moving to a very impressive new building bordering the Three Sisters track, which should provide them with even greater facilities for proving their L.D. products and

their Phoenix chassis. In addition to the mammoth task of moving camp, father of Kurt, Jim Luby, has a very pleasant task to perform this month. That is to act as best man to the very popular 250 driver Jon Dixon, who is hanging up his helmet (and his pyjamas) to get married. We may see Jim back in karting in the future, possibly having a ride in 125. We wish them all well - we will no doubt miss the Dixon entertainment value in 250 racing.

At Oulton Park I bumped into Bernard Hargreaves, the great advocate of reed valves, who in fact markets "Harpowa" reed valve conversions, and improved reed petals. He knows well that I dislike reed valves, as I consider them more suited to chain saws and outboard motors and quite simply, being a bigot, don't like them on pure racing engines! He pointed out to me that I was wrong when I stated that the new Honda 250 engine for bike racing is a disc valve. He is sure that it is reed valve - which in view of Freddie Spencer winning the 500 World Championship on a 3 cylinder reed-valve Honda is probably correct. I still don't like them.

Subsequent to that conversation with Bernard, I heard a whisper that a total of three engines may be considered by the CIK for racing next year in 250 Formula E. Presumably Rotax, Armstrong and Honda? Now without wanting to appear to pre-judge the performance of a Honda as being superior to either of the other two, it would seem that if bhp figures quoted for the Honda of 72 bhp are to be believed, it will represent an enormous step forward in speeds. If the CIK can seriously consider this possibility when we don't have tyres that can be relied upon to cope with today's speeds, just exactly what does their grey matter consist of? On top of that, there is the consideration of the totally disastrous, disruptive effect it would have on a class which is beginning to stabilise at a time of stretched budgets for all concerned.

I have also heard a little more about the Armstrong engine. The initial fault in the first 250 in-line twin engine - the Kawasaki - was that it could not be balanced to fire the two cylinders at 180 degrees and so had to be set up to fire both pots together. This procedure was copied by the Rotax engine without problem. Armstrong, under the guidance of Barry Hart, has, by the careful study of balancing the reciprocating parts to the crankshafts, overcome the problem - the Armstrong will fire at 180 degrees and will sound like a TZ Yamaha, not the dull thud of a Rotax. They claim to have found at least an extra 500 rpm as a result of this. . .

Initial approaches to the RAC regarding Armstrong homologation for next year seem to only stipulate a quantity of 50 complete motors, correct price and three retail outlets. At the initial approach, it was indicated by Belgrave Square that, if it complied with the above price etc., it could be raced *this* year. Yes, you heard me right. So where does that leave the objection to Derek Price and the Waddon cylinder heads I mentioned last month? Give up? - so do I!

Andrew Marriot, the very able commentator who covers the ITV World of Sport TV Times Superkart series at Donington, is apparently sufficiently enthusiastic about karts on television that next year he would like to see the series extended to include one or two meetings at Brands Hatch. Now, where was it I read there will be no more karts at Brands Hatch again? Since John Webb was quoted as having said that - incorrectly I assume - they have been there three or four times!

Andy Cowgill demonstrates the Phoenix potential.





Four lumps of sticky rubber heralded the arrival of Michelin on the karting scene...

Talking of television and karts – the bizarre luck of Martin Hines and TV cameras seems to have come to an end. He has now not only finished a TV race at Donington – but actually won, though recently “charged up” Chris Lambden won the other race. One wonders whether Lambden’s new form, showing what appears to be a “par” with Stylin and Hines might hold him in with more than a chance at Le Mans and claim the World Championship! You will remember that he and Torge Kleppe are the only two contenders to have scored at both rounds so far, albeit with Kleppe’s 22 points to Lambden’s 12. All will be decided by the next issue of Kart and Superkart.

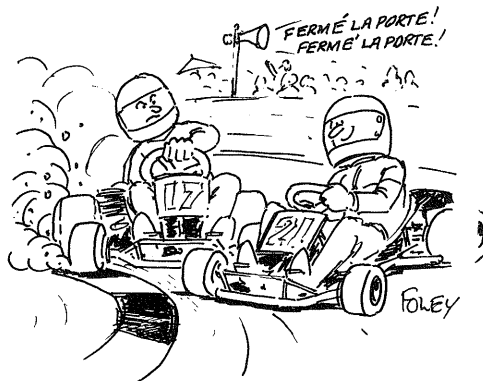
Lambden, accompanied by wife Maxine and Paul Carr, “sneaked” off whilst other people were at Snetterton to watch Mike Wilson win a

sensational third World 135 Championship at Le Mans. He assures me – though I don’t believe him – that he didn’t look at the circuit the 250 World Championship final is to be held on. Hines, fresh (or probably a little jaded) from “Porsche Powering” his way to France straight from his Snetterton win on the Saturday, also watched the 135 World Champs. He has raced on the nearby Bugatti circuit before, so should know where to turn left or right, so probably didn’t need to give the track a second look...

The sensational little snippet of news that came back from the 135 Champs was that Michelin have entered the kart tyre market. A French karter who works for Michelin put up a sizzling practice time with a fairly modest kart and engine, ended up on the front row of the final,

and only probably due to “pressure”, came 5th. These new tyres are apparently radials, and were regarded by most as the largest factor contributing towards his turn of speed. No doubt this is only the first chapter of the story...

Chris Merlin



FOREIGNERS ARE SO POLITE - THEY ALWAYS CLOSE THE DOOR BEHIND THEMSELVES.

Key phrase for the French commentator at Le Mans (that the Brits could understand) was “Ferme la porte!!...”

ZANDVOORT

THE BRITISH TRIUMPH

Hines scores another Superkart victory with the Dutch Grand Prix beating his own previous track record with new 1min. 37.6 secs. Boston takes the 250 National honours and Ziemelis collects the trophy for the 125’s during a very limited karting programme.

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

AROUND AND ABOUT

The Kart Grand Prix was arranged to coincide with a motor cycle and car meeting which, with the allowance of a 250 National Class, as well as the customary 125’s and Formula ‘E’ Superkarts, presented several problems for the organisers because the numbers of entrants were some sixty up on the previous year, showing a total of 73 listed in the official programme though, including late entries, it was closer to the one hundred mark. Of the British lads there were many familiar faces known from U.K. long circuits. The Hermetite team’s strength was down to two; Reg having opted to sit this out. Nigel Smith, looking a bit tired, was there sporting the Ehrlich motor; Giles Butterfield, eagerly aided by Chris Taylor with the Rugby Club of London’s easily identifiable livery, while Glenn George and Paul O’Shea with the Goff machinery, were willing to give it all a go. Glenn was staying over after the Zandvoort meeting to prepare for the Belgian Grand Prix at Zolder the following weekend. Team Eaton’s Steve Papworth and Mike Pope aboard their Lancers were hoping for more success than of late. In the National classes, Richard Boston and Dale Couzens had decided to see what Zandvoort had to offer the Yamahas. It was of interest to note that Boston chose to run a Zip instead of the regularly featured Dino we are accustomed to seeing at long circuits. The British 125s, running against a field of Continental water-cooled machines, listed an additional three to the official programme; Stuart Ziemelis, Doug Hart and John Jackson, all aboard the SRS prepared equipment. Boyd Barrington also made the trip to try out the Spyda chassis on Dutch soil, though the programme had his town and country of origin as Salzburg, Austria. Not too far flung from Suffolk really, if you think quickly! At least they did manage to get Peter Bennet’s Norfolk origin right!

The National classes might not have revealed any names familiar to U.K. audiences. Not so with the Formula ‘E’ 250’s. Torgier Kleppe, the young Norwegian who took both the European Championship and British Grand Prix titles at Silverstone, was making his first racing appearance since his June win and was running No. 17 as opposed to ‘EGP’ to aid electronic calculation and lap scoring. He was there with the hopes and confidence that he would also take away the Dutch title. Perry Grondstra, third in first round of the World Series in Denmark, was on his home territory. Young Piet Hartog, a grand and very likeable lad from

Abbekerk in Holland, driving a Zip/Rotax, has been contending well in continental events; a credit to his famous brother Willy, the motor-cycle ace and nice to see that karts and bikes can go hand in hand. The familiar faces of Peter Vessels, Jasper Blom, both Yamaha mounted; Hans van der Heyden and Per Steffenson driving Rotax gear; Gerard Marquardt on a k.a.r.t. chassis and Rainer Rath on a Dino, completed the principal names to watch for.

Because the GP coincided with a bike event, practice on Friday was restricted to one and a half hours split into two separate sessions, the last finishing at 3.40 p.m., revealing that the three men to look out for would be Hines, Boston and Ziemelis.

Saturday again allowed for only two practice sessions in the programme, but in fact three were slotted in. The first was supposed to be a free session, the second and third timed practice upon which the grid positions for the Pre-final would be decided. The actual sequence of events showed that sessions one and two were used for timed practice, while session three turned out to be the Pre-final, brought forward from the Sunday and commencing at 5.30 p.m.

The results proved interesting. In the national classes, Jaap Wieringa of the Netherlands on a 250 Kali/Honda came out with a time of 1 min. 50.4 secs. above Ziemelis’ 1 min.

Ziemelis chases Boston (31) round Tarzan.



50.5. Richard Boston was next up with a time of 1 min. 50.8, while Doug Hart’s 1 min. 54.5 gave him the last slot on the front row of the grid. Boyd Barrington found himself on grid three while Barry Yallow aboard the Lancer was back on row seven.

The Formula E saw a very definite Martin Hines taking pole with a time of 1 min. 37.9; Perry Grondstra was alongside with 1 min. 38.2. The Zip GP/Rotax of Wout Stolk was next in line with 1 min. 39, while Nigel Smith’s 1 min. 40 gave him the last position on the front row. Steffensen, Carolyn and Kleppe occupied the second row with Kleppe’s time four seconds down on that of Hines. Third row gave Marquardt, Giles Butterfield and Hans van der Heyden the unenviable task of trying to break the solid formation before them.

PRE FINAL – 125/250

The decision to hold the Pre-final on Saturday had been made late in the day, consequently it threw the Kart enclosure into panic and total disarray, leaving little time for the last minute preparations. So, at 5 p.m. the 125 and 250 Nationals rolled onto the dummy grid to take up positions. Again, due to the complexities of organising a multi-event (there were cars too!), the decision to run both National classes together off one grid was met with some frowns and not too little consternation. Thus the first three rows of the grid for the Pre-final took this form:-

Hart (125)	Boston (250)	Ziemelis (125)	Wieringa (250)
Sonneveld (250)	Ende (250)	Lankhuizen (125)	
Heuting (125)	Barrington (125)	van der Slik (250)	Couzens (250)

illustrating the comparative closeness between times in the two classes. As they roared off the start line, it was the No. 111 of Stuart Ziemelis that established the lead down the long, very fast Pits Straight into the sweeping right-hander of Tarzan ahead of the 250 Honda driven by Wieringa, closely followed by Richard Boston’s Yamaha. As the leaders streaked out of Tarzan for the chicane of Gerlach, disaster struck for the unknown driver in kart number 45. He overdid the cambered bend, taking the wide grass verge in a sideways sweep with a tumbling motion, but fortunately escaped without any injury other than pride.

On the start of the second tour it was the

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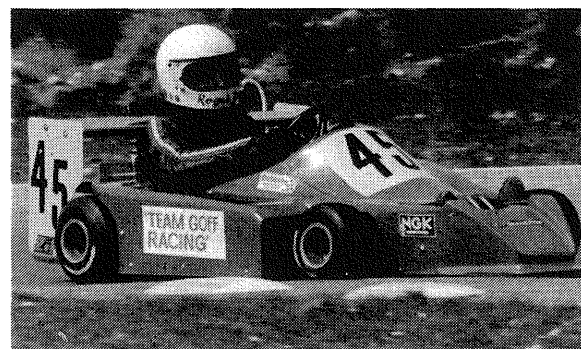
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Rob Wilson wins all three heats and final.
Boxer T.K.M.

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THREE SISTERS

1st Dale Spruce Boxer

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1st Mark Rose Boxer Parilla
1st Rob Wilson Boxer T.K.M.
2nd John Aldred Boxer

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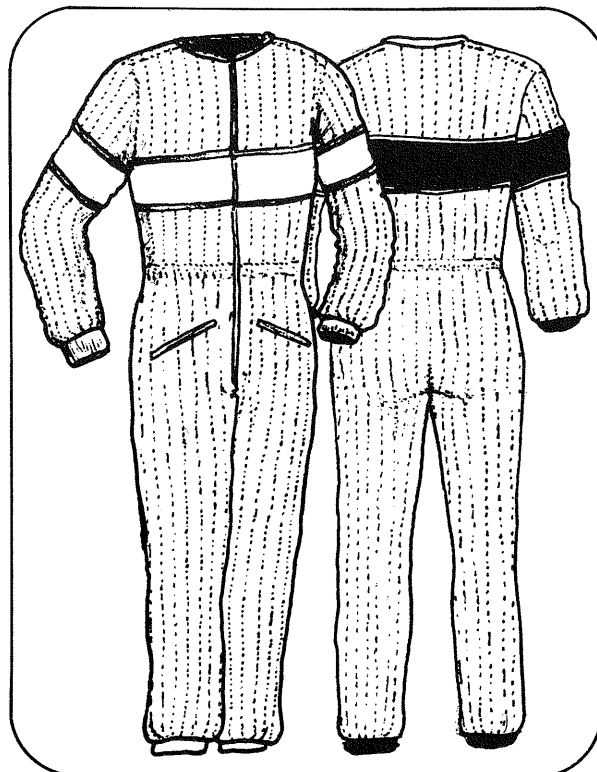
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HEEREY'S OULTON



Oulton Park, Cheshire, was the scene for Round 5 of the RAC Long Circuit Championships, incorporating the Commonwealth Cup and the deciding round of the 250 National Drivers' Championship series. Hosted by Blackpool and Fylde Kart Club, Bert Hesketh was in evidence, not only as Clerk of the Course, but also 'last minute' commentator, as our regular commentator, Don Briggs, was stranded miles away in the hinterland, minus a car. The day developed from a somewhat chilly beginning into a 'shirts off' situation as the sun beat down on the pleasant aspect of the Park. There was a healthy turnout in all four classes, totalling 160 in the official programme, with many notable names present.

Luby (40) leads the 125 legion through Old Hall, with Derek Price (7), Ballantyne (36), Cowgill (89), Shaw (20) and Bisp (5).

Brian Heerey holds off Hines and Kerkhoven to take a fine win, but Hines clinches the Long Circuit Championships and gets a new time of 1 min. 1.13 secs. A dead tie for Rogers and Boston in the 250 National, with the winner decided on the fastest time, giving Rogers the trophy and the 250 National Drivers Championship. A creditable win for Luby over Ian Shaw and Mike Ballantyne in the 125's. Newton does it again, leading home Bett and Doble for the 210 Nationals.

Pics: Rodger Calvert

AROUND AND ABOUT

With this round being the penultimate one in the Championships it was obvious to expect the class leaders to be out to establish their control beyond question. In the 250 International Martin Hines, who has dominated the class throughout the season, holds a seven point lead over fellow team-mate Reg Gange. In the 210 and 250 National, the position shows a little different with class leaders Newton and Rodgers both only four points ahead of Doble and Cheetham, respectfully. The most contentious of all the classes must be the 125's where Ian Shaw has only a tenuous advantage of one point over joint second place men Ziemelis, Cowgill and Hart, with Kurt Luby lying back in third with nine to his credit after a somewhat up and down season.

In the first of the 125 heats it was Ian Shaw who clinched the win from Mark Webster and Mike Ballantyne but, Luby, with everything seemingly at last 'sorted', romped home to take both the second and third heats, followed by companion Phoenix man, Andy Cowgill. Stuart Ziemelis, who looked to be in a commanding mood with his attractive, full-bodied Zip had, what can only be described as a disastrous day, culminating in a horrible-looking shunt with McCallum and Ballantyne. The result ruled out any further competition from Ziemelis who sustained a very nastily bruised right leg and Peter McCallum, likewise incapacitated, with a kart now 'banana-shaped'. Of the three, Mike Ballantyne was the only one able to continue racing.

Derek Price (7) on the borrowed outfit with Bisp, Mark Allen and Doug Hart.



The 250 Nationals gave us the now customary three man race between Derek Rodgers, Alan Cheetham and Richard Boston, with Rodgers taking all three heats decisively.

With the ever-present John Newton in the 210's, it left little chance for anyone else to finish higher than second. Newton won all three heats, while George Bett took a couple of seconds and Bill Longden held two third places. John Brennan managed a second while Tim Doble's mixed outing gave him a third and a fourth.

125 NATIONAL

With two fine heat wins to his credit, Kurt Luby sat on pole position, with Ian Shaw,

Price was hanging on in fourth spot and, further back, Geoff Glazebrook, Mark Allen, Keith Bisp and John Cooke were all having their own battles. At the flag, it was Kurt Luby to take a comfortable win, with Shaw just getting the better of Ballantyne while Derek Price took fourth.

1st Kurt Luby	Phoenix/LD Rotax
2nd Ian Shaw	Zip/Rotax
3rd Mike Ballantyne	Aero/LD Rotax
4th Derek Price	Zip/Rotax
5th Geoff Glazebrook	Zip/Rotax
6th Mark Allen	Dino/Rotax

Race Time: 11 min. 40 secs. (84.85 mph)
Fastest Lap: Cowgill - 1 min. 8.51 secs. (86.70 mph)



The Phoenix Team of Luby (40) and Cowgill (89).



Again, the commanding role - John Newton, 210cc.

Andy Cowgill and Mark Webster alongside. From the lights it was Luby with a flying start, followed by Derek Price, driving a borrowed outfit; Andy Cowgill and Cumbria's Mike Ballantyne. With such a large grid, it took a few laps before everything settled down and, by mid race, the Phoenix team of Luby and Cowgill began to pull out a comfortable lead over the rest but, Shaw, Ballantyne and Price were gaining. By lap seven Andy Cowgill was out, leaving second spot for Shaw and Ballantyne to fight over. As Luby stretched out an incredible six second lead what a second place battle it turned out to be, with both drivers swapping places with neither having a decided advantage over the other. Meanwhile, Derek

210 NATIONAL

John Newton's three heat wins gave him the undisputed grid advantage and, as the starter ushered them on their way for the ten lap final, Newton took up the commanding role, followed by George Bett, Tim Doble and Bill Longden. Eventually, tired of his cat and mouse game, the Sanderstead man began to pull out a massive lead and simply left the rest in his wake to sort themselves out as they desired. With Newton disappearing into the distance, Doble and Bett continued their own private duel for second place. A long way behind Brennan and Longden kept up their battle until the last lap when Brennan got the better of Longden, while a good three seconds later

Graham Sykes and John Waggett appeared. At the finish, it was Newton by a comfortable mile, cruising home ten seconds clear of anyone else. George Bett succeeded over Tim Doble to take second while Brennan, Longden and Sykes completed the first six.

Race Time: 11 min. 53 secs. (83.10 mph)
Fastest Lap: Newton - 1 min. 10.06 secs. (84.78 mph)

250 NATIONAL

With the 250 National Drivers' Championship title to fight over, the final looked set to be exciting. One thing was certain, Richard Boston didn't intend to let the 'Peak Revs' machinery have it all their own way. Derek Rodgers' three heat triumphs along with his companion, GP holder Alan Cheetham's two fine second places, didn't appear to cause the York man that much concern, at least nothing showed on that relaxed face. There were other men high in the heats finishing order determined to make their marks on the final, namely: Peter King, Alan Collard and Alan Jones.

The start proved Richard Boston's determination - he got a flier from Rodgers and Cheetham and, as the lead three broke away from the rest, they came round Druids into the long straight with Boston holding his own against the Peak Revs duo; Boston hanging on grimly to his lead, shutting the door to any overtaking attempts at Lodge corner. It was five hard-chasing laps before Rodgers and Cheetham made any noticeable dent in Boston's lead then, at Lodge, it was Derek Rodgers to out-brake and wrest the lead. On the very next lap, however, it was all change again as Boston appeared out of Druids first, fighting off the attentions of a hard-pressing Rodgers, with Cheetham content to sit in third spot, surveying the proceedings, waiting for his opportunity.

As the leaders dipped out of sight towards the start/finish line, lonely fourth-placed man, Alan Collard appeared on the horizon out of Druids to cruise round Lodge and out of sight, while, a long way behind, Rob Hipkin, Tony Draper, Tony Talyor and Dale Couzens made up the middle order pack.

Rick held onto his lead with some fine driving until the ninth lap saw Rodgers duplicate his out-braking technique at Lodge to retake the lead by the smallest of margins. Into the last lap and the air was tense with apprehension as all eyes waited to see who would appear first. As they came out of Druids onto the straight they were three abreast. Dropping through Lodge to the final run up to the flag, Rodgers gained a slight advantage. Even now, Boston had no intention of letting the Championship slip from his grasp without stern opposition. The finish was one of those very rare and remarkable sights as Rodgers and Boston crossed the line in what resulted in a dead tie, with Cheetham only a bolt head behind. A stupendous 250 finish, giving the crowd what they deserved; some of the finest racing seen for some time.

Because the result was judged a dead tie, the winner was decided on the man with the fastest lap time and that went to Derek Rodgers, along with it the 250 National Drivers' Championship. In fourth place, all the way from Dorset, was Alan Collard, followed by Draper and Tony Taylor.

home ground 33 year old Boulineau was getting quicker and quicker as the racing progressed, and during the Final sat right behind Wilson and Forsman waiting his opportunity.

Jorn Haase - Kali/Komet - Denmark. Very experienced 135 campaigner whose knowledge of this class showed. Somehow he lost his way towards the end of the meeting, and what started off very promisingly ended rather disappointingly.

Peter Koene - DAP/Komet - Holland. Another experienced campaigner who proved quick and competitive.

As a country, Sweden proved to have some very competitive young drivers and the blue and yellow colours were always near the front.

Several items of interest which were seen in the Pits:

35mm axles on dry set-up karts; Minilite wheels in evidence (courtesy of Peter Wardle); Very soft and sticky Bridgestone wets.

A big shopping bag was seen outside the Birel tent - a present from Mum and Dad Wilson to Mike tins of baked beans, tinned sponges, custard etc. So that's the secret of his success!

As he is putting on weight, Mike is being put into a bigger kart - namely a Euroracing F3 car. Yes, at last, this could be his big opportunity. Good luck Mike, we're all rooting for you.

Lew Marsden - not destined for glory.



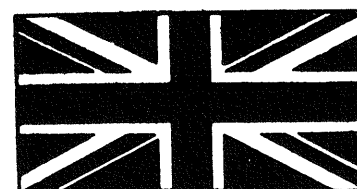
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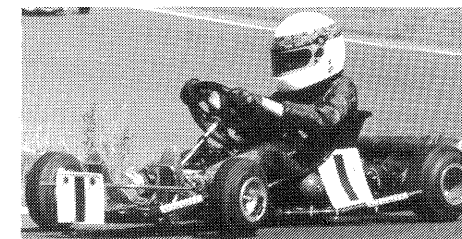
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LIMITED**

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In current times when short circuit karting is going through a depressed time, it is good to hear some heartening news. The Club concerned is the Wombwell Sporting Association Kart Club who were faced with a 13 week closure during the summer months, and have been restricted in 1983 by Section 58 of the Noise and Pollution Act. This restriction was issued by Barnsley Metropolitan Borough Council and caused the committee at Wombwell to think long and hard about its implications. Despite professional advice indicating that an appeal to a Magistrates' Court had less than a 50% chance of success, the Club decided to press on and fight the restriction.

Led by Chairman Nigel Edwards, the W.S.A.K.C. Committee Members appealed on 24th August at Barnsley. Present at the court was Robert Langford who was called upon to give specialist information, and who, from all accounts, added some considerable weight to the cause. Despite strong opposition from a few local residents and Barnsley's Senior Environmental Officer, the court decided to stop the Club from racing in August only. The decision appears to be a feather in the cap of the Club, and they are to be congratulated on their efforts to ensure karting thrives at Wombwell — we look forward to further improvements at the circuit and hope that the Club can attract major meetings in '84 — in the sun!!

The major meeting in August was Round 5 of the Bridgestone/K&S 100 National Series at Kimbolton. It had been nearly eight weeks since the previous round (viewed by some as being too long). As usual, practice was available on Saturday and all the leading contenders were present, with the exception of Championship leader Derek Higgins — obviously super confident.

The main concern for all though was the resurfaced hairpin. From the beginning the surface was very bumpy and began to cut up badly after only a couple of hours' practice. The drivers' opinion was sought, and it was decided to run the last ½ hour of practice on the short circuit — and then decide which to use on Sunday. This was obviously a very unsatisfactory situation and one which the paying drivers should not have had to contend with. It also highlighted the current problems many short circuits have, regarding the required finance to ensure the circuits are maintained properly. With an average circuit now costing between £20,000 — £25,000 to be totally resurfaced (by a reputable company), perhaps the time has come for us to adopt a new approach to the problem. Thought . . . the monies collected by the RAC could be put back into a controlled programme of circuit resurfacing, whereby each Club would on a rotation basis have some money from a central fund to spend on resurfacing!!

Sorry to digress, but some circuits are now in desperate need of resurfacing and if they are not done shortly they will be rendered unsatisfactory for major karting events. Kimbolton unfortunately falls into this category. General driver opinion indicated that racing should be on the long circuit or not at all, at which the organising Club said they would do as much as possible to keep the hairpin in some sort of order.

Sunday morning brought a change in the hot, sunny weather conditions — rain and wind — yes, back to the good old English weather. Fortunately only the initial practices were in the wet, as the circuit dried quickly in the strong crosswinds. Practice was generous and allowed competitors plenty of setting up time. Gary Moynihan looked rapid and seemed to have his kart handling well (perhaps with the help of his main man — Simon Wright). Derek Higgins was, as ever, making spectacular progress although

not quite as quick as his young opponent. Last year's Kim' charger, Steve Tillett, was making full use of his Fullerton Parillas as was Terry Lilley. The '82 and '83 British Champions both looked in good form, namely Andy Buchan on his DAP frame and engine and Gary Prior with Dartford Karting equipment. Ex 100 Britain driver, and currently lying second in the Championship, Andrew Colson had several early problems but was to sort them out as the racing progressed.

The heats provided 2 wins and a 3rd place for both Moynihan and Higgins, thus giving them a healthy points total and monopoly of the front row of the Final grid. Neil Hann had put together some consistent driving and was also expected to do well. The "B" Final was one of those races with Till, Sykes, Marsden and Dagless qualifying at the expense of such notables as Paul Fletcher, Nigel Edwards and Simon Sutton.

From the start of the "A" Final Gary Moynihan proved in dominant form and drove off into the distance — an excellent, smooth, all round performance earning him a total points tally only two short of a maximum. Higgins, Colson and Hann fought hard over second, but disappointment for the latter came as his chain-guard broke and he trailed round at reduced



speed. Andy Buchan was flying but unfortunately so was his Motoplat flywheel (the crankshaft actually breaking, leaving a disappointed Buchan out of the race). "B" Finalists Steve Sykes and Lew Marsden were both making rapid progress through the field, but neither were destined for glory, Sykes seizing on the main straight, and Marsden tangling with a back marker, eliminating himself and Ian Williams. This was a most unfortunate end to Marsden's race as he is currently having a purple patch and had reached as high as 6th place. Just in front of him, dicing for 4th and 5th, were Collier row colleagues, Lilley and Prior. At times things got rather heated as each took turns to lead the other — however their dice was entertaining the crowds and lasted right up to the chequered flag. Norman Box drove consistently quick all day and was rewarded with another respectable points total. By the time this column goes to press, the series will have been decided at Fulbeck and full coverage will be extended in the November issue.

As I mentioned in last month's article, the highlight of the '83 year has now taken place — the 135 World Championships in Le Mans. As expected, the event was a weekend to remember, and put Mike Wilson into the record books for a third time. An absolutely marvellous achievement for the young man from Barnsley and something which we may never see again. This year's event proved beyond doubt that Mike has got what it takes (although few

doubted his ability), as he had to *drive* to the front, and this he did in style. Just in case proof of the domination of the Birel/Komet/Dunlop set-up was needed, Lars Forsman, forever the supporter, finished second to Wilson — again. This was despite the fact that Forsman did everything right; fastest in timed practice, winner of three heats and the Pre Final. He also looked smooth and confident, but the one chink in his armour was seen in the first heat in which he and team-mate Wilson were drawn together. Forsman led, but Wilson piled on the pressure and kept trying to overtake down the straight and into the first right hander. On several occasions Forsman was able to hold the Champion out, but Mike Wilson was in no mood to play second fiddle to anyone and eventually pushed through (with two wheels on the infield) to the cheers of the Anglo/Italian fans — perhaps the difference between being a World Champion or not.

The big story of the event was the presence of French driver Patrick Dias on DAP/DAP equipment. Not very sensational you may think. Perhaps not, but the black round bits on each corner of the kart set the whole paddock alight — Michelin radial tyres! Yes, a name which caused much consternation to Bridgestone and Dunlop. Surely a new tyre like this could not be competitive — don't believe it — within 3 days the whole tyre situation was turned upside down. Not only were the Michelins quick, they also appeared to have a long competitive life. First signs of the prominence Dias was to show came when he took third place during timed practice, the kart looking very stable, with the tyres working exceptionally well. The establishment were most concerned and there was talk of banning them (Dias being the only competitor on the French radial), or getting drivers to boycott the race! Neither alternative was pursued and the Frenchman became the focus of attention, off and on the circuit.

Centre of attraction for the numerous British supporters was the ever competitive "T.F." After his first heat triumph things looked good, but in heat two whilst pressing Forsman (and stroking), a main bearing/big end breakage sidelined Terry and the British hearts sank. From this point on, despite ten tenths driving, Fullerton was lacking grip and straightline speed. It became obvious that his task of repeating his World Championship victory 10 years earlier, was a daunting uphill task. ("T.F." was desperate to find those extra tenths and in his efforts opted to use Dunlops for the main Final!)

Other British drivers present were Richard Weatherley (Sprint/Komet) who was proving to be rapid and smooth. Unfortunately Richard spoiled his chances of a good Final grid placing when he fell foul of a high kerb on one of the infield corners, inverted himself and was unable to restart. John Alcorn (Zip/PCR), as ever in T.F.'s tracks, had a real up and down meeting. On occasions he proved quick and competitive, but he was also involved in several incidents.

Mark Bailey (Sprint/Komet) supported as ever by Steve Davis, was learning all the time and made reasonable progress during the weekend. John Herbert (Sisley/Komet) with Father Bob, were, as always giving 100% on limited finances (and tyres). Despite this John gave a gritty performance and should not be too disappointed. Finally, Jackie Brown (Zip/PCR) was, unfortunately, the only member of the British lads who did not make his way directly into the main race. He was in the recharge but engine problems stopped his progress.

Foreign drivers who impressed: — Steven Andskar — Birel/Komet — Sweden. Very rapid all weekend and almost a match for his older compatriot, Forsman. Marc Boulineau — Birel/Komet — France. On

1st= Derek Rodgers

1st= Richard Boston
3rd Alan Cheetham

4th Alan Collard
5th Tony Draper
6th Tony Taylor

Race Time: 11 min. 09 secs. (88.78 mph)
Fastest Lap: Rodgers — 1 min. 0.78 secs. (90.30 mph)

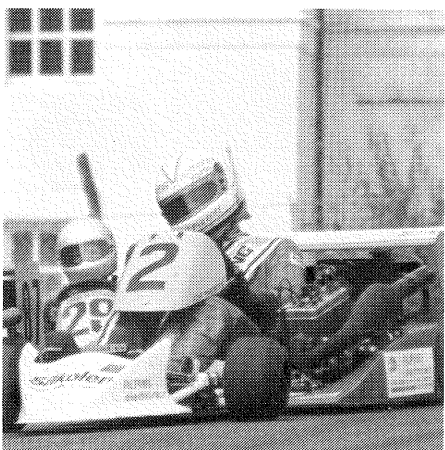
PRP Zip/Peak Revs
Yamaha
Dino/CSK Yamaha
PRP/Peak Revs
Yamaha
Barlotti/Yamaha
Zip GP/PRP Yamaha
Zip GP/Yamaha

250 INTERNATIONAL

With two good heat wins, Hines earned pole position, along with Kerkhoven, Heerey and Gange all well up. Styryn was right back following two bad heats; heat one after plug trouble, he started well after the others had gone off the grid and in heat three he was out at Lodge on the third lap with some mysterious, head-scratching problem. Companion Dino man, Ed. Duckett had a close shave in the third heat when he encountered a spinning back marker who had managed to regain control coming out of Lodge, but was blocking the race line, leaving Duckett no alternative but to seek the sanctuary of the grass.

As the ten lap final got under way it was Hines first off the line to take up the lead, hotly pursued by Reg Gange, while Styryn came storming through followed by Rob Kerkhoven who was going well and, with two heat seconds, looked to be a definite danger to the Hermetite crew. Likewise Brian Heerey. His third heat win and television debut proving the Stockport man was no flash in the pan. The order as they came out of Druids, storming down the straight towards Lodge, was: Hines, Gange, Styryn, Kerkhoven, Arnold, Collier and Roger Goff. Meanwhile Heerey was making good ground.

By lap three Styryn was going well and challenging Hines for the lead. However, lap four saw Steve's demise, accidental contact with a determined Heerey at Druids forcing him onto the grass, there to stand and watch the proceedings. The battle up front was beginning to warm up as Heerey now joined Kerkhoven to



Tim Parrott (2) — a good 7th spot.

put the pressure on Hines to relieve him of the lead. Reg Gange, meanwhile, still in fourth, was beginning to fall back a little with what later proved brake problems. Next out of Lodge came Richard Arnold, hotly pursued by Goff, Butterfield and Mick Goy out to prove his Yamaha was just as capable as the Rotax, but on the next tour, Mick was forced into retirement. Well into mid race and it was Heerey who achieved the out-braking going into Lodge and slipped past Hines to take control and from then on sought to dictate the pace. On lap eight Hines and Kerkhoven were still hanging on close behind Heerey and, as they again approached Lodge, Hines was about to make



A dead tie from this battle between Rodgers (85) and Richard Boston (84).

his move and dive inside, but his attempt was thwarted by a back-marker and the door was closed. On the penultimate lap Brian Heerey was still in control of the race, undaunted by the constant threats from Hines and Kerky. Reg Gange had dropped back even further giving Roger Goff the opportunity to climb into fourth spot. Richard Arnold had held fifth position until mechanical troubles forced his retirement during lap nine, leaving the slot open for grabs. It was Reg who filled it with Butterfield lying close behind.

As the lead trio tore down the straight to Lodge it looked to be a neck and neck finish. Heerey calculated and got the line just right to edge through in front of Hines and Kerkhoven, vanishing up the hill to take a very creditable win and the Commonwealth Cup. Hines flashed over the line in second, happy and secure in the knowledge that he had won the Long Circuit

Championship. Rob Kerkhoven was a close third. A fine fourth place went to Roger Goff who drove an excellent race, followed by Gange and Butterfield. Silkolen's Tim Parrott, after a poor start and lots of ground to make up, took a good seventh, with Tony Lowther, Paul Denis and Charles Eddie completing the top ten.

1st Brian Heerey	Zip/GP Rotax
2nd Martin Hines	Hermetite Zip/Zip Rotax
3rd Rob Kerkhoven	Zip GP/RKR Rotax
4th Roger Goff	Zip GP/Goff Rotax
5th Reg Gange	Hermetite Zip/Zip Rotax
6th Giles Butterfield	Zip GP/CTRP Rotax

Race Time: 10 min. 20 secs. (95.80 mph)
Fastest Lap: Hines — 1 min. 01.13 secs. (97.96 mph) — New Track Record

The winner — Brian Heerey (4), with Gange (10) early on.



Hines — the man with the Championship.



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Piston, bare, TT	£6.00
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Crankcase comp., K88TT, K78TT	£79.86
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Crankcase oil seal	£50.00
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Crankpin	£68.00
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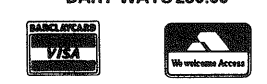
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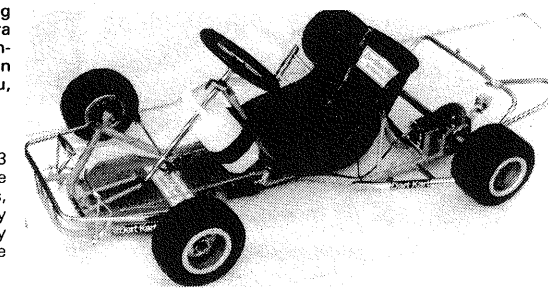
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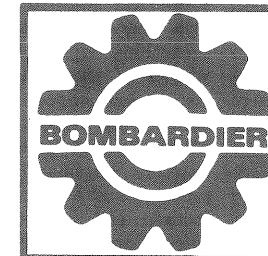
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with a creditable win to Gary Moynihan, ensuring that the final round at Fulbeck takes place with the series still wide open.

- 1st Gary Moynihan

2nd Andrew Coulson

3rd Derek Higgins

4th Terry Lilley

5th Gary Prior

6th Norman Box
- Wright/Yamaha

Dart/Arrow

DAP/DAP

Zip/Parilla

Dart/TKM

Birel/Parilla

JUNIOR BRITAIN

The Junior Britain event was run over three heats of 12 laps, with a 15 lap final. Though only ten Juniors were there to contend, the racing proved both lively and interesting. In the heats it was Robert Wilson who stamped his authority, winning all three in fine style. Mark Parker managed two seconds, with Glen Taylor a second and two thirds. Young Greg Wood marked his thirteenth birthday with two fourths and a fifth against the much more experienced opposition.

As the lights flicked to green, it was Wilson from pole who stole the jump on everyone else, hotly pursued by Glen Taylor, Mark Hawkes, Mark Parker and Guy Wood. Wilson quickly established his dominance with his only major threat being Taylor. By lap three, Parker had squeezed past Hawkes to take third place, but his conquest was short-lived. By lap five he was gone, down to eighth after spinning off. Hawkes was thus elevated to third again with Wood now in fourth.

Meanwhile Robert Wilson began to stretch out a comfortable lead over second man Glen Taylor and by lap eight was encountering back markers. Further down the order Wood was holding pace with Hawkes, hoping for a chance to break through as, lap after lap, Hawkes began to pull away. Wood wisely thought better of any attempts at attack. As a man with only one motor he was content to remain in fourth and not overcook it.

As the last lap board disappeared the flag dropped for Robert Wilson followed by a lonely second placed Taylor, then Hawkes and Wood. Fifth and sixth places went to Bruce Pope and Mark Parker.

- 1st Robert Wilson

2nd Glen Taylor

3rd Mark Hawkes

4th Guy Wood

5th Bruce Pope

6th Mark Parker
- Stratos/TKM

Zip/Arrow

Zip/Arrow

Kestrel/DAP



Top: Colson's continual struggle to keep second place from Higgins (73).
Below: The next battling duo: Lilley (41) and Prior (1).



Below: Andy Buchan.

TOP TWENTY POINTS SCORERS AFTER ROUND FIVE							
Pos.	Driver	1	2	3	4	5	Best Four
1st	Derek Higgins	98	80	95	71	100	373
2nd	Andrew Coulson	95	84	66	83	101	363
3rd	Gary Prior	101	75	93	30	91	360
4th	Norman Box	80	93	50	87	91	351
5th	Gary Moynihan	81	66	71	73	108	333
6th	Steve Tillett	66	94	87	77	68	326
7th	Andy Buchan	82	49	68	94	75	319
8th	George Price	91	75	73	75	19	313
9th=	Gary Till	63	83	88	64	70	305
9th=	Neil Hann	—	102	20	103	80	305
11th	Peter Giddings	76	70	74	83	19	303
12th	Steve Dart	25	80	70	85	66	302
13th	Ian Williams	49	76	74	63	74	287
14th	Nigel Edwards	51	88	71	69	57	285
15th	Paul Fletcher	90	88	76	23	29	283
16th	Nick Crabtree	81	66	78	22	53	278
17th	Terry Lilley	—	—	82	97	95	274
18th	Peter Rochford	34	91	84	64	30	273
19th	Peter Stephens	70	72	56	66	47	260
20th	Ian Murphy	57	82	75	—	45	259



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MOYNIHAN'S DECISIVE DAY

The Cambridgeshire circuit of Kimbolton, home of the Hunts Kart Club, played host to round Five of the Kart & Superkart/Bridgestone 100 National Series on Sunday 28th August. The morning dawned cloudy with rain squalls quickly being pushed away by a stiff breeze and the presence of a watery sun. Words with Chas. Goff and Chris Drake, after some breakfast, suggested that the forecast for the afternoon would be good; sunny intervals and breezy.

AROUND AND ABOUT

A walk around the Paddock showed a marked drop in entries from the previous round at Little Rissington in July; from 59 to 48. This is no reflection on the popularity of the series; more the fact that those low in the points order were now significantly beyond contention and any attempt at making a mark on the series would be a waste of time. Thus, it was the top men who were in evidence in the hope they could improve their standing and try to topple leader Derek Higgins from his position. The main contenders seen around the Paddock were: Andy Coulson, Norman Box, Gary Moynihan, Steve Tillett, Gary Prior, Gary Till, Andy Buchan and Neil Hann. Of course there were many other familiar faces, but why make this a telephone directory!

To add to the spectator's enjoyment, HKC had fielded a grid of Junior Britains and one of Junior National. As is the norm these days, the turnout proved small, with only 10 Junior Britain drivers showing up.

HEATS — 100 NATIONAL

Nine heats in all, with an 'A' and 'B' Final, were the main highlights of the afternoon. It was decided to scratch the planned 'C' Final because there were only five non-qualifiers entered and 20 laps with only five karts would have been ludicrous. Thus the five were added to the rear grids of the 'B' Final.

The heats were each held over ten laps, splitting the total grid so that each grid would at some time come up against the other and give everyone a fair chance of establishing a good position.

Norman Box — practising for the Wall of Death?



The worthy victor — Gary Moynihan.

In the penultimate round of the Kart and Superkart/Bridgestone 100 National Series, Gary Moynihan took an undisputed victory over Coulson and Higgins, moving him up to 4th place in the points chart and making him one of the leading contenders for the title at the final at Fulbeck on September 25th.

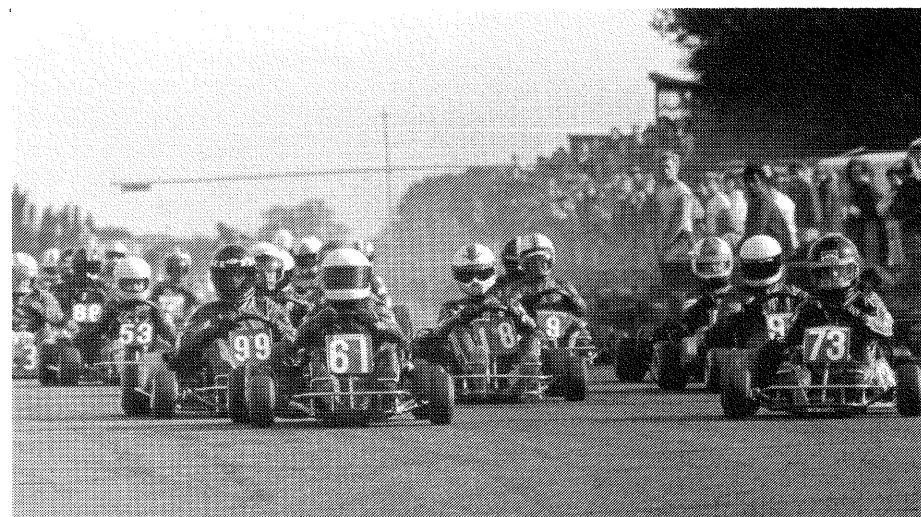
**Report: Ed. McCormick
Pics: Rodger Calvert**

minute dash. Simon Sutton was third, followed by Ron Cox, Nigel Edwards and Clive Weldon completing the first six. Stephen Sykes, after his mishap, rolled home in twelfth.

Heat two gave Steve Dart and Andy Buchan the front rows, while Steve Tillett sat on grid eight with Lilley and Box resting near the back with their work cut out to make an impression on the pack ahead. From the start Andy Buchan was the one to show the others the way round the circuit with skill and good driving, holding the lead to the final flag. Steve Dart, after a couple of promising laps, disappeared but came back in thirteenth place. However, he did make a valiant comeback, finishing fifth. Steve Tillett managed third spot for four laps, climbing to second following Paul Wilkes' demise before himself succumbing and vanishing from the finishing order. Andy Buchan took a fine win with Peter Giddings climbing to take second after lying consistently fourth throughout the heat. Terry Lilley came home in third, while Adele O'Hara, Steve Dart and Dave Tom followed.

Colin Church managed to grab the lead in the third heat and fight off Higgins until halfway before Derek wrested it from him to lead to the end. Neil Hann, winner of two K&S rounds, started from row 8 and, by lap two, had made his mark, climbing to third spot, only to be challenged by Hooley and lose it briefly for a lap, before putting the pressure on Higgins. Higgins however managed to hold him off, putting Church in the path of Hann's threat. Andy Coulson, from a lowly fifteenth row, made good progress, charging through to fourth place.

In the fourth session it was again Gary Moynihan in top form, snatching Paul Fletcher's early lead to give him his second heat victory,



The grid: Moynihan (61), Colson (99), Hann (18) and Higgins (73).

but not without a serious battle with Fletcher to hang onto it. Clive Wheldon finished third from Tillett, Buchan and Dart.

The remaining heats were to confirm the men who looked to dominate the finals: Coulson, Higgins, Hann, Moynihan, Lilley and Gary Prior.

'B' FINAL

The 'B' Final revealed such names as Nigel Edwards, Chris Dagless, Gary Till, Steve Sykes and Pete Rochford, set to fight it out with the other fifteen competitors for the coveted first four places which would ensure promotion to the 'A' Final. Ahead lay 20 gruelling laps of constant struggling and in-fighting to decide the finalists. As the lights changed it was Edwards who moved ahead to dictate the pace for Peter Stephens, chased by Dagless, Tauton, Crabtree and Till. In the early laps Edwards hung on to his lead while, behind, second spot was in constant dispute between Dagless and Stephens.

Meanwhile Gary Till was climbing the order, finding ways through where at first it looked as if there was no chance, until he moved into third spot behind Edwards, who had now lost his lead to Dagless. On the eighth tour Till made his move, diving past a seemingly struggling-for-power Edwards for second. Till now took on the task of wresting the lead from Dagless, a challenge he succeeded in on the twelfth lap, but only held it for one lap after severe pressure from a determined Dagless.

Whilst this dispute was continuing, Edwards was having his own problems. Baulked by a back-marker, he was steadily losing ground and was finally swamped by Sykes and Marsden.

Up front, Till soon found himself the subject of an attack by the now charging Marsden and Sykes duo, both eventually pushing past to take the top places. Till finished third, from Dagless,

Moynihan (61) from Higgins (73), Colson (99) and Hann(18).



Coulson as one, with Hann and Prior side-by-side into Stowe corner. The order remained the same through the Willows as Moynihan already began to edge away from the rest. Terry Lilley was tucked in behind Prior as Colin Church found a way through from the back to occupy seventh spot as the first lap closed.

Steadily, as the first 8 laps went by, Moynihan pulled out a sizeable lead over the battling duo of Higgins and Coulson, while Hann was closing in for an assault on the pair, leaving Prior to deal with the relentless advances of Lilley.

Lap nine and Lilley pulled it off, though Prior was still there, right in his exhaust fumes. Hann meanwhile, displaying all the qualities of clean but relentless aggression, was hauling in the relegated-to-third man Higgins, with these six drawing away from the rest.

Lap twelve and Hann's bid for third was successful, and he now turned his attentions on Coulson. Moynihan was too far ahead to worry, totally oblivious of the raging battle behind.

By the mid-point of the race, Higgins was frantically pointing to the rear of Hann's kart; the rear number plate was dragging. But by the next tour Hann had noticeably dropped down the order, coasting along with terminal brake problems, but still aiming to finish.

With the lead now beyond dispute, barring



Higgins (73) closes the door on Box (91) while Lilley (41) waits.

Lilley, Box and Church heading the formation.

The light showed green and the man off the line was Moynihan, followed by Higgins and

mechanical failures, the real race was taking place between Higgins and Coulson. Lap after lap Higgins tried, but he just didn't have it where it mattered.

As the two-thirds marker dropped away, Higgins succeeded in his attempts for second, only to reappear in third a lap later. Prior too emulated Higgins, managing the better of Lilley for a few laps until Lilley also relieved him of the position.

Nor was all quiet back in the mid-field. Church was making inroads behind Norman Box, with Gary Till close behind. These three battled away fiercely, with Till and Church swapping places constantly and putting pressure on Box. Into the closing stages and Till left Church to the clutches of Mark Woolford's late assault while Till himself turned his attention to relieving Box of sixth, an attempt that did not materialise as the flag dropped.

A good, exciting and hard-fought contest,