

1981 JUNIORS CUP-LOCARNO

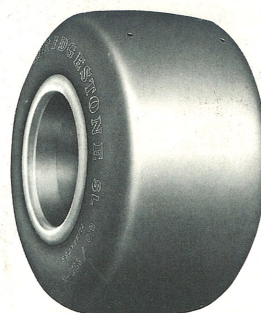


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DRY



DRY SL



WET



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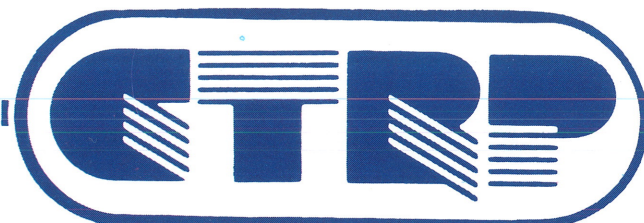
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DECEMBER 1983



BEHIND THE SCENES

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CONGRATULATIONS !!!

To Brian Heery on his fantastic 2nd place in the French G.P. making him 3rd overall in the World Championships on C.T.R.P engine and equipment.

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Clutch Springs (set)	£2.51
Tab Washers	£0.36
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GILES BUTTERFIELD'S full body outfit. CTRP. '83 Rotax (rebuilt). Brembo brakes. F1 adjustable bias. Built to works spec. All black in immaculate condition. Ready to race with spares	£2,600.00 o.n.o.
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HIGH COMPETITIVE ZIEMELIS TUNED 125 Rotax engine. Two 125 Rotax engines tuned to Ziemelis spec. All complete with carbs and exhausts £400 each. Tuned barrels, re-nikalisid unused £75 each. Blue magnum carb brand new 34m £30. Brand new 34m Lectron carb £45. 125 rev counter £25. Some 34 and 32m Mikunis £25 each. Spare heads £15 each. Yamaha pistons £5 each. Phone Mike Doble 01-660 0071 Day, 01-657 2594 Evenings.

MALCOLM BELBIN HAS FOR SALE his Zip GP/C.T.R.P. Rotax complete with spares, wets and 2 sets of slicks on rims. This superkart has been consistantly in the top six this year. £1,795. Telephone: Garston 73457.

WANTED: DINO 250 Int. Brake master cylinders (pair). Tel: Cramlington 712161 after 6pm.

SCOTLAND. ZIP GP 125 ROTAX. P.M.P., new unused Merlin, many spares, stand, suit, jets etc. Excellent condition. £900 ono. Tel: (0349) 853591.

210 BARLOTTI VILLIERS, full fairing, wets, engine spares and tools, stand, first and second placings with grids of 25. £575, trailer £55. Marty Phipps, Plymouth 703751.

100 BRITAIN SENIOR OR JUNIOR U.F.O. Arrow. Competitive, well prepared winning equipment. Change of class enforces urgent sale at £295. Tel: Bradford (0274) 671451.

TZ CRANK £40. Two sets Merlin TZ exhausts £30 each. (0757) 700378.

100 BRITAIN ZIP CHASSIS, Hewland engine 50.8 bore. Complete outfit in very good condition, trophies winner. Owner changing class. Spare Dunlops and Carlisles on rims. £300. Phone: Newmarket 741006.

210 UPTON MOTOR new big end, rod, piston c/w motiv and amal. £200. Longdon barrel and head 40 bore £90. 36 amal. £30, motoplat ign. £20, many other spares. Ring: Grantham 71205 after 6pm.

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250 TZ YAMAHA SUPERKART

Re-nikasilid barrels, new crank, engine overhauled.

Complete with trailer, spares, full piece leathers and helmet.

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UPTON 210 ENGINE with spares, tools etc. Any offers? Hejira rev counter for 210 £40. Assortment of wets on rims any offers? All must go. Further details phone Sheffield 462327 after 5pm.

NATIONAL ARROW 5 port carb and motoplat. New piston and rings, mains and seals. £145. Ring Wakefield 896502 after 6pm.

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100 NATIONAL 1982 TKM KART. Magnesium components, immaculate condition. Ex works team. Many trophies £190. Also Zip Shadow, plus very fast K77. Both excellent condition. Slicks and wet tyres on rims, full set sprockets, some spares. £195. Practical help to beginner if required. Telephone Alan (0203) 346379 after 7pm.

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ROB KERKHOVEN RACING

Team equipment for sale

250 Zip/Rotax outfit complete. Spare engine. Also, barrels, carbs, exhausts etc. R.K.R. team van for sale. 2.8 transit Luton. Fitted with tyre racks, workbench, awning etc.

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DART BRITAIN KART 1983 CIK type, with Carlisle tyres on cast alloy rims and Clevely modified Britain Arrow, very latest type 'N' ports 50.7 bore with factory carb. Many cups, 9th in British Champs. Complete outfit ready to race £410. Carterton 842421 or Witney 2123 Oxon.

250 NATIONAL, EX YAMAHA WORKS motor, standard bore on Zip GP 1983. Kelgate, axle, discs, and self adjusting brakes (superb). This outfit has run only 2 short circuit meetings. The motor has been completely rebuilt ready for next season, bargain at £875. Also small caravan with rear door, holds karts and spares, converts back in 5 minutes. Ideal long circuit and winter meets £120. Kart trailer £60. Zip leathers worn 6 times, 42" £35. (0234) 48671 day, 767272 after 6pm.

HARPOWA REED VALVES for Yamaha YZ's Honda etc. Tel: (0904) 31701.

KART SCHOOL

Everything you need to know about racing a top 100 National Kart.

at TILBURY RACEWAY

on Saturday: 9.30 till 1 pm

for appointments phone

DARTFORD 22645

ZIP MIRAGE, NEW 210 UPTON, motiv exhaust, wets/drys, spares. Must sell. Offers? Derby 672653.

ROTAX AERO 125. Not raced since new frame and steering fitted in 1982. Complete with bodywork, kelgate axle and discs, rev counter. Engine rebuilt with new piston etc. £550 ono. Also new spare barrel £75 ono. (0902) 721453 evenings (Wolverhampton).

ART/PARILLA, Paul Wilkes tuned, very competitive, beautiful condition, many spares, must be seen. £400 ono. Bargain. Ring: 060-885 223.



Hardly the end of the year and yet some interesting points have emerged from the RAC, heralding what is hoped will signify rejuvenation for our severely depleted junior scene. The announcement, following November's Kart Committee meeting, that Junior Britain and the new Junior 'Booster' class will become one tyre only classes from 1st March 1984, can only bode good. The fact that the choice of tyre is Bridgestone is bound to generate comment from the rest of the establishment. Words such as: 'Preposterous' and 'Shocking' spring to mind, though maybe the choice of words, in reality, differs but essentially it is a good move and a decision long overdue. Had the coin fallen in favour of any other marketed tyre brands, the reaction would have been the same and sour grapes would be the order of the day. So, regardless of any political affiliations, the announcement can only be seen as a breakthrough and provide stability for the future. Add to that the down-grading of the P.C.R. 50/3 engine from National to accommodate both Britain and 'Booster' classes, then perhaps we can see an injection of new blood to this every essential area of karting.

The 250 National Drivers' Championship Series over the past couple of seasons has achieved a great deal and swollen the ranks of what was once the pinnacle of gearbox karting. Originally the brainchild of Dave Cullimore and Adrian Lumb, it has been carried through the 1983 season under the auspices of Derek Rodgers whose efforts in respect of the series promotion are beyond reproach. As the 1984 season dawns, it is up to us to ensure that such exemplary labours meet with the support and credit such a venture attracts.

The facts themselves are the only proof needed.

The 125's, for the first time, are to have their own series next year to be held over six rounds. As 125 National is, undoubtedly, the fastest growing gearbox class we have in karting today, such an idea comes to fruition not before time. The fact that the series will be restricted to Zip chassis and Bridgestone tyres may create a furore with other manufacturers, however, the only advice that can be offered is: get those alternative proposals sorted out at an earlier date.

All that remains now is to sincerely wish you all, everywhere, the heartiest compliments of the season and prosperity for the New Year.

Ed McCormick

FRONT COVER:

Roger Goff who ended the International season with a creditable 5th in France and collected 8 Points.

(Photo: Rodger Calvert)

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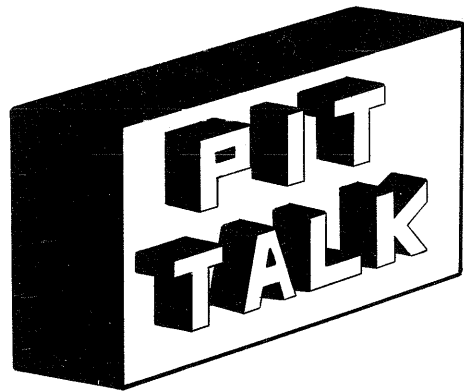
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KART AND SUPERKART

MONTHLY

No.60

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RAC NEWS NEW JUNIOR KART CLASS

The RAC British Motor Sports Council has approved a new Junior Kart Class for 1984 which competitors may enter from their 10th birthday.

JUNIOR BOOSTER CLASS

Age: 10th birthday to end of calendar year in which the 13th birthday falls.

Weight: 105kg.

Engines: All Booster Port engines currently accepted for British Class but excluding those with TT porting.

Tuning: Turning modifications are allowed except:

- Internally
 - Stroke.
 - Bore (outside the maximum limits).
 - Connecting rod centre line (magnetic material obligatory).
 - Number of transfer passages or inlet ports in the cylinder or crankcase.
 - Number of exhaust ports and passages.
- Externally
 - Number of carburettors and diameter of chokes.
 - External characteristics of the fitted engine. (Except where approved as an homologation extension).

External characteristics do not include carburettor, ignition, exhaust or engine fittings provided their homologated position is not changed.

Carburettor: Tillotson butterfly type, unmachined.

Restrictor: 17 mm. This shall be detachable 3 mm flat plate made of non-porous material, directly between the carburettor flange and the inlet manifold or engine, containing a circular hole with parallel sides and a 17 mm bore through which all the mixture must pass. On both the carburettor and the engine side of the plate there must be a minimum 1 mm step over the radius of the restrictor bore.

Chassis: All Chassis must be from a list which will be registered with the RAC MSA together with a replacement parts price list. Chassis must be sold complete and include tyres, tubes, brake, chain guard, sprocket carrier, axle sprocket, axle (magnetic), tank at a price not exceeding £385.

The use of magnesium components, ventilated discs and hollow axles is prohibited.

Brakes must only operate on the rear wheels.

Tyres: A single RAC MSA approved tyre in both dry and wet form will be used. (This will be named at the earliest possible date and will be mandatory from the 1st March 1984). The maximum size will be 4.5 x 10 front and 7.1 x 11 rear.

Side Panels: These must not project beyond the line drawn between the front and rear tyres (with

the front in the straight ahead position) whether dry or wet tyres are fitted. The front and rear end must be closed. The surface must be solid and smooth and incorporate neither holes or ducts other than those required for fixing. The rear outside face shall provide a 22 x 22 cms area for the number panel.

Material: Non-metallic. If GRP must be of woven matting. If plastic must be non-splinterable.

Dimensions: Max height: At rear 23 cms, front 15 cms (plus overall ground clearance of 2.5 cms minimum).

Max width: Rear 17 cms. Front 10 cms.

Length: Minimum 60 cms.

Fixing: To be securely located and supported to withstand impact. The fixing shall incorporate a nerf bar at axle height to run the entire length of the panel.

A front 'Nassau' type panel may also be used. This must be of non-metallic material and securely fixed to the front bumper or front chassis member and to the steering column support. The panel shall have a maximum width of 25 cms. It shall finish below the top of the steering wheel and have a minimum gap of 5 cms between it and the steering wheel. It must not cover any part of the pedals or the feet in the normal driving position. It shall incorporate an area of 22 x 22 cms for a number panel.

Class Colours: White numbers on a red panel.

General: Direct chain drive from crankshaft to rear axle by a single chain.

No other additions or modifications will be allowed.

BRITAIN CLASSES

In view of the Stability Rules for 1984, Junior and Senior Britain will remain as in 1983. The only exceptions are that for Junior Britain the age would become 13 to 16 (end of the year in which the birthday falls), they would use the Junior Booster tyre (thus removing the width restriction) and the weight for the Class raised to 120kg. For 1984 only, competitors who in 1983 raced in Junior Britain will be allowed to stay in the Class even if they have not yet reached their 13th birthday.

For 1985 the Britain Classes will adopt the Junior Booster Class regulations with the following relaxations:

*TT Porting will be allowed.
Restrictor size 19 mm.*

Junior International will continue to run to CIK Regulations with the exception that the age in the United Kingdom for the Class is 13 to 16 (CIK 14 to 16).

It is anticipated that by 1985 Junior National will be phased out. The changes required for existing Junior National to change to either Junior Britain or Junior International are:

Junior National to Junior Britain: *Detune, remove N Ports, check chassis is registered, change carburettor, add restrictor and approved tyres.*

Junior National to Junior International: *Remove N Port, check that chassis is homologated.*

TYRE REGS

Next year, from 1st March, Junior Booster and Junior Britain classes will be restricted to the use of tyres of Bridgestone manufacture:

**DRY — YBN SL 83 10 x 4.50
11 x 7.10**

Price maximum: £12.00 + v.a.t.

**WET — YBF 10 x 3.60 (Front)
£15.00 + v.a.t.**

**11 x 6.00 (Rear)
£17.00 + v.a.t.**

BRIGNOLES 24 HOUR

Any preconceived ideas I may have had about Enduro racing was to prove totally wrong, this was out and out racing, and an experience of a lifetime. It rates very highly. The competition is of the highest calibre, the wine is cheap, the weather fantastic, so if you can manage your hol's in August, give it a try, you won't be sorry.

It was a first for our team, we managed 17th, much to our surprise. A few other teams seemed to find it amusing that we only came with what we did. Admittedly one is up against the factory teams, but if you're willing and the motor is still pulling, you're not beaten yet. We owe a lot to the people who helped us, especially Hewland, as we ran an arrow for the last sixteen hours with a Champion plug and the little darling never murmured. The chassis, a Stratos, took two bad knocks, which I think would have made most frames handle very badly, but full marks to British engineering and quality, for we took the flag in, (fine fettle) — Cumbrian for 'good condition'. The field was all 100 International, but was not devoid of incidents. One poor fella who seemed to be nodding at the steering wheel, finally decided to lay his head down in mid race, and had a very rude awakening, courtesy of a row of tyres. After being directed to the pits by the marshalls, he promptly lay down and had the kip of his life, leaving his team mates to look on, not sure whether to tip him out or leave him snoring. The only bad shunt involved two karts, one of which was driven by R. Carigiet, of Kart Shop, Switzerland. I for one was relieved to see him move after about 10 minutes, stitches in the leg and rib area were required. Talking to him later, he said it was his first bad spill in 20 years of Karting. They still managed to finish 4th. The winners were Italy, three brothers using P.C.R., second Swiss Hutless using Yamis, third France, using P.C.R. The Swiss team of Kart Shop, loaned us one of their mechanics, by the name of Retor Brantschen, so if you are reading this Reto, thank you very much, you were magic.

Finally, a word about tyres, we used Bridgestones S.L. and the wear rate is fantastically good.

So if you want something to make it a holiday to remember, try Brignoles. If you come in last it's still worth the trip, see you next August — at the track.

**Ray Robson
60 Longholme Road
Carlisle
Cumbria**

1984 250 NATIONAL DRIVERS SERIES

Any driver interested in participating in the 250 National Drivers Series in 1984 should contact Derek Rodgers as soon as possible so that their names can go on the mailing list. The sooner we know the number of drivers who wish to do the Series the sooner we can work out the finances.

In 1983 every driver was assured of at least £15 if they attempted to practice, if we drop this idea we could reduce the initial registration fee of £150. Please let me know your feelings on this and any constructive ideas would be welcome.

If you wish to secure your place in the Series please send a £15 deposit, which will be returnable up to 1 February 1984. Please make cheques payable to "250 National Drivers Series".

**Derek Rodgers
2 Elm Tree Close, Stalybridge
Cheshire SK15 2HF
Telephone No: 061-303 0405 (After 6.00 pm)**

MERLIN EXHAUSTS Congratulations! MARTIN HINES WORLD CHAMPION Using Merlin Pipes

**British Champions 250 Superkart
125 National
250 National
US-Canada & Swedish National
Champions**

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: John Gibson

RAVENGLASS (06577) 244

1983 MERLIN TUNED 125 Rotax (Zip). 4 long circuit meetings old — 3 trophies — full bodywork, immaculate condition. £895. Medway 52629.

210 VILLIERS ENGINE rebuilt, plus G/boxes, barrels, heads and other spares. Reasonable offers considered or swap for 100cc engine or anything useful to school kart club. Waltham Cross 27432.

B & C Caterers. Does your club deserve decent catering facilities? Our mobile kitchen offers a clean friendly service with home cooking at sensible prices. Bookings now being taken for 1984 season. See us at Kimbolton or Phone Stevenage 314602.

MECHANIC WANTED

Experienced and competent mechanic required to join the Hermetite Zip Team next season. Must be available for all championship meetings, including overseas events. Apply in writing to:

**Carolynn Grant-Sale, c/o Zip Kart,
Pindar Road, Hoddesdon, Herts.**

100 NATIONAL LANE AEROSPACE PRO/Komet K80TT. Chassis four meetings from new, complete with CIK wets and trailer, £350 would consider exchange for 125 equipment. Tel: 051-520 2546.

AERO 210 HAYWOOD UPTON in full long circuit trim, Bridgestones, wets, motiv pipes, 36mm amal and magnum, rev counter plus virtually complete spare motor, tools, stand, suit, boots, £50. Phone Southwell 813155.

FOR SALE: YAMAHA YZ125F engines, two complete motors very quick. Nikasil barrels, L/H or R/H change. Both proven at P&R and long track. Motiv pipes and mikuni carb. £175 each or £300 the pair. Phone Wayne, Southam 7177 or Coventry 454408.

100 NATIONAL BARLOTTI with tuned B.M. and Komet motors. Many good spares. Competitive £220. Glos. 830597.

FOR SALE: 125 NATIONAL AERO/ROTAX. Brands Hatch winner. Complete in long or short circuit trim. Will split. Tel: Mike Ballantyne 0768 81223.

S.R.S. 125 ZIP GP ROTAX

Chassis and engine prepared by Stuart Ziemelis. Four meetings old, full long circuit spec.

£1,500. Including spares.

Please contact: Graham Thacker
0628 72631 9-5.30 Monday to Friday

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LANCER/ROTAX 125cc

Long/short circuit. 1982 frame with 3 race old Rotax fully tuned for short circuit. Rotax recently rebuilt. Complete with full bodywork and rev counter for long circuit. Excellent set of Bridgestone slicks and Brand new wets. Excellent condition. £975 ono. Tel: Richard on (home) Watton (Norfolk) 882202, (office) Thetford 5731 (ext 32).

BRITAIN EQUIPMENT. Mistrale MMIII rolling chassis, little use, superb. £150. Barlotti rolling chassis, vgc, rebuild. £90. Hewland Arrow, Mistrale prepared, 50.8, rebuilt. £150. Wets on rims £20. Ring George Robinson, Rogate (073080) 373 (Hants).

ZIP SHADOW ROLLING CHASSIS, wing, nose bubble, Bridgestone plus wets. Rotax 125, plates, excellent condition, never bent. £300 ono. Eastleigh 619412 (evenings).

100 INTERNATIONAL/NATIONAL with SS20. 100 National/Junior with K88. Wets, slicks, spares, helmet, suit and boots. First offer over £350. Tel: Rugeley 4103.

ZIP 100cc NATIONAL KART. Good condition, including; leather, helmet. £195. 01-791 0376.

GOFF ROLLING CHASSIS. R.H. engine mount. Best suited to 125 P&R but could take Rotax. Absolutely immaculate. Side tank, ground effect tray. Must be seen. £150. Tonypandy 439795.

125 NATIONAL YZ125 Barlotti 81B. Nose cone, bubble, side pods. £525 ono. Wanted: competitive 250 National, preferably Yamaha. Louth, Lincs. 606983.

"AGENCIES"

Wholesale and retail distribution company selling to karting and speedway competitors seeks extra lines.

Reply to "Agency", PO Box 24018, Royal Oak, Auckland 3, New Zealand.

CLUB SCENE

continued...

Rowrah

13th NOVEMBER 1983

Back again after a short absence, 50 or so drivers signed on for the penultimate round of the Cum-bria Club championships. A bitterly cold day saw the advent of thermal underwear and a distinct lack of brass monkeys in the pit area.

JUNIOR BRITAIN

1st David Coulthard	Wright/Komet
2nd Heath Browning	Gillard/Arrow
3rd J. Worden	Wright/Arrow

JUNIOR NATIONAL

1st David Price	DAP/GEP DAP
2nd Lloyd Ross	Zip/Parilla
3rd John McKnight	Zip/Arrow

100 BRITAIN

1st G. Atkinson	Sprint/Arrow
-----------------	--------------

100 NATIONAL

1st Stu Davison	TKM/TKM
2nd Willie Grieve	Dart/Parilla
3rd Andy Keenan	Gillard/Arrow
4th Ronnie Ross	Sprint/Parilla
5th G. Wolff	Gillard/Parilla

125 NATIONAL

1st Gary Docker	Zip/Rotax
2nd Ian Reading	Star/Yamaha

210 NATIONAL

1st Antony Bar	Barlotti/Villiers
2nd A. Tolson	Barlotti/Villiers

250 NATIONAL

1st Mike McDowell	Magnum/Yamaha
2nd Ian Reading	Barlotti/Honda

250 INTERNATIONAL

1st Barry Tolson	Zip/Yamaha
2nd Terry Cryer	Zip/Rotax

STOP PRESS

Don't forget our Annual Dinner Dance and Trophy Presentation. It will be held on 11th February 1984 at the Shepherds Inn, Carlisle just off the M6. The tickets cost £6.50 as in the previous two years and can be obtained from Miss Dixon or Mr Ballantyne.

Ian Blair

ALAN CHEETHAM'S British GP winning ZIP GP/Peak Revs YZ Yamaha. Complete exactly as raced. £1,850 ovno. Telephone: (0706) 849084.

LEATHERS. Worn twice, as new, red and white. To suit 5' 7". £100. Tel: 035 389558 (Cams).

FUN KARTS Honda 3.5 hp engine, automatic clutch, suits all ages £295 plus 15% plus delivery. For further details ring 0922 77687 (evenings).

100 NATIONAL SPRING K88. Recently rebored, slicks, wets, many spares. £150. Tel: Westbury 0373 823311.

FREE £250 WORTH OF SENSIBLE SPARES if you buy my Lynx Yamaha (choice of 2 TZ 250 'F' motors). Superkart for just £500. Space desperately needed. Whole outfit in immaculate condition, and regularly quickest Yamaha superkart racing. Tel: 035 389558 (Cams).

COMPETITIVE BARLOTTI 210cc VILLIERS long circuit complete outfit. 6th in 1983 G.P. Many other good results £400. Antony Bar, Aspatia, 0965 20391. Delivery by arrangement.

Mini Ads

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UNWORN NEW SPORTAC one piece leather karting suit, M.L. £65. Egham 35396.

125 ZIP GP/ROTAX, complete with Kelgate ventilated brakes, full length alloy floor tray, full set wets. Engine full rebuilt and maintained by SRS Racing, regardless of cost. 11th at the British Grand Prix 1983. Only £975. Phone Ian on Willingham 60552, evenings, or Terry on Crafts Hill 80935 anytime.

100 NATIONAL U.F.O. D port Arrow on 50.8 bore. 30mm axle, 2 sets dry one set wets, all Goodyears and on rims. Spare carb, sprockets etc. In very good order and ready to race. £325. Leeds (0532) 532448.

100 BRITAIN ZIP PARILLA SS20. Immaculate, fast and reliable. Ready to race. £300. Tel: Ian, Luton (0582) 592380.

Why buy a trailer when for £45 you can have my converted caravan. Large rear opening plus cover, sleeps 2/4 takes 2 karts. Britain rolling chassis Burgess (Dino lookalike). Sixth East England Champs 1983. Ready to go. £65. Phone Robert Gold, Hatfield 61827 business or Hatfield 72144 home.

PHOTO SPEED PHOTOGRAPHY No. 1 in Kart Racing

If you require photographic material black and white/colour on your season's kart racing for press, sponsors or just for your permanent record, have it photographed by **KART & SUPERKART** Mag. Photographer. Both long and short circuit meetings undertaken.

CONTACT: Rodger Calvert
27 Richard Road, Darton, Barnsley,
South Yorkshire S75 5NP
Tel: 0226 382002

Welcome
Manufacturers, Clubs, Organisations.

FERRARI CHASSIS WITH EX FACTORY TT27 PARILLA 48. 3 just rebuilt, Ferrari maintained, Bridgestone tyres very competitive £495. Phone 951 0942 eves.

FOR SALE: ZIP GP/TZ 'F' YAMAHA Motive tuned superkart. Immaculate condition, highly competitive, very reliable, many trophies this season. New Motiv exhausts, motoportal ignition and fuel pump. Many spares including barrel, exhausts, long circuit trim, paddock trolley, leathers and helmet. Tyres; wets, intermediates and 2 sets of slicks. Also 1 purpose built trailer. Offers around £995. Telephone Southprt 29730.

PROFESSIONAL BUILT KART fitted with 50cc Honda engine, 3 speed auto clutch. Ideal fun kart or schools class, as new, £185. Phone Hinckley 634501.

ZIP KOMET NATIONAL outfit, rebuilt engine and chassis resprayed. Immaculate. £260 ono. Tamworth (Staffs) 288771.

SPORTAC Racewear

THE CHOICE OF CHAMPIONS

Buckingham Road, Gillingham, Dorset.

Tel: 074-76 3910

ZIP GP BARE CHASSIS £65, Star bare chassis £25. Wanted 42mm Carb. 061-633 2054.

HUNDRED NATIONAL SPECTRE/SIRIO reconditioned engine, new carb, ex Keith Sommerill. Welsh Championship class winner. New Good-years and wets. Many spares. £425. Tel: 0443 407446.

NATIONAL LANE AEROSPACE/CSK Arrow D port. Many spares. Britain Lane Aerospace/CSK Arrow. Just rebuilt ready to run in. Spare arrow 1 meeting from rebuild complete. Double kart trailer, leathers, sprockets, wheels, stand, chassis, tools etc. £625 ono. York 794915.

100 NATIONAL ZIP PARILLA very fast outfit £275. Also Wright Yamaha S.W.R.D. tuned, very fast, little used £525. Both karts are immaculate and ready to race. S. Wales (0874) 730289 (Jonathan).

FOR SALE: Latest G spec T.V.M. tuned Yamaha 125 engine. Complete with power jet carb, Boysen reeds, and Motiv pipe. £200. Phone Barnolowski (0282) 813349.

ZIP YZ 125 TVM TUNED PR kart. Brand new liner piston, slicks, wets, some spares. Kenilworth 58331. Steve £300.

MERLIN DEVELOPMENTS All Rotax Spares

Merlin Exhausts Crank Rebuilding Service

Dykes Piston Rings **£2.50 each**
Asso thin Rings **£3.50 each**
two for **£6.00**

1 only 250 National outfit. Barlotti/Bultaco, as new **£450**

**R/O The Inn on the Square,
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01-560 0694**

BARLOTTI 78 good novice kart, fully tuned K88 motor, just run-in. Lots of spares. £175 ono. Ring 060-885 223.

125 NATIONAL ZIP GP Merlin Rotax, Molloy exhaust, rev counter, Bridgestones, Stand, K-cover. Finished all red, ventilated discs, full long circuit trim, many spares. 4 meetings only, immaculate condition. £995. Phone Brentwood 228827.

250 NATIONAL G.P. INTERNATIONAL ZIP GP '83 rolling chassis, full bodywork fully aero-quipped, painted in Hermetite colours. Immaculate condition, 6 meetings only £500. Tel: 0226 386742.

FOR SALE: ZIP PVC suit med/large £15. Stadium Phoenix helmet BS2495 in box, new, size 3, £35. Tel: Lavington 8369.

100 NATIONAL PREMIER '82 with Parilla TT27. Fully tuned £345. In good condition. Spares from wets to sprockets. Sisley tuned TKM 589 Britain engine, £200 ono. Retiring. Newark 74718.

FIBRE FLARE For high quality Fibreglass KART PANELS Direct from the Manufacturer

Contact
**SYCAMORE MOULDINGS
LTD.**

Sycamore Industrial Estate,
Sycamore Road, Handsworth,
Birmingham B21 0QW
or call 021-523 0732

It is with great sadness that we report the death of Alan John Panton who was tragically killed in a road accident in Australia.

Alan, known as John, was 21 and lived at Clivelihoods Farm, Churchinford, Devon. In August he left for Australia to join his brother for a six-month tour. On October 6 they were passengers in the back of a vehicle which overturned, throwing both of them out.

His brother has since been released from hospital.

John had been a member of Dunkeswell Kart Club. In 1980 he raced 100 Britain. In 1982 he changed to 250 National when he also raced in a few long circuit meetings. John was a good club member and will be greatly missed.

Our deepest sympathy goes to his parents and his brother.

Dear Sir,

I would like to thank Simon Wright and Laurie Moynihan for getting me 2nd place in the RAC British Championship.

I would also like to thank my mum and dad for all their help. Special thank you to Simon Wright for a super season.

Thank you
Shaun Nicholson
Southery
Downham Mkt
Norfolk

Dear Ed,

Through the pages of your magazine I would like you to publish this letter as a thank you to everybody concerned with karting. *Thanking you in anticipation.*

During my period of illness this year and the following convalescence I found how friendly and genuine karting families are. The help given to Samy whilst I was incapacitated I will never be able to repay, but hopefully I won't have to.

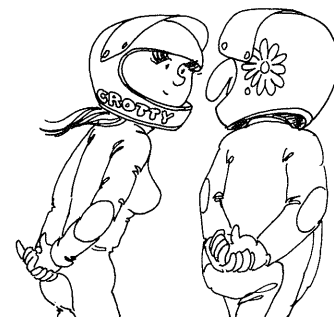
Very special thanks must go to Roger and Charlie Goff for their loyal friendship, Ed and Mal Duckett the same. Jake and Nick for putting up with Samy's "I know what I'm doing" tantrums and Dave Boyce for getting us to take our fingers out of our ears. (I THINK THAT'S WHAT HE SAID) in Germany.

There are lots of other individuals; Jan Brogan, Mr and Mrs (Famous Grouse) McNish etc. etc. etc., all of you mean so much to our sport and the friendship it generates, which I honestly didn't think existed until this season, means so much to our little team. To all of you in karting, be it as a world champion, parent, dealer, competitor, politician or an over worked driver's mum I thank you all most sincerely for making it such a nice way to spend Sundays.

Regards
John Hunt
8 Washington Avenue
Hemel Hempstead
Herts

FRIGGIT

WHAT ARE YOU DOING OVER CHRISTMAS
TOTTY ? - HOW ABOUT COMING OVER
TO MY PLACE ON BOXING DAY....



... WE COULD HAVE DINNER - JUST THE
TWO OF US, CANDLES, WINE, AND AFTER-
WARDS I COULD TAKE YOU UP TO MY
BEDROOM AND...



... SHOW YOU MY COLLECTION OF BENT
STEERING WHEELS.



BY BARRY FOLEY

Yours faithfully,
John Kitson
65 Flamstead Crescent
Kings Tamerton
Plymouth

Dear Sir,

Over the last two seasons, as we all know, there has been a distinct dearth of new blood coming in to our junior classes. In an attempt to remedy the situation the RAC has come up with the suggested '10 Years Old Class'.

This letter is not to discuss the wisdom of such a move, rather to suggest that, if Junior Kart Racing needs new blood, the RAC dig into its coffers and advertise the fact through the media. How about something like this:

'10 years old? You could be on the track for less than the cost of VTR!'

or

Kart racing — the MODERN sport for today's kids'

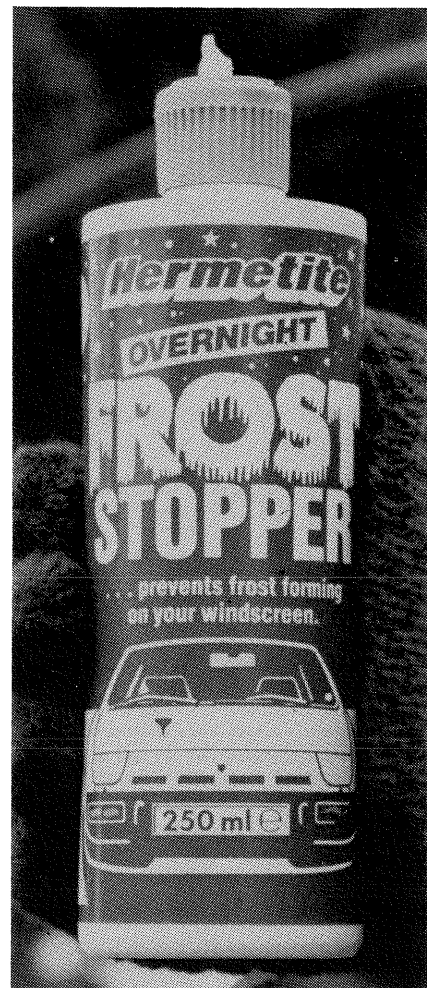
Unless the RAC (or somebody) is prepared to do something like this, the only ones who will know about junior karting will still be us. Talk about preaching to the already converted — big deal!

Dear Ed,

May I through your column please say thank you to S.P.E.K. Racing for there engine preperation work and development throughout 1983. Also thank the Eastbourne 100 International Series organisers and my sponsors Spanjaard Lubricants, who have all made 1983 a successful season.

Barry Benham

TRADE NEWS



FROST STOPPER

Hermetite Products Limited have invented Frost Stopper, a unique winter car care product which, though only launched in mid October has already created widespread interest among customers.

Frost Stopper is a chemical formulation which prevents frost from forming on a windscreen overnight.

The non toxic liquid does not damage rubber, paintwork or brightwork and is easily applied by spraying onto the windscreen from its squeezey jet action bottle, then spread evenly with a cloth or tissue to form a film over the windscreen.

It saves time wasted on cold mornings cleaning frost from the windscreen, it is very convenient and easy to use and, of course, it promotes safer driving.

Frost Stopper will be available from High Street accessory shops, for a cost of under £1.00.



PJ1 CHAIN LUBE

Now being reintroduced to Kart Dealers. This amazing Chain Lube, the choice of the Zip Team for three years is probably the most suited lubricant for Kart chains. Its deep penetrating action takes it inside the pin and bush where heat build up and wear occurs. Once inside, it solidifies to a tough shock absorbing compound in an action which is unique. The outside of the chain then remains lubricated with a no fly off protectant which reduces friction.

PJ1 CHAIN LUBE is now available to all Karting Dealers.

VILLIERS STALWARTS

For those competitors who cannot kick the Villiers habit. Bob Clowes of MOTIV has announced a new step in performance and reliability. A new exhaust to replace the old faithful (retired undefeated model) together with a special ignition control box now provide more torque, smoother power and more top end. The motor runs much cooler, starts better and does not require the hand choking on long straights that most of the current quick ones seem to demand. If you are not changing class give this some thought.

A similar exhaust, ignition set up is available for TZ Yamahas. They will compete on equal terms with 256 Rotax.

MOTIV 125 P & R

The 1983 MOTIV 125 P & R Championship drew to a close on November 6th at Lindholme near Doncaster. The first two places in the championship were already a forgone conclusion with Colin Kay and Richard Davies well clear of three or four drivers who could take third place. Colin took his second fine win to further consolidate his overall first position.

The eighth round of the series saw six different drivers win finals, proving how ultra competitive P & R is.

- Round 1 Ian Bickerton
- Round 2 Ian Bickerton
- Round 3 Steve Cowell
- Round 4 Colin Kay
- Round 5 Chris Tomkinson
- Round 6 Richard Davies
- Round 7 Chris Stoney
- Round 8 Colin Kay

Overall MOTIV Championship Positions. Best 6 Results from 8.

- | | | |
|-----|----------------|---------------|
| 1st | Colin Kay | Trophy & £250 |
| 2nd | Richard Davies | Trophy & £150 |
| 3rd | Ian Waller | Trophy & £100 |
| 4th | Ian Buckerton | Trophy & £75 |
| 5th | Barry Fautnam | Trophy & £50 |
| 6th | Steve Cowell | Trophy & £25 |

The Championship will be run again in 1984 and if only half the current interest materialises then the entries and therefore the prize fund will be much greater. It is intended to have an open championship next year so that competitors who do not wish to travel can compete at their local circuits when the championship pays a visit. Tyres will come in line with other National classes.

I am currently investigating the possibility of changing the colour of the number plates so that 125 P & R can be run as a separate class, then maybe we can have our own No.1 plates and our own British Championship — worth a try!

With an increasingly large number of drivers going P & R it should be possible to organise several non-championship meetings both North, Midlands and South with separate grids and prizes. All in all the prospects look good.

Maybe we can go water-cooled for '85, I'd like your opinion.

Bob Clowes



"I SWEAR BY ALMIGHTY GOD THAT THE EVIDENCE I SHALL GIVE WILL NOT BE DISTORTED TO THE POINT OF UNBELIEVABILITY, NOR SHALL I LET MY SENSE OF FAIRPLAY AND JUSTICE INTERFERE WITH THE FUN OF THESE PROCEEDINGS."

CLUB SCENE

1983 CLUB CHAMPIONSHIP FINAL POSITIONS

JUNIOR BRITAIN

- 1st Heath Browning
- 2nd Michael Aspey
- 3rd David Price

JUNIOR NATIONAL

- 1st Andrew Easton
- 2nd Andrew Stanton
- 3rd Gary Armstrong

100 BRITAIN

- 1st Stu Pringle
- 2nd Keith Blackburn
- 3rd Rupert Poole

100 NATIONAL

- 1st Nigel Davison
- 2nd Ian Williams
- 3rd Willie Grieve

100 INTERNATIONAL

- 1st William Turner
- 2nd Dave Muse
- 3rd Chris Williamson

125 NATIONAL

- 1st Gordon Wilson
- 2nd Gordon Brown
- 3rd George Milburn

210 NATIONAL

- 1st Andy Martin
- 2nd Des Davison
- 3rd Kevin Thompson

250 INTERNATIONAL

- 1st Robert Johnstone
- 2nd Duncan Learoyd

The Championship Awards will be made at our Annual Dinner Dance on January 6th.

Shenington

16th OCTOBER 1983

We have had very large entries at Shenington throughout this season. It is particularly encouraging to see so many new drivers some of whom show considerable promise. The introduction of attendance points in the Club Championship has dragged out some would be stay-at-homes. Some of the classes are so close that the Championship will be decided in the November meeting.

Junior Britain

Good driving in the heats gave wins to Guy Wood and David Jackson. After several rolling laps the final was led away by Adrian Coles in "Sunblest" livery. In very close formation behind were Guy Wood, Simon Richardson and David Jackson. As they streaked past the lap scorers they were faced with a stationary kart. 2nd to fourth were abreast and Guy Wood was sandwiched. The race was stopped and the final was re-started. Guy Wood borrowed a kart as his was irreparable and was later disqualified for having two chassis. However Guy completed the race finishing fifth, Adrian Coles once again made an excellent start. Poor Martin O'Connell, had a gremlin in his engine and it would not start. David Jackson took up second place pursued by Simon Richardson (probably his last outing as a Junior at Shenington) Guy Wood, Adam Varley, Denzil Titherley, John Cattell, Andrew Smith and James Rhodes. On lap three David Jackson passed Adrian Coles into the top hairpin. There were tussles throughout the field. James Rhodes drove through to 4th. Young Daniel Horgan in his first race finished well ahead of the other novice drivers in tenth place and collected the Junior Novice award.

Junior National

The Nationals ran on their own for the 1st time this season. The heats were won by Julian Westwood and Andy Routledge. Routledge briefly led the final and was then overtaken by Westwood who went on to an easy win.

Senior Britain

Our lady driver Victoria Phillip-Bates was dominant taking both heats and leading the final from the flag. The race order was static through any error could have created a change. Mark Bailey was second with Richard Wormell third, Jim Limont fourth, Eric Butler fifth, Duncan Kier in sixth and Steve Chapman seventh. My attention was drawn to Paul Branfield displaying black number plates. Paul was having a tremendous race with Martin Sears, passing and re-passing. At the chequered flag it was Martin in the lead, just ahead of Paul. Close behind was Keith Tinworth, David Boucher and D. Wenham all who had been put to the test for eight very tight laps. "Victory for Victoria" with one meeting to go to clinch the Club Championship....

100 National

Heat wins to Robin Chuter, Jeremy Cotterill and Peter Christo. The 'B' finalists repeached to the 'A' Final were Bob Moss, Paul Thwaites, Michael Woodley and Steve Jones. The first three rows of the 'A' Final were formidable with Cotterill, Christo, Chuter, Pallister, Lewis and Beasley. The starter let them go and it was Christo who chopped across Cotterill to take the lead. Pallister was in third ahead of Beasley and Chuter. Into the top hairpin for the first time and Chuter took a disastrous inside line which took himself out. Christo and Cotterill were glued together. On the fifth lap as Jeremy Cotterill entered the chicane his kart rolled to a halt leaving Christo a clear field and safe drive to win. Beasley a comfortable second, never in any real trouble, third to Andy Pallister just ahead of Ray Lewis and Nigel Keats. Back in sixth, Guerino Cooke headed a trio with Day and Cartwright. Tough luck for Jeremy robbed us of a photo finish, but gave Peter Christo an easy win.

125 National

Exciting heats produced a front row line up for the final of Keith Bisp, with a heat win, Dennis Osborne the other heat winner, Russell Powell with two seconds and Graham Stevens with a 3rd and a 6th. From the start of the final the race leader was Dennis Osborne. His lead was short lived when Keith Bisp nursing a broken collar bone took over. Nose to tail through the chicane sped Alan Dell, Russell Powell, Graham Stevens and Chris Robinson. Alan Dell fell back after an upset into the pit's bend dropping him to sixth. Richard Bridgeman pushed his way forward from grid twelve finally gaining 5th place. The running order was stable after lap 5, Keith Bisp just ahead of Russell Powell, Dennis Osborne and Graham Stevens.

210 National

The credits in the heats went Mark Allen and Colin Poole. Ian Hunter finished a good second in heat two. The starter waved them away in the final and Colin Poole took the reigns, with Ian Hunter on his tail. Half a lap completed and Mark Allen was in 2nd place, challenging the leader. Mark Allen pressured Colin Poole on every bend, he made a bid to outrun Colin down the back straight in lap 5 but was forced to back off. On the 6th lap Mark rode over Colin's back bumper in the chicane which appeared to upset the steering of Mark's kart. Colin Poole went on to take the chequered flag, ahead of Mark Allen, Ian Hunter, Mike Blake, Paul Woodward and the battling duo of Mark Lockley and Steve Hurst.

250 National and International

The 250's ran together during the day. The 250 National heats were won by John Ottrey with Pat Tomkinson in 2nd place. In the final John made a decisive start, ahead of Pat Tomkinson, Andrew Knott, Chris Tomkinson and Andrew Joss. After the first lap shake down when Chris Tomkinson passed Andrew Knott there was no further passing but the racing was very close and exciting. At the chequered flag John Ottrey had had it all his own way and was the length of the main straight in front of second place man Pat Tomkinson. Although the 250 Internationals were low in number they enjoyed some close racing with the 250 Nationals. At times it was difficult to sort out, who was who. A very promising drive by novice kart driver Chris Dewing, winning both heats and the final and lying fourth in the overall race with a delayed start. M. Banks another novice also went very well finishing 2nd in the heats and final. Stuart May spun in cafe corner on the last lap when he was lying 3rd. Peter Hammond brought up the rear and completed what was for him a day of dissappointments.

For your diaries — 1984. Shenington's fixtures will appear in the appendix in the back of the RAC Blue Book. There is no change from the usual format in that the meetings will be on the 3rd Sunday of every month commencing in February. The next event to look forward to is the Shenington Dinner Dance which is guaranteed to be an evening to enjoy. The date for the Dinner Dance will appear in the next issue of this magazine.

Maggie Filkin

JUNIOR BRITAIN

- | | | |
|-----|------------------|-----------|
| 1st | David Jackson | BM/Arrow |
| 2nd | Adrian Coles | Jeta/DAP |
| 3rd | Simon Richardson | Zip/Arrow |
| 4th | James Rhodes | Zip/Arrow |

JUNIOR NATIONAL

- | | | |
|-----|-----------------|---------------|
| 1st | Julian Westwood | Gillard/Arrow |
| 2nd | Andy Routledge | Zip/PCR |

JUNIOR NOVICE AWARD

- | | | |
|--|---------------|-------------|
| | Daniel Horgan | Reema/Arrow |
|--|---------------|-------------|

SENIOR BRITAIN

- | | | |
|-----|-----------------------|-------------|
| 1st | Victoria Philip-Bates | Reema/Arrow |
| 2nd | Mark Bailey | Reema/Arrow |
| 3rd | Richard Wormell | Zip/Arrow |
| 4th | Jim Limont | Dino/Arrow |
| 5th | Eric Butler | KEG/Arrow |
| 6th | Duncan Kier | KEG/Arrow |

100 NATIONAL

- | | | |
|-----|-----------------|----------------|
| 1st | Peter Christo | Zip/Arrow |
| 2nd | Darrel Beasley | Dart/Arrow |
| 3rd | Andy Pallister | Jeta/DAP |
| 4th | Ray Lewis | Zip/Parilla |
| 5th | Nigel Keats | Zip/Yamaha |
| 6th | Dennis Hillback | Zip/TKM |
| 7th | Guerino Cooke | Sprint/Parilla |

125 NATIONAL

- | | | |
|-----|----------------|-----------------|
| 1st | Keith Bisp | Barlottie/Rotax |
| 2nd | Russell Powell | Zip/Rotax |
| 3rd | Dennis Osborne | Dino/Rotax |
| 4th | Graham Stevens | Aero/Rotax |

210 NATIONAL

- | | | |
|-----|---------------|---------------|
| 1st | Colin Poole | Zip/Villiers |
| 2nd | Mark Allen | Dale/Villiers |
| 3rd | Ian Hunter | Zip/Villiers |
| 4th | Michael Blake | Dino/Villiers |
| 5th | Paul Woodward | Dino/Villiers |

250 NATIONAL

- | | | |
|-----|---------------|------------|
| 1st | John Ottrey | Zip/Yamaha |
| 2nd | Pat Tomkinson | Dino/KTM |

250 INTERNATIONAL

- | | | |
|-----|--------------|------------|
| 1st | Chris Dewing | Zip/Yamaha |
|-----|--------------|------------|

CLUB SCENE

3 Sisters

16th OCTOBER 1983

A cold, wet and windy day did not deter a good attendance at the Len Fletcher Memorial meeting on the 16th October at Three Sisters. There was some fast, close racing and the number of spectators rose steadily as a fair sprinkling of drivers spun off, due to the greasy track surface and intermittent bad weather. Nevertheless enough competitors were left to provide a good day's entertainment. Full marks must go to all officials and helpers, who despite a long hold up due to a non-racer requiring ambulance attention, kept the meeting to a well organised schedule.

It was good to see Keith Maxwell (100 National) over here from South Africa and also Steve Pauls racing in the same class, from RAF Valley, home of the famous Red Arrows.

In the thoughts of many drivers and certainly those from Manchester & Buxton club was the fact that this meeting was a memorial meeting.

Len Fletcher was for many years, the chairman of Buxton Kart Club and the original owner of Peak Revs kart shop, then in Edgeley, Stockport. Len was also one of the leading lights in the formation of the Three Sisters circuit in his long service on the North West Karting Association committee.

Unfortunately, Len died before the circuit was opened. Several of his former colleagues banded together to donate the two magnificent trophies bearing his name. By tradition, one trophy is awarded to an accredited member of Manchester & Buxton Kart Club and the other to a non-member. The trophies were kindly presented by Len's widow, Jessie.

Worth a mention are drivers John Wilcox and Andrew Soar from Juniors, who were involved in their own private battle in the final, Andrew Soar eventually coming unstuck. Stephen Murphy and Robert Wilson led from start to finish.

Some close racing was witness in the 100 International final between drivers Graham Kershaw, Martin Prior and Mark Woolford — the latter fighting his way up from the back. The closest racing continued to be between the leaders, the first three drivers completing the last three bends side by side.

Mark Nuttal, A. Fairless and John Coupe competed well for the 100 National trophy, Mark Nuttall sadly coming off in the second to last lap. After some intensive driving, Robert Crossley and Duncan Bullock came through, although they could not shorten A. Fairless' lead. After a lot of swapping and changing Peter Middleton followed Glyn Ellis across the line for Senior Britain.

The 125 National final saw a tremendous race. Ian Waller, Gary Ashurst and Pete Morgan fought continuously for positions. After losing a large lead, Gary Ashurst hung on as Pete Morgan slowed dramatically on the last corner, allowing Ian Waller through to take second place.

With the leaders fairly spaced out, most of the close racing took part in the middle of the field in the 210 final; Mike Edwards and John Mark being amongst the drivers. Neil Bolton lost his lead to Paul Robinson half way through the race with G. Calderbank beating John Haigh to third position.

A fairly steady race took place in the 250 International/National final, however the National drivers held their own against the Internationals. Novices, Kevin Routh and Neil MacDougall did particularly well. B. Reeder for Internationals pulled out a massive lead, increasing with each lap. T. Cryer stuck to his second place, even

though heavy rain for the last four laps made conditions treacherous.

Carole Sweetapple

JUNIOR BRITAIN

1st	Robert Wilson	Boxer/Fred TKM
2nd	I. McNish	—
3rd	Dale Spruce	—

100 NATIONAL

1st	A. Fairless	Ferrari/Parilla
2nd	Robert Crossley	Gillard/DAP
3rd	Duncan Bullock	Dart/Arrow
4th	John Longmore	Lane/Sirio
5th	F. Crawshaw	Phoenix/Yamaha

SENIOR BRITAIN

1st	G. Ellis	—
2nd	Peter Middleton	Zip/DAP T808

250 NATIONAL

1st	Kevin Routh	Zip/Rip Yamaha
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250 INTERNATIONAL

1st	B. Reeder	Dino/Rotax
2nd	T. Cryer	Zip/Rotax

100 INTERNATIONAL

1st	Martin Prior	Zip/Prior Hewland
2nd	Graham Kershaw	Permier/WRE Parilla
3rd	Mark Woolford	Dino/DAP

125 NATIONAL

1st	Gary Ashurst	—
2nd	Ian Waller	Sprint/Honda
3rd	Pete Morgan	Zip/Rotax
4th	I. Eastwood	Barlotti/Chat Rotax
5th	P. Middlehurst	Phoenix/Rotax

JUNIOR NATIONAL

1st	Stephen Murphy	Dart/Arrow
2nd	Wayne Smith	BM Redbird/Yamaha

210 NATIONAL

1st	Paul Robinson	Zip/Villiers
2nd	Neil Bolton	Zip GP/Villiers
3rd	G. Calderbank	Zip/Upton

BEST NOVICE AWARDS

Neil McDougal (250 National)
D. Rowland (100 National)

LEN FLETCHER MEMORIAL TROPHY

Buxton member — Neil Bolton (210 National)
Non-member — Robert Wilson (Junior Britain)

Novice trophies were kindly awarded by L.D. Racing.

Felton

SUNDAY 6th NOVEMBER 1983

The final meeting of the 1983 season took place at Felton on Sunday 6th November. With 56 drivers competing, some championships to be decided, and happily a bright sunny day. The good sized crowd of spectators had an exciting day's racing to watch.

Junior Britain

The first and third heats went to Heath Browning, with the second going to Michael Aspey. The final saw Michael get the better of Heath again.

Junior National

Heat one saw Phillip Chappell take the flag, but the next two and the final belonged to Andrew Easton with Andrew Stanton second.

100 National

Ian Williams won the first heat with the next two going the way of Nigel Davison. In the final Nigel who needed to finish at least second to guarantee him the Championship, Did more than enough by winning followed by George Price, George Turner and Andy Keenan.

100 International

Jason Plato took the first two heats with William Turner taking the third. Jason led the final from start to finish followed by Dave Muse, John Magnus and Shaun Bowman.

125 National

One heat went to Gordon Wilson and two to Gordon Brown. The final was won by Gordon Wilson from George Milburn.

210 National

Heat one was won by last years champion Des Davison with heats two and three going to this years champion Andy Martin. Andy led the final from lap one with Des following close behind. Kevin Thompson looked set for third until he slowed on the last lap and was caught by Paul Clapham who has finally won a trophy for his seasons endeavours.

250 International

Number 177 Barry Tolson won the first two heats with Robert Johnstone taking the third and the final with Barry second.

Special thanks to Northern Financial Consultants for sponsoring the 100 National Class at this meeting.

Keith Trainer

RESULTS OF NOVEMBER MEETING

JUNIOR BRITAIN

1st	Michael Aspey
2nd	Heath Browning

JUNIOR NATIONAL

1st	Andrew Easton
2nd	Andrew Stanton

100 NATIONAL

1st	Nigel Davison	£15.00
2nd	George Price	£10.00
3rd	George Turner	£5.00
4th	Andy Keenan	

100 INTERNATIONAL

1st	Jason Plato
2nd	Dave Muse
3rd	John Magnus
4th	Shaun Bowman
5th	Bob McAdam

125 NATIONAL

1st	Gordon Wilson
2nd	George Milburn

210 NATIONAL

1st	Andy Martin
2nd	Des Davison
3rd	Paul Clapham
4th	Kevin Thompson

250 INTERNATIONAL

1st	Rob Johnstone
2nd	Barry Tolson

SHORT CIRCUIT GEARBOX CHAMPIONSHIPS

125 NATIONAL

1st	K. Luby
2nd	C. Stoney
3rd	M. Webster

250 NATIONAL

1st	A. Hope
2nd	A. Boswell
3rd	A. Davies

210 NATIONAL

1st	B. Finn
2nd	J. Burns
3rd	M. Allen

250 INTERNATIONAL

1st	C. Olden
2nd	P. Briston
3rd	M. Hey

JUNIOR NATIONAL

1st	P. Hunnisett
2nd	J. Cotterell
3rd	J. Kavanagh

JUNIOR BRITAIN

1st	A. McNish
2nd	S. Nicholson
3rd	J. Beasley

JUNIOR INTERNATIONAL

1st	J. Cotterill
2nd	J. Plato
3rd	J. Kavanagh

100 NATIONAL

1st	G. Prior
2nd	T. Lilley
3rd	P. Rochford

100 BRITAIN

1st	P. Walsh
2nd	A. Clark
3rd	C. Booth

100 INTERNATIONAL

1st	A. Buchan
2nd	B. Harris
3rd	S. Wright

Lennart Bohlin rang the other week enquiring why his name and points awarded him at Le Mans failed to appear in the Championship Table. No reason really, the Editor, in his haste to push the issue out on time, clean forgot!
Sorry, Lennart, How's This?

WORLD CHAMPIONSHIP

1st	Martin Hines	25
2nd	Torgjer Kleppe	25
3rd	Brian Heerey	22
4th	Steve Styryn	18
5th	Lennart Bohlin	15
6th	Perry Grondstra	15
7th	Poul Petersen	14
8th	Chris Lambden	12
9th	Wouter Stolk	9
10th	Giles Butterfield	9
11th	Rob Kerkhoven	9
12th	Roger Goff	8
13th	Reg Gange	8
14th	Carolynn Grant-Sale	7

DMA Racing

210 CHALLENGE (1983)

Positions after 12 Rounds as follows:

1	Ian Hunter	114	(8)	26	Ian Bowman	17	(3)
2	Mark Lockley	93	(7)	27	Keith Trainer	16	(1)
3	Tom Thacker (Jnr)	81	(8)	28	Derek Randell	16	(1)
4	Paul Robinson	74	(7)	29	Jeff Darlow	16	(1)
5	Colin Poole	70	(4)	30	Graham Spavins	16	(1)
6	Mark Allen	58	(3)	31	Bill Mee	14	(1)
7	Dennis Osborne	55	(5)	32	Ken Spooner	14	(1)
8	Mike Blake	44	(3)	33	David Bailey	14	(1)
9	Dud Martin	44	(3)	34	Paul Hunt	12	(1)
10	John Haigh	40	(2)	35	Andrew Worton	12	(2)
11	Graham Poultney	35	(4)	36	Paul Cook	12	(1)
12	Mike Edwards	32	(2)	37	Ashley Winter	12	(1)
13	Andy Martin	32	(2)	38	Mike Hewlett	12	(1)
14	Steve Jones	30	(2)	39	Tim Price	10	(1)
15	Steve Hurst	24	(3)	40	P. Lumney	10	(1)
16	John Mark	23	(3)	41	Ray Walton	10	(1)
17	Bob Rawden	22	(3)	42	Frank Duffy	10	(1)
18	Maggie Dell	22	(3)	43	John Browing	9	(3)
19	George Wrigh	20	(1)	44	Harry Maddison	9	(1)
20	Andy Goodliffe	20	(1)	45	Chris Beards	9	(1)
21	Kevin Routh	20	(1)	46	Alan Poole	8	(2)
22	Paul Woodward	19	(2)	47	Simon	8	(1)
23	Martin James	18	(1)	48	Brian Linley	8	(1)
24	Kevin Johnson	18	(1)	49	Tom Sweeney	8	(1)
25	Clive Bisp	18	(1)	50	Adrian Chapman	8	(1)

Plus a further 24 other drivers have scored points!

Best 9 result to count

() indicates results counting.

REMAINING ROUNDS:

Oct 30th Rissington

Nov 13th Chasewater

Nov 20th Shennington

CHALLENGE CO-ORDINATOR Dennis Osborne. Telephone: Bromsgroave 76391

41a Oxford Street, Church Gresley, Burton on Trent, Staffs.
Burton on Trent 214489

RAC LONG CIRCUIT CHAMPIONSHIP POINTS

250 INTERNATIONAL

1st	M. Hines	42	Points
2nd	R. Kerkhoven	26	
3rd	R. Gange	24	
= 4th	R. Goff	9	
= 4th	B. Heerey	9	
= 6th	S. Dalgarno	6	
= 6th	R. Arnold	6	

250 NATIONALS

1st	D. Rodgers	42	Points
2nd	A. Cheetham	31	
3rd	R. Boston	19	
4th	B. Tomlinson	9	
5th	P. Taylor	8	
6th	D. Barnes	5	

210 NATIONAL

1st	J. Newton	45	Points
2nd	G. Bett	29	
3rd	T. Doble	25	
4th	J. Brennan	10	
5th	G. Parker	9	
6th	J. Burns	6	

125 NATIONAL

1st	K. Luby	31	Points
2nd	I. Shaw	30	
3rd	S. Ziemelis	16	
4th	M. Ballantyne	13	
= 5th	A. Cowgill	10	
= 5th	D. Hart	10	

SUPER ONE SERIES

JUNIOR BRITAIN

1st	J. Beasley	843	Points
2nd	D. Cuff	837	
3rd	A. McNish	822	
4th	A. Guye-Johnson	795	
5th	J. Elliott	772	
6th	F. Stewart	749	
7th	D. Price	733	
8th	R. Wilson	724	
9th	D. Connelly	720	
10th	M. Kemp	705	

JUNIOR INTERNATIONAL

1st	P. Hunnisett	872	Points
2nd	J. Plato	867	
3rd	G. Jordan	780	
4th	J. Cotterill	767	
5th	J. Kavanagh	708	
6th	S. Murphy	683	
7th	R. Dewhursts	652	
8th	S. Hunt	592	
9th	S. Brogan	585	
10th	S. Collins	568	

Photo Caption Competition

This month features an unusual shot coming out of the chicane and should certainly provoke some useful suggestions as to what the two guy's on the right are discussing. Perhaps something like:

"I make him 20 seconds a lap down on timed-practice"

Send your entries to:

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

Most original suggestion wins as supply of chain lube and 2-stroke oil, kindly donated by Silkolene Lubricants.



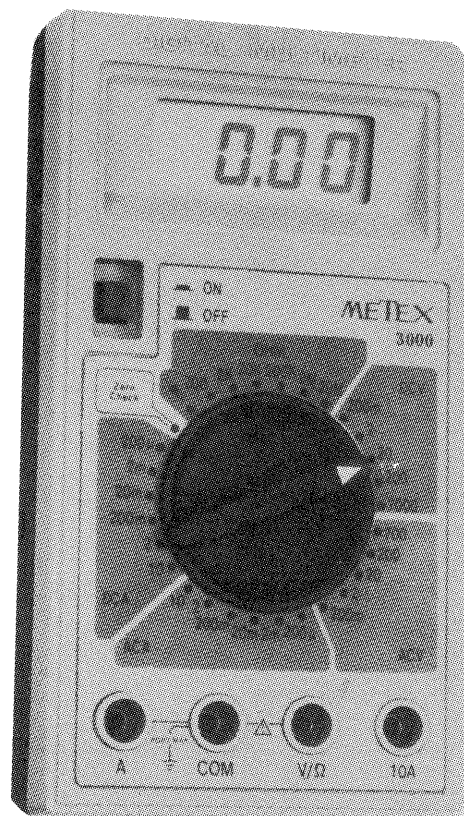
PHOTO CAPTION COMPETITION

The winner of last month's photo caption competition is: Iain Blair of Carlisle, Cumbria with:

Top Photo: "No son, if you want to be a Champion, you stand like this".

Bottom Photo: "So that's where reverse is!".

Iain wins this superb multimeter which was kindly donated by **ALPHA ELECTRONICS** who are sponsoring Tim Parrott Racing for next season and have greatly helped him during this past year.



I DON'T BELIEVE IT! - I WENT IN THE SCROTINEERING BAY TO GIVE THEM THEIR PRESENTS AND THEY TURNED ME DOWN!

Ellough

On Sunday 16th October, the Beccles Kart Club held the last race meeting of the 1983 season at Ellough. This was to have been a "Team Race" event but the idea failed to materialise, so we ran the normal three heats and a final. To add a bit more interest we had two silver plated trays up for grabs, and they went to the best "pair" scoring the most points on the day between them in all three heats and the final. The weather was fine although near gale force winds whipped across the circuit all day.

Juniors

Steven Webb dominated the Juniors, winning all three heats and the final although the racing was close and exciting. Marion Rump took a second, third and fourth in the heats but could only manage fourth in the final. Gavin Kilborne also had a good day with two second places and a fourth in the heats but had to give best to Scott Law on lap eight of the final who finished second with Gavin third and Marion fourth. Several people were heard to say that they thought it was the best Junior racing seen at Ellough this year and I would agree as no one got lapped all day.

100 National

Derek Calver won the first heat leading from start to finish, next in was a novice Michael Finney who got the better of local driver Gordon Chenery, not many qualified drivers could say that, let alone novices, in fourth place was another novice Mike Thrower with David Adams fifth. Bob Kett won the second heat with Gordon getting past Derek Calver on lap eight to take second with Derek third and Michael Finney in fourth place. Bob Kett also won heat three with Derek a close second after Gordon retired on lap five, there then followed a battle for third place which went to Andrew Thrower who finished in front of brother Mike with Michael Finney fifth. Bob Kett led the final for eight laps but when there looked as though there would be a battle for the lead between him, Gordon and Derek his engine expired at the fastest part of the circuit and he spun off in spectacular style leaving Gordon to go on to take the win, with Derek holding on to second place with what turned out to be a broken chassis. Simon Overett finished in third place after battling with Michael Finney who finished fourth and Mike Thrower fifth these last two taking home a trophy each for the two best novices of the day.

125 National

Darren Marion scorched off the line when the flag dropped to lead the first heat for a couple of laps, but Ian Beaumont got past on lap three and went on to win by a small margin with Darren second and John Davies third after spinning out at the hairpin. Ian won the second heat by a long way with John Davies in second place after Darren seized his motor on lap nine, Roger Barrington finished in third place with novice Tony Fisher fourth. Ian Beaumont was out in front again in heat three and led by ten yards and John Davies could not close that gap, Roger Barrington retired with a broken piston ring, so Tony Fisher finished third. When the flag dropped for the final it was John Davies and Ian Beaumont off into the hairpin together. Ian came out with John hard on his bumper, but as they completed the first lap Ian had gained a yard, next time round it was two yards and so it went on for the full fifteen laps with Ian taking his fourth win of the day, John second and Tony Fisher third after Roger Barrington retired with yet another piston ring broken.

210 National

Jon Minns led the first heat for a couple of laps until Tim Ayres found a way past him and went on to win, Jon then dropped out with engine problems and Steve Potter took over second place which he held for the rest of the race with Paul Howard finishing third. Tim Ayres led the second heat from start to finish, this time Jon Minns got his act together and was close behind all the way to take second place with Paul Howard again third, Steve Potter could only manage fourth place this time with Stewart Grieves fifth. Jon Sapey and Steve Potter had a good dice for the lead in the third heat but on lap nine Steve retired and Jon went on to take the win with Stewart Grieves second and Paul Howard third. Steve Potter really got to grips with his machine in the final and went out into an early lead with Jon Sapey and Jon Minns dicing a few yards behind for second place, these three were already lapping back markers by lap seven such was the pace at the front. But it was Steve Potter who held on to his 15 yard advantage to win with Jon Sapey second and Jon Minns a close third with novice Stewart Grieves a long way back in fourth place.

250 International

With eight signed on this class looked as though it could be fast and furious, and it was. Kevin Ramage led for the first lap of heat one but Roy Gallant was not going to let him off easily and slipped through at the hairpin and went on to win with Kevin a close second and Mike Dzuirgalski only a yard back in third place having his first outing in a twin on an outfit borrowed from a nervous Ron Harris. Heat two was a repeat of the first with the front runners trying to gain an advantage all over the circuit but finishing in the same order, with Ian Leverett taking fourth place. Yet again Kevin Ramage was first off the line but he could only hold Roy Gallant off for a couple of laps who went onto record his third win of the day with Kevin second and "Mad Mike" third, Martin Thompson took fourth place. In the final Roy Gallant went off pole like a rocket in contrast the fast starting Kevin Ramage was last off the line but he was soon picking up places and by lap seven he was up to second place, but luck was to play a hand and on lap ten Roy Gallant pulled in the pits with a broken gear lever so Kevin went on to win with Mike Dzuirgalski a close second and Martin Thompson third.

During Practice a film crew from BBC "Eastern Sport" turned up and filmed quite a bit of racing and done interviews with several drivers and this was shown on Monday evening's sports programme. It was nice to see the "Eagles" travelling up to Ellough from London and going home with some trophies. Thanks to all the Marshalls, Lap Scorers etc for doing such a good job and without who's help racing would be impossible. That's all for this season we hope to see you all next year.

John Davies

JUNIORS

1st	Steven Webb	Spyda/Hewland
2nd	Scott Law	
3rd	Gavin Kilborne	Lancer/Arrow

100 NATIONAL

1st	Gordon Chenery	Dart/DK Arrow
2nd	Derek Calver	Dart/DK Arrow
3rd	Simon Overett	Mustang/TKM

125 NATIONAL

1st	Ian Beaumont	Lancer/SRS Rotax
2nd	John Davies	Lancer/Merlin Rotax
3rd	Tony Fisher	Zip/Rotax

210 NATIONAL

1st	Steve Potter	Bullitt/Villiers
2nd	Jon Sapey	Bullitt/Upton
3rd	Jon Minns	Bullitt/Upton

250 INTERNATIONAL

1st	Kevin Ramage	Dino/Yamaha WC
2nd	Mike Dzuirgalski	Lancer/Yamaha AC
3rd	Martin Thompson	Zip/Yamaha AC

PAIRS RESULT

1st	Paul Howard Steven Webb	210 National Junior	54 Pts 80 Pts
		Total:	134 Pts
2nd	Gavin Kilborne Roy Gallant	Junior 250 International	73 Pts 60 Pts
		Total:	133 Pts
3rd	Ian Beaumont Jon Minns	125 National 210 National	80 Pts 37 Pts
		Total:	117 Pts

Little Rissington

30th OCTOBER 1983

The Castrol Autumn Finale meeting held on the 30th October brought the season to a close at Little Rissington. The meeting was sponsored by Castrol and the Club wishes to thank Castrol for their help. The meeting also included the final of the DMA Challenge for the 210 Class. The DMA Challenge has been well supported and has provided an extra incentive to the drivers.

Maggie Filkin

JUNIOR BRITAIN

1st	David Cuff	Sprint/Arrow
2nd	Martin O'Connell	UFO/Arrow
3rd	David Goode	MJM/Arrow
4th	David Jackson	BM/Arrow

JUNIOR NATIONAL

1st	Julian Westwood	Gillard/Arrow
2nd	Andy Routledge	Zip/PCR
3rd	James Hogarth	BM/TKM

100 SENIOR BRITAIN

1st	Danny Wright	Zip/Arrow
2nd	Paul Rixon	KEG/Arrow
3rd	Martin Sears	KEG/Parilla
4th	Mark Powell	BM/Arrow
5th	Gary Chapman	BM/Arrow

100 NATIONAL

1st	Jeremy Cotterill	Kali/TKM
2nd	Derek Higgins	Dart/TKM
3rd	Paul Wilkes	Reema/DAP
4th	Norman Box	Birel/Parilla
5th	Andrew Colson	Dart/Arrow
6th	Steve Tillet	Gillard/PCR
7th	Gary Prior	Dart/TKM

125 NATIONAL

1st	Keith Bisp	Barlotti/Rotax
2nd	Dennis Osborne	Dino/Rotax
3rd	Alan Sorrenson	Magnum/Rotax

210 NATIONAL

1st	Mark Allen	Dale/Villiers
2nd	Ian Hunter	Zip/Villiers
3rd	Michael Blake	Dino/Villiers
4th	Paul Woodward	Dino/Villiers
5th	Steve Hurst	Zip/Villiers

250 NATIONAL

1st	M. J. Hodgins	Zip/KTM
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250 INTERNATIONAL

1st	Bob Kennings	Sprint/Yamaha
2nd	R. Roberts	—
3rd	John Collins	Zip/Yamaha

Snetterton

23rd October 1983

For the second month running the Norfolk & Suffolk Kart Club picked the best Sunday of the month as the Kartway basked in warm Autumn sunshine. The meeting was the penultimate round of this years championships and with drivers trying to consolidate their positions and others pushing to get into contention the action was riveting.

JUNIOR BRITAIN

Nicky Kyriakides won heat three to pip Steven Webb for pole position while row 2 was filled by Emily Newman and Jamie Thompson with the Oscar Newman, Neal Gordon duo occupying the third row. Shaun Nicholson won two heats but a non finish left him back on grid 7 with Dean Caswell for company while the grid was completed by Glen Taylor, Johnathan Cleave, Nigel Daft, Ian Smith, Mark Duncombe and Jason Baker.

Kyriakides held off Webb's challenge into the first corner to take the lead as Nicholson burst through to finish the opening lap in third place ahead of Oscar Newman, Taylor, Gordon and Caswell. The front trio pulled away in a nose to tail battle with Kyriakides able to open up a gap from the Pit corner to turn three where Webb and Nicholson would close again. This went on for lap after lap and to add to the excitement Nicholson continually looked to outbrake Webb at the end of the main straight. With two laps to go Nicholson could be seen adjusting his carburettor and slipped backwards from the leaders to cruise round in a comfortable third so long as his engine held out. Webb was not able to concentrate totally on passing Kyriakides but the leader was not to be ruffled and controlled the final lap and a half to win from Webb with Nicholson holding onto third clear of Taylor, Newman and Thompson who pipped Caswell for sixth on the penultimate lap.

JUNIOR NATIONAL

Two wins following on from an opening heat fourth place gave Andy Routledge pole with three second places placing Gavin Kilburn on the other front row grid. Marian Rump was the other heat winner and sat on grid 3 with Darren Wenn alongside ahead of John McCreery, Robert Smith, and Richard Waters.

Routledge led the field away and his advantage was increased when Kilburn and Rump had a coming together which forced those behind to take evasive action. After the acrobatics Rump managed to keep her engine running to chase after the leaders while the unfortunate Kilburn recieved attention to an ankle injury. Up front Routledge was well clear of McCreery while Wenn was being reeled in by Rump who passed him on lap six. McCreery became the new target but after a few laps spent closing the gap Rump found McCreery in no mood to concede another inch. Luck deserted Routledge just after mid distance when his seat broke allowing McCreery and Rump through as he was forced to slow. The status quo prevailed until the penultimate tour when Rump was handed the lead as McCreery's carburettor came loose, and as he sat thinking of what might have been so Rump and Routledge were rewarded for not giving in by taking the honours ahead of Wenn and Waters.

100 BRITAIN/NATIONAL NOVICE

Keith Tinworth took pole with 1st, 2nd and 3rd places while John Raper claimed grid 2 with two 2nd and a 3rd place. Two heat wins and a non

finish put Andrew Wilson on grid 3 while Chris Pollard completed a depleted line up.

Raper beat Tinworth off the line with Pollard slotting into third as Wilson was slow away, probably due to whatever forced him to retire on lap 2. Tinworth pressed Raper until lap 7 when the leader slipped back, retiring two laps later. Tinworth was left to run out the remaining distance without problems and duly took the chequered flag ahead of Pollard.

A grid of ten National Novices at this stage of the season again shows the popularity of this class. Double heat winner, Mick Finnie took pole with the other heat winner, Andy Thrower alongside. Row 2 was occupied by Tony Knight and Mark Jenkins followed by Terry Botterill, David Adams, Mick Thrower, Ian Warnes, M Hams and Bill Smith.

Finnie led Andy Thrower, Knight, Botterill, Mick Thrower and Warners at the end of lap 1 and the order remained the same until the third tour when Botterill was passed by Mick Thrower, Warnes and Adams. Lap 7 found Finnie down to fourth behind new leader Andy Thrower, Knight and Mick Thrower who was destined to go out next time round, which elevated Hams to fourth. Finnie whittled away at the gap to Knight and once in striking distance set about the task of deposing the second place man which he succeeded in doing on lap 12. Thrower was the only obstacle now but his lead was such that he was able to reel off the remaining laps untroubled to win from Finnie, Knight, Hams, Jenkins and Botterill.

GEARBOX

A mixed grid of thirteen promised some interesting racing but with the gremlins striking, often in a big way the field grew less during the day with only half a dozen karts going the distance.

The 125's suffered the first casualty when Colin Croxford blew his engine a big way during practice leaving Reg Totman and Jonathan Cook to fight it out while T. Fisher sat ready to pounce on any mistake by these two. Totman won the two heats he finished with Cook taking the other. From the flag Totman raced away into the lead leaving Fisher in his wake to hold off Cook which he did until lap 6 when both parties retired allowing Totman to coast home for victory.

Alan and Colin Poole dominated the 210 class taking the heats 2-1 in Alan's favour. John Sapey took a pair of second places in his completed heats and the final line up was rounded off by S. Grieve whose only heat in which he went the distance netted him a third place. At the drop of the flag Alan Poole grabbed the lead from Colin, Sapey and Grieve. Alan and Colin had a good dice until lap 5 when Colin worked his way past to take the lead he was not to surrender leaving Alan to settle for 2nd with Sapey next ahead of Grieve.

Trouble also beset the 250 classes with only two making the final and then just the International of Terry Hawkes lasting the fifteen laps. He also had the honour of completing all the heats, a feat which was only equalled by Alan Poole.

100 NATIONAL

As always it was action all the way from this group of modern day charioteers with the battle for places fought out as if every one was a championship decider. Pole position finally went to Bob Kett by virtue of 1st, 2nd and 5th places with Gordon Chenery taking grid 2 with three 3rd places. Mike Helm and Graham Gannon scored consistantly to rest the second row while heat 2 winner, Mick Mayers, shared the third row with Simon Overett. Les Gomeche and Robbie Adams were next ahead of heat 1 winner, Derek Calver, who had Pat Reynolds for company, both having

dropped a heat, while next up came Lee Gage, Jean Poole, Trevor Lingley, Robert McIntyre, Bob Almond and Miles Townshend who was back in an unusual position after an up and down day.

Kett got the jump on Chenery to head the field into the setting sun with Mayers bursting through into 3rd ahead of Helm, Gannon, Overett, Gomeche, Adams, Calver and Reynolds. The order remained unchanged until lap 5 when Adams and Reynolds passed Gomeche while at the front total concentration was needed as the first five circulated in close formation. Overett clung onto 6th with the weaving bunch of Adams, Reynolds, Gomeche and Calver looking for a way past. Gomeche spun on lap 11 and on the same circuit Calver left the track at a rate of knots with a ripped motor which gave Adams and Reynolds some breathing space in their efforts to pass Overett. Kett held a small gap over Chenery who had Mayers glued to his rear bumper while helm was only two or three lengths behind with Gannon about the same distance back in 5th. Adams passed Overett on lap 13 followed by Reynolds a lap later, however, the action didn't stop there, because on the last lap Chenery and Mayers ground to a halt when they tangled at the third turn. Kett was now left clear of Helm, Gannon, Adams, Reynolds and Overett which was the order at the flag as Mayers failed by inches to climb back up to 6th.

The scene is now set for the final round of the championships on November 27th before the mood relaxes for the fun and games of the last meeting of 1983 on December 18th.

Derek Calver

JUNIOR BRITAIN

1st & £10	Nicky Kyriakides	TKM/Arrow
2nd & £6	Steven Webb	Spyda/Arrow
3rd & £4	Shaun Nicholson	Wright/Arrow
4th & £3	Glen Taylor	Wright/Arrow
5th & £2	Oscar Newman	Kestrel/Arrow
6th & £1	Jamie Thompson	Gillard/Arrow
Nov.	Mark Duncombe	Kestrel/Arrow

JUNIOR NATIONAL

1st	Marian Rump	Mustang/FE TKM
2nd	Andy Routledge	Zip/Goff PCR
Nov.	Richard Waters	Sprint/Parilla

100 BRITAIN

1st	Keith Tinworth	Sprint/Arrow
2nd	Chris Pollard	Dart/Arrow

100 NATIONAL

1st	Bob Kett	Mustang/FE TKM
2nd	Mike Helm	Dart/Parilla
3rd	Graham Gannon	Dart/TKM
4th	Robbie Adams	Dart/DK Arrow
5th	Pat Reynolds	Gillard/TKM
6th	Simon Overett	Dart/TKM

125 NATIONAL

1st	Reg Totman	Zip/Rotax
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210 NATIONAL

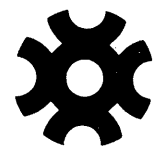
1st	Colin Poole	Zip/Villiers
2nd	Alan Poole	Zip/Villiers

250 INTERNATIONAL

1st	Terry Hawkes	Zip/Yamaha
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100 NATIONAL NOVICE

1st	Andy Thrower	Corniche/Parilla
2nd	Mick Finnie	Zip/Parilla
3rd	Tony Knight	



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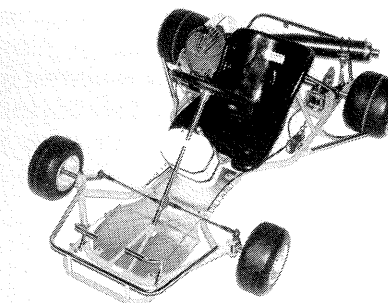


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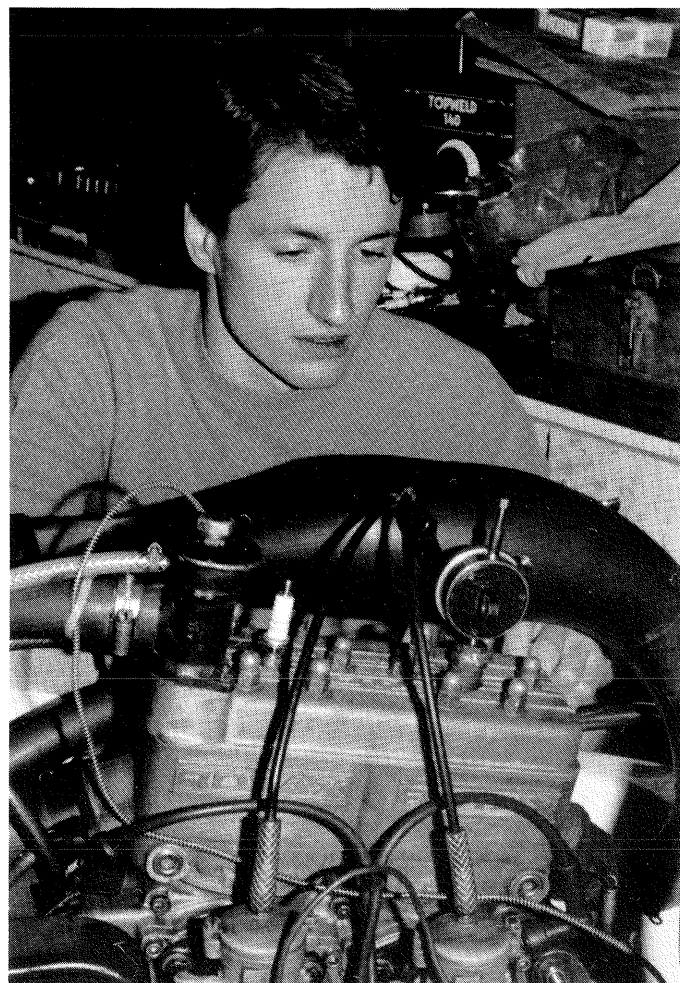
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PROFILE.....



At home the work continues.

At 23 Malcolm Belbin joins the ranks of those very frustrated drivers who, having proved they can drive quickly, discover they have completely decimated their finances in doing so. Now he finds himself in the position where it is almost impossible to attract sponsorship or sufficient backing to continue and enable him to compete with the other, better equipped and financially backed Superkart teams.

Malcolm's interest in engines was kindled while at school when the headmaster gave him and a few friends permission to buy an old banger, repair and drive it. The end result was an alteration to the topography of the school grounds by modifying the shape of a couple of trees. Still, that's experience. He began his association with karting at the age of 12 as chief pusher and oily rag for a friend, Peter Lipman, who lived nearby and raced 210's on short circuit. Peter was a great help, giving a lot of advice and the opportunity to try a couple of laps during a bleak, wintry Nuthampstead practice day. The 'bug' was well and truly implanted.

Following the first excursion, £45 of hard earned paper round money, at £1.10 a week, was handed over for an ancient, rear-engined Villiers which had spent many years slumbering in the back of someone's pigeon loft, accompanied by droppings and all! However, Malcolm was soon rubbing away at the rusty old frame, shortly to be tied to Dad's dinghy trailer trundling on its way to Rye House to practice. Having decided to wait until his sixteenth birthday when he became old enough to race in 210's, the intervening years saw the purchase of no less than three more karts, (the old paper round money again). Scavenging being the operative word resulted in one *almost* competitive machine appear from the assort-

ment of bits, the remaining odds and ends were assembled and sold to provide some cash back up for spares.

Malcolm's first success in Villiers he remembers well. It was at Kimbolton where he walked away with his first prize, a Christmas turkey, still warm and clutching its feathers to keep out the cold. Mum, Celia, had the onerous and unenviable task of plucking, wishing her racing-mad son had won the booze instead!

A major problem in the early days was getting off the starting grid without contacting anyone else. On one occasion the regularly featured No. 96 was seen to be out of control and totally airborne, finishing up by landing on a neatly arrayed set of signal flags, sending a well-known RAC Steward scurrying for his life!

Despite such examples of aerobatic proficiency, various trophies began to appear on the mantelpiece of No. 8 Short Lane, Bricket Wood, St. Albans, although, to counter such achievements would be the frustrations when his engine expired before reaching the finish line. The final straw and all that came at the 1980 Morecambe World Cup with a complete blow up whilst in third place in the final, when the conrod shot through both top and bottom end of his Villiers.

I say the final straw and all that, but perhaps it gives the wrong impression of Malcolm Belbin. The determination was still there, backed by the knowledge that he had the ability to succeed. There were other more important pressures beginning to alter the young man's life. He had now left school and grabbed the opportunity of an apprenticeship with Rolls Royce. So emerged one happy young man learning all about gas turbines during the day but still tinkering late into the night with high performance two-strokes in Dad's garage. Such was his dedication to learning that Malcolm found his final days in Villiers restricted to only a couple of long circuit meetings. Impelled by the necessity to pursue his studies, he took a year off from karting, resulting in creditable examination passes, earning him the qualification of a licenced aircraft engineer and the letters ASLAET after his name. That year away from karting proved a bonus; he had been able to save some more money before turning his thoughts back to motor racing, his only true love. After a few and very boring laps in Formula Ford 1600, he decided finally that the only way to prove whether or not he possessed any real talent was to give the 'big ones', the Superkarts, a try.

It was shortly after that decision that Malcolm's building society account was severely plundered and his first brand new kart was purchased — a Rotax model 256, mounted on a ZIP chassis.

It was to see its debut at Cadwell Park at the start of the 1982 long circuit season when the ground was still thick with hoar frost though the skies were blue and clear. Would you trust Cadwell in March, especially camping! Malcolm was to shred two rear tyres in practice, hardly an impressive start in to ranks of the big league, although he managed a very encouraging fifteenth place. His next outing was at the picturesque Mallory Park where he achieved a creditable seventh spot.

Donington Park hosted the 1982 European Championship during the weekend of 5th and 6th of June and all those there for Friday's practice cannot fail to remember *that* day; it was so hot the tyres were melting. After arriving at lunchtime and hammering in just enough pegs to keep the tent upright, Malcolm practiced all afternoon but came off feeling exhausted and seeing stars. It kept getting hotter and stickier, then the storm broke. What a storm, the deluge drove everyone for cover, flooding the paddock and pits areas. It took Malcolm and the whole family to hold the tent down whilst trying to eat a meal with water gushing under the ground sheet and inner tent. Dad was glimpsed on one occasion stripped to his underpants trying frantically to hammer some more pegs in lest the whole family, belongings and all be carried away. The kart had been put in the trailer but left in the paddock. Realising just how serious things were becoming with such a vast volume of water running down the road, Malcolm decided to go and check on the equipment. He arrived in the nick of time to find water lapping over the sills of the car and then watched with astonishment as first tyres, then nose cones went floating past. The severity of the conditions brought earth pouring

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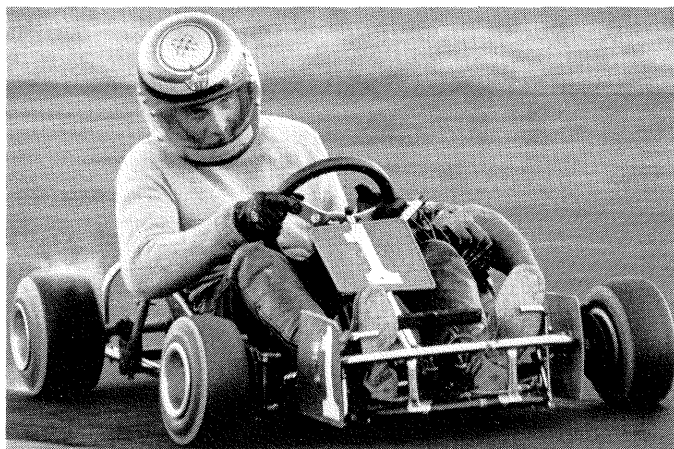
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MARK ALLEN



Mark Allen was born in Solihull, Warwickshire on 24th May 1956 and enjoyed a normal, healthy childhood. He attended Arden High School, Knowle in Solihull until he began an apprenticeship as a garage mechanic. He has always been interested in engines, a factor probably stemming from the early days of the fun kart.

After frequent visits as a spectator to the local Shenington Club, it was in 1970 that his karting career really began, with the decision that racing was what he wanted to do. From Mark Steeds he purchased a Barlotti Komet K33 and entered the Class One Scene. After a couple of seasons with a limited amount of success in 100cc karting he decided to change to Villiers at the age of sixteen, immediately achieving a higher success rate, in fact it was to become incredibly successful as this list shows:

1974	South Western 210 Champion British Gazelle 210 Club Champion
1975	Midland 210 Champion Warwickshire County 210 Champion
1976	Warwickshire County 210 Champion Shenington Club 210 Champion
1977	Midland 210 Champion Warwickshire County 210 Champion Shenington Club 210 Champion Shenington Club Overall Club Champion
1978	Shenington Club 210 Champion Bromsgrove Club 210 Champion Shenington Overall Club Champion

However in 1979 he decided to also race in the then relatively new 125cc class but, due to the doubled expense of competing in two classes he opted to stay in Villiers for the 1981 season. The brief excursion into those earlier days of the 125's netted him further fine victories with the British Short Circuit Championship and the ZIP Kart Long Circuit Championship, apart from taking the 210 Short Circuit trophy. This was possibly one of Mark's greatest achievements, taking both championship titles on the same day at Dunkeswell, something which has never been duplicated by any other driver before or, for that matter, since. In 1980 he clinched both the 125 South Western and Midlands Championships and still dominated the 210 class at the same South Western Meeting. It was also in that same year Mark married Lesley who then gave up her career as an air hostess, taking a more 'stay at home' job with a cosmetic company. Lesley also enjoys karting, being actively involved with Shenington Kart Club. She accompanies Mark to all his meetings and is a great source of inspiration and encouragement.

1981 was to be another creditable year in 210's repeating his British Short Circuit Championship win of 1979 and taking the Wessex trophy as well. In the same year Mark hit the World Cup scene at Morecambe with another resounding 210 victory. However, ever eager to try something new, Mark began the '81 season by driving a 250 International outfit provided by a sponsor but this sojourn was to be short lived with the collapse of the sponsorship.

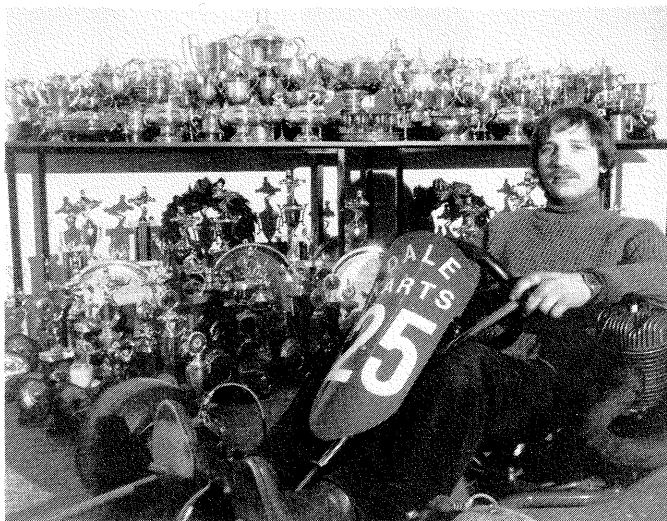
The following year saw several changes for Mark. He set up his own Superkart and went on to win the Keith Chandler Memorial

Trophy at Little Rissington on his second outing. unfortunately the machinery was dogged with mechanical problems and with the very heavy running costs, he could only compete in six meetings. Manna from heaven came in the form of an offer from Dale Karts of the use of a prototype Dale Sabre chassis. After much testing of the new chassis for Dale, Mark went on to win ten meetings on it for them, proving it to be just as competitive as any other contemporary marque.

In the same season, Formula One's Nigel Mansell, who used to be Mark's strongest competition in the 210 National Class, offered him a drive in 250 International for two meetings. The first he won; the second was the Short Circuit British Championship at which he broke the lap record but was forced to retire in the final with gearbox troubles. For the 1983 season Mark had planned a budget of £5,000 to help him race competitively and also acquired a coach to act as transporter, workshop and living accommodation, the comfort of which is beyond dispute. In the company of Lesley, Mark, John 'Cookee' Cooke and Andy Warton of Dale travel very much as a team and have been seen at most of the major events this season, both long and short circuit. Mark will no doubt recall very vividly the Short Circuit Gearbox Championships at Fulbeck where, after an early lap shunt in the 210's, he sustained a twisted axle though managed to complete the final and take a creditable third after an extremely bumpy ride! It was the support the team gave him that lifted him out of the doldrums; the kart was a virtual write-off and funds were running low. Still, he was to appear regularly on the long circuit 125 outfit and his achievements this year prove that he is going to be a definite threat to the top runners in the 1984 season.

Over the years he has been given tremendous help by several people, notably his father and friend Martin whose assistance in the preparation of equipment had been invaluable. Keith Bisp has been a great friend for many years and has helped in lots of ways, but especially when he prepared a 125 for Mark for the 1979 British Championships. Until the morning of the championships, Mark had not even driven the kart so, without Keith's help on that occasion, Mark would probably never have achieved his double championship victory.

People like Mark Allen who give one hundred per cent effort to the sport deserve all the credit and acclaim due them. He talks about short circuit racing being the grass roots of karting, add to that Mark and all the others like him and you have the 'back bone'. Mark Allen is a dedicated karter who has the ability and has learnt the skills necessary to take him to the pinnacle of whichever class he chooses to compete in. As for the sport in general, his own words sum up what a lot of others have been thinking and saying for a long time: "I think it is becoming too much like many other forms of motor racing where money is the dominant factor, rather than driver ability. I would also like to see more emphasis on short circuit racing which is, after all, the Grass Roots of karting."



Mark with just some of his trophies.

MALCOLM BELBIN

across the track, creating immense problems for the organisers. Eventually the Fire Brigade was called to assist and tremendous efforts were made by everyone concerned to overcome the problem. Although it meant that racing on Saturday did not get under way until late, the weekend was a good one, though a flat tyre in the final lap put paid to Malcolm's chances of a finishing position.

From there on it was a catalogue of disaster, due both to inexperience and bad luck and, although it was usually a solemn Malcolm plus team packing up for the homeward trek, by the time the family arrived, spirits had improved and ideas flowed for putting everything right for the next meeting.

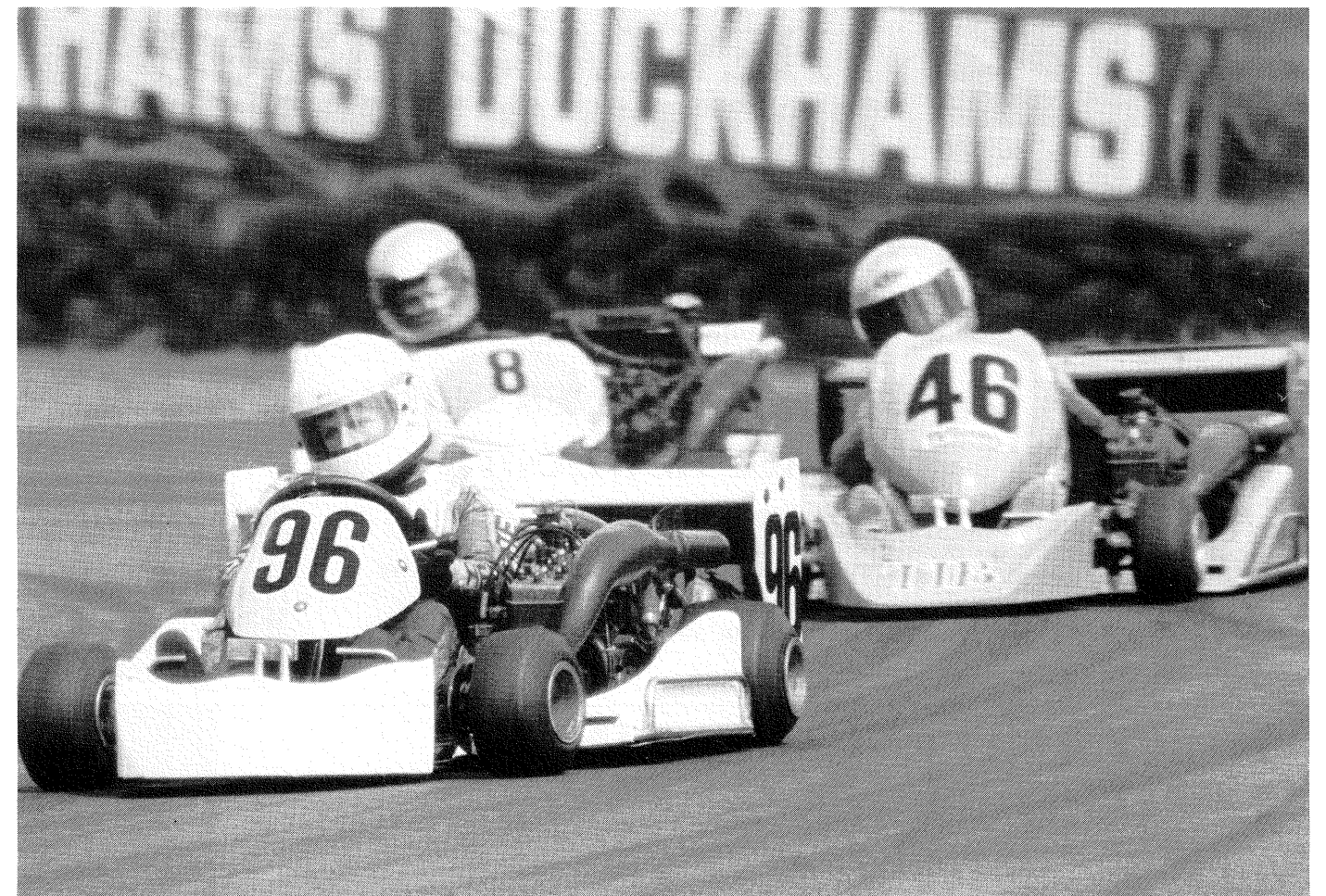
It was decided that 1983 was to be an all out effort, funds were running very low and Malcolm knew that any major breakdown would mean the end. With the professional help of Chris Taylor and CTRP to tune the engine, which made a tremendous difference, plus the driving experience gained the previous year, Malcolm found himself consistently in the top half dozen. TV Donington brought instant recognition after his scuffle with Nigel Smith in front of the cameras. Incidentally they are the best of friends. It was then off to Denmark, full of hope. After leading for four laps in one heat, tyre problems relegated him to the placings. Saturday brought a storm and Malcolm ended up off the track buried in sand and that evening and the next morning was spent rebuilding the kart, the engine stripped and the fairings patched up. In the final on Sunday hopes again were raised, in fact bubbling over. Lying in sixth place with half a lap to go disaster dealt another fatal blow and Malcolm was in the sand with a severely battered kart. To add salt to the wound, on the way back to catch the ferry, the draw bar on the trailer snapped. Thanks to the kindness of a nearby garage owner it was patched up sufficiently to get to Estberg at great speed in time to meet the sailing. At Harwich the draw bar was welded only to snap again, this time it cost £50 on the back of a breakdown truck to get home! At that stage the temptation to dump the lot in a ditch and leave was quite considerable.

That however, is not in Malcolm's nature and two weeks later, having purchased new fibreglass, with Chris Taylor sorting out the motor, he was ready for Silverstone and the British Kart Grand Prix. Yet it was all to prove too much, despite help with parts from Giles Butterfield and Charlie Goff, nothing went right. As the lights went green for the final, Malcolm was involved in that infamous startline shunt which took out six or more drivers at a stroke, including Sweden's Lennart Bohlin.

It must be added here his impressions of the big motor racing events, such as Silverstone. When one is involved it is difficult to appreciate the atmosphere created by the smells, the sound, the people and the colours but once you step back and look at it from the spectator's viewpoint, it becomes truly fantastic and totally in perspective. His father has been the guiding light and strength that persuaded him to keep going to the end of this season. As a privateer he has done remarkably well, considering he has only one frame and one engine with no money to afford on testing. Through sheer hard work and unfailing enthusiasm through the bad times he has managed to maintain a high standard of competitiveness, that in itself is an achievement.

Untold thanks must go to Nick and Mike his faithful support crew who have given up so much of their time over the years to travel with him and give Malcolm the help he needed. Also to his father who has proved such a steadying influence and Mum for providing the sarnies and coffee.

Like many others who have given such a lot to a sport they love, it is said that Malcolm Belbin may have to quit through lack of funds. Many letters have been written asking for support but, so far, all very negative replies have come back. Malcolm, like those others, will keep trying because it is an overriding ambition to race again in 1984. We sincerely hope that he succeeds.



The No.96 leads Lambden (46) and Mick Goy (8).

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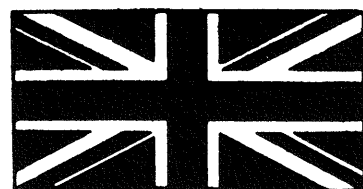
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continued...

making excuses. It does the image of the sport no good at all and effects the safety of other drivers. Whatever the reason this can never be condoned.

1984 CALENDAR

The 1984 calendar is virtually complete except for the non-championship Grands Prix to be held in Holland, Belgium, France, etc. You will see from the events listed below, there are already three TV races definitely scheduled. It is pleasing to know that we are entering our third year of TV coverage.

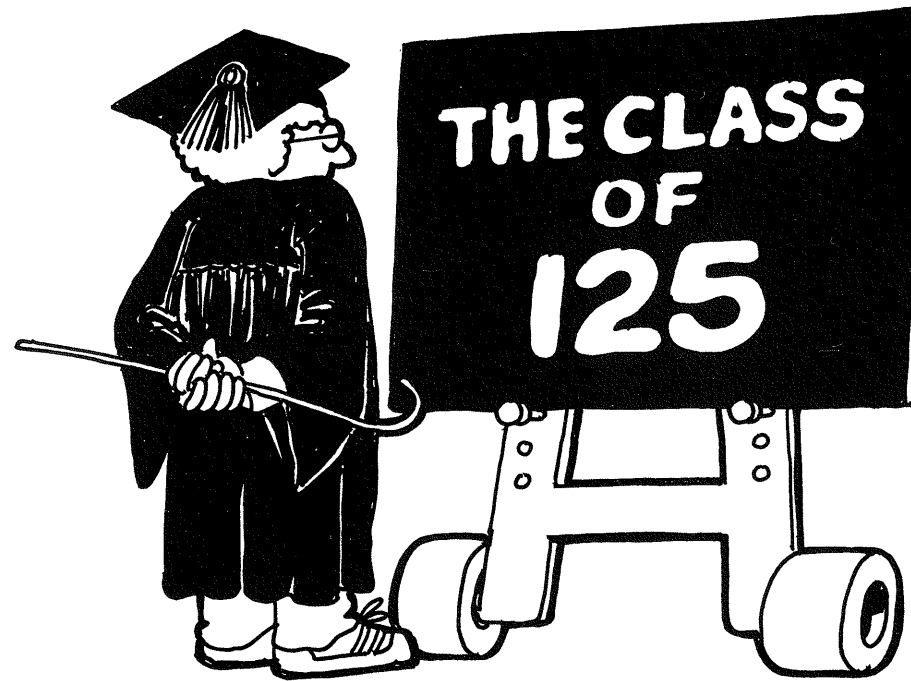
A NEW BODY FOR '84

Yes, I know I need one, but this one is not for me, it has been designed for all the air-cooled gear-boxes classes. Next month the new Zip air-cooled body will be released and hopefully photographs will appear in the next issue of Kart and Superkart.

I am off to America for the first couple of weeks in December to cast an eye over the growing Superkart scene on the east and west coasts which will give me interesting material for a future column.

Christmas is upon us once again so, to all my friends and fellow karters throughout the world, especially those readers who have suffered my column for yet another year, a very very Happy Christmas and a prosperous New Year.

Manton



winners' rostrum; Colin having always been a front runner but never previously considered a serious threat. Next season I feel could be a different case. Another surprise of the G.P. was the splendid performance by Sandy Taylor, the new Scottish Champion in 125. He travelled down to the G.P. with an interesting full bodied version of his Zip. Sandy finished a deserving sixth, not bad when you consider it was only his second long circuit race in as many years. It would be nice to see more of him down here next season.

Kurt Luby... well, what can I say? Kurt had the backing, the team, good equipment and his fair share of luck. I wish him and all at Phoenix Karts success with the new business venture and look forward to doing battle again next season. Who knows, maybe it will be my year....

Geoff Glazebrook surprised quite a few people by finishing well up on several occasions, using second hand tyres.... which can not be bad. His best result was fifth at Oulton Park. This meeting also saw the return, albeit a brief one, of Derek Price. He finished fourth on a borrowed outfit, though '84 will see him back in the 250 ranks.

Keith Bisp, one of the old timers (only joking Keith). Do you really go to the effort of pursuing a hobby just as an excuse to get you away from the wife? I hope you have recovered from that shunt at Snetterton and we will see you fighting fit next year. All the best.

Doug Hart had a mixed season, showing very well at the beginning of the year, finishing third at the first round of the RAC Championships and second in the 2nd round. He was not to get any further results until a second place at Zandvoort in August. Previously he had been hit by a string of niggly problems, none of which were easy to trace though serious enough to cause trouble. I hope he gets things sorted for next season.

Geoff Page was another newcomer to move into the class from Formula Ford and is backed by his fathers' business, Print Scene. Geoff's father Des is also very keen to promote the 125's by trying to attract some big sponsors. I hope he succeeds with this enormous task because we all as a group stand to benefit.

I was sorry to see Graham Thacker leave karting to prepare for a season of Formula Ford next year but best wishes G.T., and good luck in the Ford.

Well, they say there is always one, but this time there are two. John (I've got a stereo in my Porsche) Jackson and David Baines. They both always try very hard, but seem to be dogged by bad luck of some description. Don't give up lads, the class needs you.....

THE END OF TERM REPORT

I would like to begin my first column by welcoming and congratulating our new champions: Colin Mills and Kurt Luby. Colin the G.P. winner and Kurt the long and short circuit champion. Well done lads.

As the year is rapidly drawing to a close I thought it appropriate to mention some of the occasions and people who, combined, went to make the '83 season what it was — the best so far.

I don't want to make it a top ten, because I think the racing in our class is so close any one of twenty or so drivers could win most meetings and, in the end, it all comes down to LUCK..... So here we go. It all started on dark, cold, wet, snowy, windy, etc., day in February at Cadwell Park. Most of the regular faces were there with nice new machinery; cleaned or new leathers, all until the first practice session.

I'm sure you can all remember that meeting.....

It was nice to see Mark Allen back in 125 after a break in 210 and 250 last season. Mark showed very well all season, normally finishing in the top ten and is to continue in the 125's for the 1984 season..

This year saw a huge number of new faces to join the 125 class, some of which made an almost

instant impact on the results sheets. Ian Beaumont was one such person, showing very well on each outing, culminating with a fifth place at Mallory Park. I think Ian will be a serious threat to the usual front runners next year. Other new faces to impress were: Russell Powell, moving up from the 100cc ranks; Phil Neville, showing extremely well at the G.P. with a heat win and a front row final position, and Ross Hyett, who changed classes from 250 National to 125 and proved he was here to make his mark. Unfortunately he finished the year in a nasty shunt at Snetterton. I hope you have fully recovered Ross, and that we see you back next year.

Three other drivers also making their marks were, Andy Cowgill, Mike Ballantyne and Chris King, all showing that they are a force to be reckoned with.

The person, or more the family, I can sympathise with most is the Shaw family. After so many good finishes this season, to miss the British Championships by only one point, all I can say is that I know exactly how you must all be feeling. May I wish you better luck next year.

Colin Mills ran out the surprise G.P. winner and I, for one, was happy to see a different face on the

Kalendar

DECEMBER

4 KIMBOLTON (10 miles S.W. of Huntingdon).
11 RYE HOUSE (Hoddesdon).

CHASEWATER (Pleasure Park, Brownhills, off A5).

ROWRAH (Nr. Frizington, Cumbria).

TILBURY (Dunlop Road).

WOMBWELL (Dorothy Hyman Stadium, nr. Barnsley).

18 BLACKBUSHE (Camberley K.C.).
SNETTERTON (15 miles S.W. of Norwich on A11).
3 SISTERS (off Junction 25, M6) Bolton K.C.

JANUARY 1984

1 RYE HOUSE (Hoddesdon)

8 CHASEWATER (Pleasure Park, Brownhills, off A5).

ROWRAH (nr. Frizington, Cumbria).

TILBURY (Dunlop Road).

WOMBWELL (Dorothy Hyman Stadium, nr. Barnsley).

1984 FIXTURE LIST

FEBRUARY

4/5th Johannesburg GP (W)

12th

19th

26th Cadwell Park

MARCH

4th

11th

16th (Practice Mallory)

17th Mallor Park — 125cc Championship

25th

31st (Practice Mallory)

APRIL

1st Mallory Park — 125cc Championship

8th

15th

21st Donington — TV

29th

MAY

6th

12th (Practice Mallory)

13th Mallory Park (BC) (ZB)

20th

26/27th JPS Donington Park (I)

JUNE

3rd Cadwell Park

9th (Practice Snetterton)

10th Snetterton (BC) (ZB) (I)

17th

24th Donington TV

30th/1st Silverstone GP (W)

JULY

1st

8th

12th Nurburgring GP (W)

13th Nurburgring GP (W)

14th Nurburgring GP (W)

15th Nurburgring GP (W)

22nd

29th

AUGUST

5th Cadwell Park (BC)

12th

19th

26th Oulton Park (BC)

SEPTEMBER

2nd

8th (Practice Mallory)

9th Mallory Park (ZB) 125CH (I)

16th

22nd Donington TV

22nd (Snetterton Practice)

23rd Snetterton (ZB) (BC) (I)

30th Le-Mans (W)

OCTOBER

7th Cadwell Park

14th

21st

28th

NOVEMBER

4th

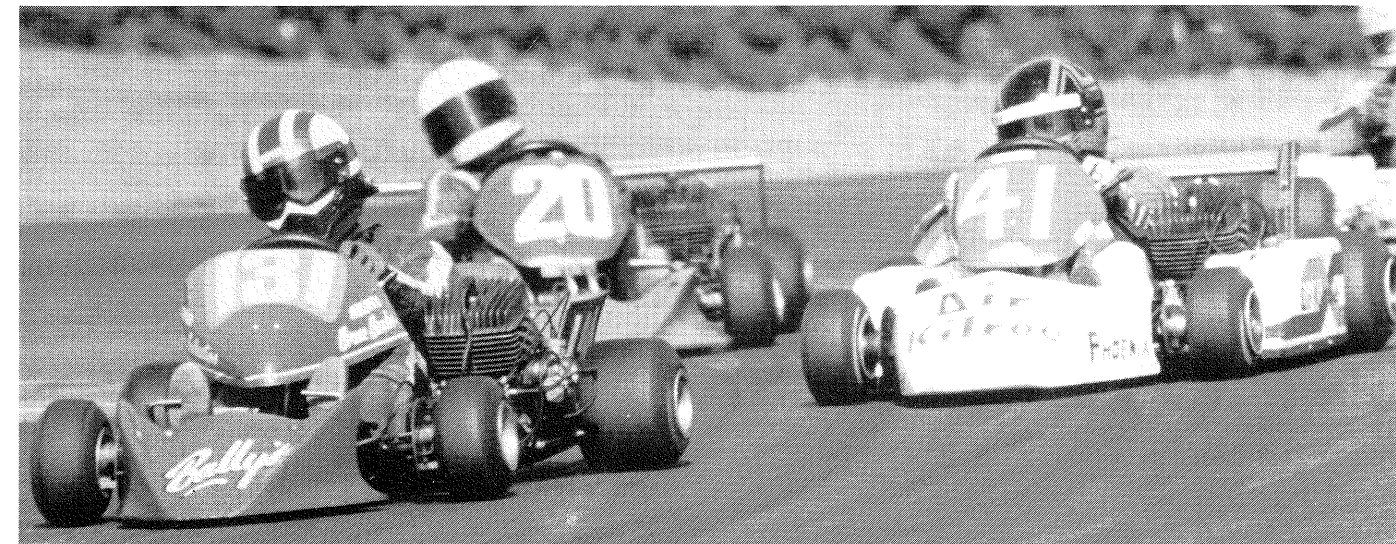
11th

18th

25th

SYNOPSIS

- (W) World Championship Series
- (I) Non Priority International
- (BC) British Championship Round
- (ZB) Zip-Bridgestone £5,000 Championship for 125cc Class
- (TV) World of Sport Television Races. 2 at each event.



Making their marks: Ballantyne (131), Shaw (20), and Luby (41).

It was a big boost for the 125's to be invited to compete at a car meeting for the first time. The BRSCC meeting, held at Brands Hatch on 14th August, was excellent and I think the club did a splendid job. I hope we can arrange for further meetings to be run next year. World of sport here we come.....?

My apologies must go to the people I have missed, but I promise to feature as many of you who make yourselves known to me. I would be glad to hear from you with your news and views on the 125 class.

I am sure you will all join with me to thank both John Shaw and all at the Cadwell Kart Club; Ian Rushforth and team at the Central Kart Club, for organising the events we take part in. A tremendous effort is put in by them to enable us to enjoy our racing as much as we do and, believe me, I know from experience we have the best organisers in the World.

I would like to take this opportunity to wish all drivers, supporters, sponsors, and everyone a very happy Christmas and a successful new year.

I hope you have enjoyed my first column, I promise to get better. Next month I will bring you news of the Zip/Bridgestone Championship. And hopefully some of your letters and news.

Stuart

Just for the records, of the ten meetings I competed in, the following results were achieved....			
SNETTERTON	1st. Rnd. RAC Championship	DNF.	Faulty Ign.
CADWELL	2nd. Rnd. RAC Championship	1st.	
SILVERSTONE	GP.	DNF.	Puncture.
BRANDS HATCH	3rd. Rnd. RAC Championship	6th.	Puncture.
CADWELL	4th. Rnd. RAC Championship	2nd.	Duff Plug.
BRANDS HATCH	BRSCC Meeting	1st.	
TREGUEUX GP.	France	2nd.	Jet Broke.
ZANDVOORT GP.	Holland	1st.	
OULTON PARK	5th. Rnd. RAC Championship	DNF.	Crash.
MALLORY PARK		2nd.	Blocked Carb.
3 Firsts; 3 Seconds; 1 Sixth; 3 Non-Finishes As I said before it all comes down to luck.			



Colin Mills (9) GP winner from Chris King (3).

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DON'T DRY UP

Probably the biggest single factor in engine failure is the lack of fuel. You would have thought that in today's world of technology this would be simply overcome, well indeed this is not the case. There are various options open in the way of fuel supply systems and, believe me, over the last ten years there are certainly few I have not tried with varying degrees of success. Drivers often make the mistake of saying: "Well, it's always been alright before" or, "It was alright at Brands, so what's wrong; why doesn't it work at Silverstone?" Why indeed? Well, the answer is not always simple and there are often two or three factors involved.

As engines are developed they invariably produce more and more power which, in turn, needs a greater supply of fuel. Within this development it normally follows that compression ratios get higher, generating far greater temperatures in the cylinder combustion area, thereby creating the need for more fuel. Therefore, what may have been alright last month on the old engine, might not supply enough for the new engine. Not forgetting that through constant hard race competition, drivers invariably become quicker, hence they keep the foot on the go pedal those extra few metres at the end of the straight, or they go round the corner that little bit quicker, which means their terminal speed at the end of the straight is greater, thus also requiring more fuel. In 1982 I had been using Mikuni pulse pumps and didn't really experience any problems. Although it was not a very successful season, the engine, it seemed, had been getting enough fuel. However, at the time of Silverstone, Russell and myself rigged the old Dyno up and started a bit of development work. Well, the engines started producing more power. Lo and behold, all of a sudden, I was continually having fuel supply problems. In fact at Silverstone that year, I had to run two Mikuni fuel pumps just to get it to run! Yet, one month prior to this at the Press Day, on the same circuit, the engine had run perfectly all day on just one.

For the past eighteen months I have run one type of fuel system which has given us no fuel problems whatsoever and, set up properly, I really can't think of any other system that could offer a more reliable and constant supply of fuel. The cost of a complete kit, including a fitting bracket, is approximately £50 plus VAT. Expensive yes it may be, compared to a pulse pump at around £20, but if it saves you one piston it does then not sound so bad. From the drawing below you will see how the system works and is installed. Ob-

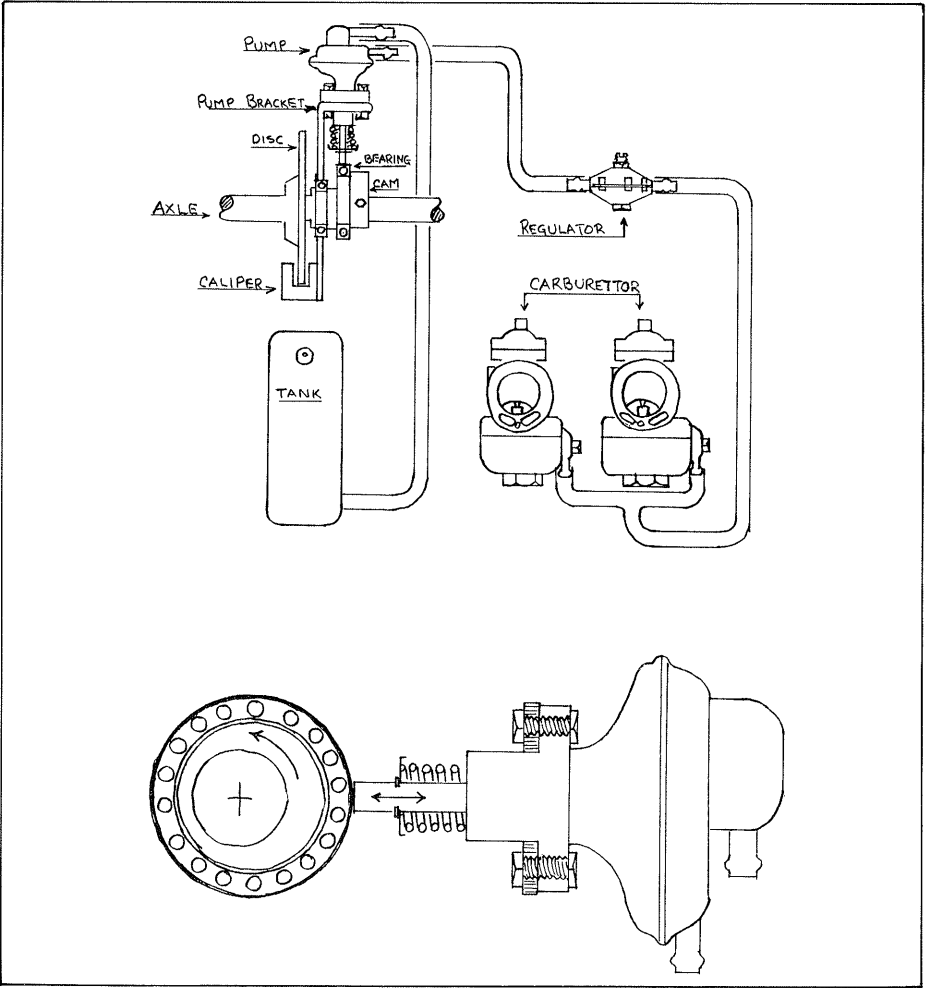
viously you do not have to buy a kit; you may wish to make your own bracket, cam, etc. Certainly because of the overwhelming success we have had with this system, Zip are now fitting the mounting bracket to all their gearbox class chassis for '84 and offering a kit, comprising of pump, cam, bearing, regulator and even 4 feet of petrol pipe for £50 plus VAT. Obviously it's not just a case of bolting it on, the carbs must be set up correctly.

If you use this type of system the regulator must be set up to pump fuel to a height of 34"-36". To do this, attach a length of fuel line to the regulator and, holding it vertically above the regulator, measure off 34"-36" then, after marking the pipe with the system connected, just turn the wheels until the fuel pumps up to the mark. If it does not reach the mark, turn the adjusting screw in on the top of the regulator until the fuel reaches the level. If it goes above the level, unscrew the adjuster un-

til the level drops. Each time you alter the adjuster you must drain the fuel from the level pipe and pump it up again. Don't forget to lock the adjusting nut after setting. Now that the fuel supply is set up for gravity type fuel pressure, the question is, are your carburettors? Most Rotax engines, be they 125 or 250, if they are special kart racing specification motors, they will in fact be set up for pump supply, meaning they have a 1.5mm needle inlet valve fitted. This **must be changed** for a 3.0mm needle inlet valve. Many people have made the mistake of changing to mechanical pumps and fuel pressure regulators, but failing to change the inlet valve, thus resulting in classic seizing problems. The other classic problem is the driver who goes for the pulse pump system but leaves a 3.0mm inlet needle valve fitted and suffers from equally bad flooding of the carburettor. Another word of advice when using T-pieces; make sure the bore is not restricted in any way. Also, when using the in-line filters and even the petrol taps fitted to tanks, make sure there is no restriction either. Through the winter months spend one of those weekends, when you are sitting at home bored, going right through your fuel system. It could really pay big dividends.

NIGEL WINS FINAL BRSCC — BUT NOT HONOURS!

The other weekend saw the final Superkart event of the year. Nigel nearly came off at Druids but, luckily for him, I was in front at the time; he must have missed the brake pedal *again* when entering Druids, resulting in Nigel side-swiping me with incredible impact, all of which was too much for my rear wheel to withstand, causing my retirement. Obviously after the disastrous year Nigel has had he desperately wanted to win, but over the years many leading drivers have been disposed of in similar ways by Nigel and you just cannot go on





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Kart _____ Engine _____

Race Number _____

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MEETINGS ALREADY ARRANGED FOR 1984

DATE	LOCATION	EVENT TITLE
Friday 16th March — Practice Saturday 17th March	Mallory Park	Incorporating 125cc Championship 1st Round
Saturday 31st March — Practice Sunday 1st April	Mallory Park	Incorporating 125cc Championship 2nd Round
Saturday 12th May — Practice Sunday 13th May	Mallory Park	British Championship Round. 125cc Championship 3rd Round
Saturday 9th June — Practice Sunday 10th June	Snetterton	British Championship Round. 125cc Championship 4th Round
Saturday 8th September — Practice Sunday 9th September	Mallory Park	Incorporating 125cc Championship 5th Round
Saturday 22nd September — Practice Sunday 23rd September	Snetterton	British Championship Round. 125 Championship 6th Round

Does the name Tony Bottoms ring a bell in the back of your mind? Yes, the 24 year old who won the recent Marlboro Challenge, resulting in him having a competitive car and backing to contest the Dunlop — “Autosport Star of Tomorrow” Formula Ford Championship in 1984. If you saw his jubilant face in any of the motoring magazines, did you recognise him as someone who two or three years ago used to work at Zips and occasionally “fettled” — Martin Hines’ kart at meetings? From little acorns.....

The 250 National class has by the efforts of the people within and them alone, over the past two seasons resurrected itself into a very healthy, attractive and competitive category of the sport. But now due to indecision from the RAC, in who we can assume, have full knowledge of the facts of the situation, it finds itself in a state of flux regarding the supply of new engines. The air cooled Yamaha single has indisputably become the engine to use, and yet this engine has for three years been out of production. Complete bikes have been bought in order to obtain the power unit. At a recent Cadwell Park meeting a questionnaire was circulated amongst drivers to see what they wanted, and the general consensus of opinion seemed to indicate that watercooling should be deferred until 1985, opening the way for the J type Yamaha with power valve, which is the same bore and stroke as the air cooled ‘H’ model and also letting in presumably the new ‘K’ type watercooled which is of a more or less square bore and stroke configuration. Most drivers I have spoken to are loathe to allow any other makes of engine into the class as they have been so impressed by the reliability from the Yamaha. Derek Rodgers who I am told is quite promising in this class, was only let down twice this season, by piston seizures, both of which he considers were his own fault. With a full season’s racing next year without a supply of engines, (other than makes eligible for the class but not that successful), the “association” of 250 National drivers are concerned that someone might sneak in the 250 single disc valve Rotax, which they regard with suspicion on grounds of reliability, though of course the present format of the class excludes anything other than piston or reed induction, the price aspect of this engine would not be a problem. Wisely I feel even the mention of this engine would be resisted by this very democratically run class. There will in all probability be a number of overseas trips next year for 250 National drivers who will be competing against some of the nations who use the Rotax engine, a comparison between the air cool-



ed Yamahas and the Austrian engine can then be made.

Support for the South African trip in February has so far been predicably poor, even though the total financial inducement has been increased. It is said that the limit of assistance per driver will be limited to not much more than £400, which is really a totally insignificant amount when taking everything into account. At a bare minimum a meeting such as this for a European driver with competitive equipment would cost well over £1,000, and taking into account time away from work or business, makes it totally unjustified in an amateur sport. At the time of going to press the World Champion has yet to make up his mind whether or not to go. Lennart Bohlin however has been working hard at obtaining sponsorship to offset the cost of doing both the New Zealand series and the South African GP. His main target

for assistance has been Swedish companies who have outlets in either New Zealand or South Africa, and his efforts have been quite successful. Lennart is a very persuasive gentleman both on and off the track, few drivers have as many ‘paid for’ sponsors logos on their karts, as Lennart. No one can say he doesn’t give value for money. Whilst wishing either of the two drivers mentioned good luck in South Africa, it must be said that if either or both score any worthwhile amount of points there, the rest of the World Championship Series will totally lose its interest for many others. It is highly unlikely that any South African drivers will compete at more than one European round if any, once again illustrating the whole farcical complexion of the venture.

All of the monthly and weekly magazines have been asking “What were you doing when John Kennedy was shot?” being the 20th anniversary of the day when the Western world was brought to a numbing halt when the news broke. Some people karting today weren’t even a twinkle in their father’s eye, only those who today are 35 years old or more can really remember the stunning effect of this act. Regrettably today everyone in public life is a target, and little horror or even surprise is registered at an assassination, whether it be political or the act of a crazed mind such as the John Lennon shooting which was more of a shock than the attack on the Pope. Snuffing out the Lennon light, the creative genius, was the modern day equivalent of the Kennedy shooting, it removed a figure head of our time, and laid to rest a legend. Nothing to do with karting, but an all too painful reminder of how times and values change in such a short period.

So where was karting 20 years ago? Don’t yawn, they were the Golden Years. It was fun then, the serious racing was done on the way home! We used to do 40 or more meetings a year, you didn’t have to wear leathers, sweat shirts and jeans were the order of the day, even on a fast circuit. You were considered decidedly ‘ponsey’ if you wore Dunlop cotton racing overalls. Carlisle Tyres were used in Class 1, but the Avon ‘Moto-Kart’, tyre was universal in both the gearbox classes, cost? £1.18 shillings front, £2.2 shillings rear and inner tubes were 5/-, as far as I remember. Three front tyres lasted a season, rears would last about 15 or 20 meetings, and to do approaching one thousand racing miles a year was commonplace.

In 1963 there were only four classes which meant that all were well supported. Class 1 Special was the “lowliest class”, but somewhat contradictorily produced the Outright Champion in the form of George Bloom with an American Fox Kart McCulloch MC7. Bobby Day was the King of Class One at the time and Roger Keele was the undisputed top man of gearbox racing. From 1961 through to 1964 the Villiers engine was not in an exclusive “protected” class. In 1963 the Villiers men, of whom there were many, raced against the unbored out 175cc Bultaco engine, and also twin 100cc Class II karts. With such a variety of equipment racing with the least powerful type engine in the class was the very best grounding to learn to drive. The best a good Villiers could hope for was 4th or 5th overall at Championship status meeting of which I think there were eight rounds that year. To finish in front of a handful of highly expensive and noisy Bultaco’s was better than going home with any trophies. At club meeting level the Villiers were usually more or less unhindered by the more exotic machinery, so a few ‘pots’ could then be had by the Villiers men. Long distance races were also the domain of the trusty 9E, as the Bultaco could be relied upon to expire, most frequently with gratifyingly expensive con-rod failure. They used to snap like carrots with disastrous consequences!

So much for the good old days, next month it's top ten time, back to the serious business.

Chris Merlin



THESE FISA - FOCA - FI MEETINGS
ARE BECOMING A BORE - LET'S GO
TO A KART DO AND SEE SOME REAL
BACK-BITING.



A product supplied with the stamp of quality.

Smith concern just has not got, nor can readily justify. At the back of the shop is the small packaging and pressing department and beyond lies the building where the actual creative work is carried out. The building, a timber affair, is hardly more than twenty feet by twelve, holding two presses, one for printing onto material, the other for producing stickers; a ‘light tank’ where the appropriate design is baked into the emulsion treated screen and the unique ‘Smith Drying Apparatus’, consisting of a circular, chipboard turntable mounted on a vertically fixed kart axle! Above is a large alloy cowl with heaters inside.

The term ‘Silk Screen’ is in fact a misnomer these days as the process employs nylon screens, less costly and more readily available. The screens vary in density, the density being dictated by the number of tiny holes to each centimetre squared. The size of the holes also vary, according to the type of material to be worked. On paper, for stickers etc., a larger size of hole is employed, whilst printing on fabric requires holes of a lesser diameter, otherwise the inks would come through to form globules, thus spread and smear.

The process begins with the customer presenting himself at the premises with some sort of vague idea of what he would like the finished article to be. Some customers prepare their own artwork but in most cases it has to be undertaken by ‘Team Schemes’. Once the design is finalised, it has to be photographed and either scaled up or down to the appropriate size. The next stage is when the design is affixed to the actual screen. The nylon screen, which is treated with a special emulsion, has to be stretched across a wooden frame until it is held firm, like a drumskin. The design is then mounted on the screen and, by means of the light tank, is baked into the emulsion.

Basically the processes for printing on paper and fabric are the same, however, to deal with one thing at a time.....

With all the preparations ready, the framed screen is mounted in clamps above a perforated basal plate, beneath which is a motor operated suction pump with a foot-controlled on/off switch. The reason for suction is to retain the paper firmly in position while the printing process takes place. Once the screen is dropped onto the plate, the appropriate coloured ink of the desired viscosity is applied to the screen by means of a hand scraper to force the ink through the

holes and onto the paper. The item is then extracted and set aside to dry, then the process is repeated until the required amount is reached.

The principle for applying a design to either Teeshirts or sweatshirts is the same, though the imprinting of the design on material differs. Because the material used for both Teeshirts and sweatshirts is a mixture of cotton and creslan it is subject to movement, therefore it is necessary to stretch it firmly across a flat surface, in this case a plinth, before applying the ink to the screen. This machine has four such plinths ranged around an axis and rotated by hand. Once the material is stretched over the plinth and securely clamped, the screen is similarly secured to a hinged frame above, then the process commences. As said earlier, the screen density is finer per square centimetre. Were the holes larger and less in number, the resultant pressure pushing the ink through would produce globules and, in consequence, swearing. The shirts are then released and placed on the drier to bake the ink into the material. This drying process removes the chemical solution (akin to thinners) which gives the ink a greater viscosity, thus easing application. Once the fluid has dissipated the design is sufficiently baked into the material to prevent running when



Where the creative work is carried out.

the article is washed or, more importantly, dry-cleaned where chemicals might affect the design. The garments are then passed for ironing. After each phase of the process the garments are checked methodically for ‘flecking’. Then comes packaging and labelling to complete the process. Going flat out, ‘Team Schemes’ have produced 1500 single colour designs on shirts in one session. They can also undertake four colour designs, though each colour used requires the same individual treatment of the process for each colour. The manufacture of cloth badges follows the same system with the addition of a backing cloth and necessary edging. Apart from Jill, Nigel has only one other full time employee in the business and that is Clive who commenced working for him straight from school and thoroughly enjoys the trade. Two part time staff are employed in the packaging and pressing department. Plans are currently in hand to photograph the designs on the premises. In the past his work has had to be farmed out, quite a costly exercise. He has the camera, all he has to do is build the darkroom for processing!

Many of you, know doubt, are familiar with Nigel’s products. To those few who are not, this is one satisfied customer who can vouch for the quality of the finished articles. The prices of Teeshirts, sweatshirts, badges and stickers are well within the confines of the average pocket. So why not try ‘Team Schemes’, the address and telephone number can be found elsewhere in the magazine. It’s listed in the Advertiser’s Index.



Ably assisted by Jill.

BEHIND THE SCENES

This month features the start of a new regular series called *Behind the Scenes*. The series is not designed to be a character profile of someone within the karting world, though by necessity must include some such reference to explain the drivers and motivations that go to make up the personality. As the title implies, *Behind the Scenes* examines aspects of that other world beyond karting and discovers the cold, hard reality, where work and business are the prime considerations. This month: Nigel Smith.

There cannot be many people inside karting who do not know of Nigel Smith, either from the trackside or from the TV Superkart races where he has featured more predominantly this season. The kart with the bright yellow and black livery hardly hides itself. The man himself, with the blonde hair and friendly smile is a very likeable and amiable character. As with everyone else though, he has his down moments if his racing isn't going well, but the bouts of fury and frustration quickly subside and life returns to normal. He takes his racing seriously, but sometimes the impressions given to onlookers tend to suggest otherwise. He is a professional in all he does or attempts, at work or play. The same philosophy applied to racing is also applied to business — to succeed. In business, to provide the customer with a good product, a product the customer knows bears the stamp of quality and is supplied with the pride of a man dedicated to the needs of others and done so without going overboard on price. It is the fulfillment of a materialist who is acutely aware of his own human limitations, but one who has the acumen to be able to rationalise them.

On the karting circuits, Nigel believes there are three kinds of people: those with luck; those with a gifted ability and those, equally dedicated to the sport, who have to work at it. Of the three Nigel regards himself as lucky and is the first to admit it. In Superkarting, the top men all have the ability and courage to win, because it takes courage to push oneself to such limits. In certain respects it is about stamina and endurance but, at the end of the day when the chips are down, power is the most important factor. There are the few who must be psychologically conditioned before the start of a race; others confident, some approach the prospect with the knowledge that, if all holds together, they may come out tops and the others who must work at it. On the surface it may seem difficult to establish a correlation between the various attitudes individuals employ but, if looked at closely, the obvious must be a ratio of attitude to the condition of the machinery, governing how adequately one will approach the contest.

In his eyes none of the top men better each other in ability, it is all basically down to machinery. Given the same, identical equipment, all the top men are equal. The relationship, the camaraderie, between Nigel and Dave Buttigeig is well known. Nigel admits, at Donington last year during the European Championship, that it was down to power. Nigel was quick into the corners but Dave pulled out faster and they were equal on the straights.

In the past he admits he has done certain things he is none too proud of but, sometimes in the heat of the moment, there is no other option open. Thrilling it might look to the spectator, it is something always regretted afterwards, because he bears no malice against a fellow driver.

Nigel talks about being lucky, however no matter how modest he may presume, he has got something difficult to measure in terms of realities. One should hesitate to call him lucky, rather gifted, like those others he talks of. Another attribute, aside from having the competitive spirit, is that he races for the sheer enjoyment.



Tucked in between the other shops gracing the precinct on the corner of Stoneleigh Park Road, Ewell near Epsom in Surrey, is the establishment calling itself 'Team Schemes', the brainchild of Nigel and his father, joint directors with Nigel managing the concern. 'Team Schemes' is well known, not only in the karting world but also in other spheres of the commercial market. Established five years ago after Nigel opted away from the advertising agency he had been working for, 'Team Schemes' has grown in that modest period to a very thriving business. Going it alone, being his 'own man' and ably assisted by his wife Jill, Nigel can follow his own creation through the various stages of its development to the finished product. That is what motivates him, that and successful achievement.

Nigel is a serigrapher. Serigraphy is the art or process of printing designs by means of a silk screen, more commonly termed 'Silk Screen Printing'.

The shop is quite small but shows well stocked shelves with a good turnover of Tee-shirts, Sweatshirts, cloth badges and stickers, all tailored to meet an individual customer's requirements. The silk screen process of printing is an old one and Nigel carries out his work in the traditional manner of printing by hand. Of course there are automatic machines available on the market which would ease his labours, but these are extremely costly and require space that the



Team Schemes undertake their own artwork.



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As F.I.S.A. require circuit and pit changes at the Kyalami Circuit prior to the scheduled Formula 1 event in April 1984, the South African Formula K Association have reluctantly been forced to cancel the Formula E race on Saturday 28th January 1984.

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PARILLA ENGINE PARTS

TG14, SS20 and TT22

Cylinder comp., 3-port	SS20	£55.27
Cylinder comp., TT22	Iron liner, 3-port SS20	£77.13
Iron liner, TT22	Head	£23.59
Head	Piston, 3-port SS20	£32.17
Piston, TT22	Piston, TT22	£29.94
Ring set, Super	Gudgeon pin, lightened	£6.00
Gudgeon pin, lightened	Exhaust bend	£2.47
Exhaust bend	Vevey end pipe	£6.60
Vevey end pipe	Crankcase (set), SS20	£4.95
Crankcase (set), SS20	Crankcase (set), TT22	£59.89
Crankcase (set), TT22	Crankcase (set), TT23	£68.87
Crankcase (set), TT23	Valve cover, Tillotson	£79.96
Valve cover, Tillotson	Valve cover, Tillotson	£12.65
Valve cover, Tillotson	TT23	£12.65
TT23	Crank. comp., SS20	£12.65
Crank. comp., SS20	Crank. comp., TT22	£72.60
Crank. comp., TT22	Crank. comp., TT23	£72.60
Crank. comp., TT23	Crank pin	£1.65
Crank pin	Big end cage & rollers	£2.75
Big end cage & rollers	(Super)	£4.12
(Super)	Big end washer, TT22	£5.50
Big end washer, TT22	Connecting rod	£20.00
Connecting rod	Small end spacers	£5.50
Small end spacers	Small end shims	£2.70
Small end shims	Crank shim	£2.70
Crank shim	Valve locator	£4.40
Valve locator	Locator circlip	£2.20
Locator circlip	Rotary valve	£4.00
Rotary valve	Rotary valve TT23	£4.18
Rotary valve TT23	Parilla spares TT27	£4.18
Parilla spares TT27	Genuine IAME	£4.18
Genuine IAME	10 tooth sprocket	£4.50
10 tooth sprocket	Crankpin	£2.50
Crankpin	Con. rod (std.)	£2.50
Con. rod (std.)	Con. rod (selected)	£25.00
Con. rod (selected)	Con. rod assy. (Super Hi Fi)	£30.00
Con. rod assy. (Super Hi Fi)	Gasket sets (factory)	£60.00
Gasket sets (factory)	Head	£1.50
Head	Crankcase (Pair)	£30.00
Crankcase (Pair)	Crankshaft assy. (with selected rod)	£73.00
Crankshaft assy. (with selected rod)	Rotary valve cover	£81.50
Rotary valve cover	Big end shims (each)	£12.00
Big end shims (each)	Liner, TT	£1.75
Liner, TT	Rotary valve, 27	£35.00
Rotary valve, 27	Piston, TT	£5.00
Piston, TT	Rings, Super (IAME)	£7.00
Rings, Super (IAME)		£6.00

IGNITIONS

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

ARROW ENGINES/SPARES

Mounting plate finger guard	& Allen screws	£15.75
Cylinder head	Cylinder barrel to head	£28.25
Cylinder barrel to head	'O' ring	£1.00
'O' ring	Exhaust pipe	£7.35
Exhaust pipe	Cylinder barrel	£29.90
Cylinder barrel	Cylinder liner, TT	£29.45
Cylinder liner, TT	Cylinder liner, 3-port	£28.50
Cylinder liner, 3-port	Chain guard	£6.45
Chain guard	10T sprocket, fine pitch	£5.95
10T sprocket, fine pitch	11T sprocket, fine pitch	£5.95
11T sprocket, fine pitch	12T sprocket, fine pitch	£5.95
12T sprocket, fine pitch	9T sprocket, std. pitch	£5.95
9T sprocket, std. pitch	Output shaft oil seal	£5.00
Output shaft oil seal	Rotary valve cover	£12.00
Rotary valve cover	Oil seal 25357	£6.00
Oil seal 25357	Hub r/v drive hub	£4.25
Hub r/v drive hub	'O' ring crank valve hub	£4.25
'O' ring crank valve hub	Crankshaft nut	£8.50
Crankshaft nut	Crankcase L.H.	£30.00
Crankcase L.H.	Crankcase R.H.	£30.00
Crankcase R.H.	Crankcase oil seal	£6.00
Crankcase oil seal	Big end roller bearing	£3.75
Big end roller bearing	Cylinder head nut	£5.00
Cylinder head nut	Piston assy. all sizes incl.	£10.00
Piston assy. all sizes incl.	piston rings, gudgeon pin and circlips	£7.50
piston rings, gudgeon pin and circlips	S/E Thrust washer	£3.50
S/E Thrust washer	Crankpin	£3.50
Crankpin	Connecting rod	£19.50
Connecting rod	Crank assy. incl. rod	£66.00
Crank assy. incl. rod	Crank half R.H.	£30.00
Crank half R.H.	Crank half L.H.	£30.00
Crank half L.H.	Engine mount clamps	£2.75
Engine mount clamps	Rotary valve, tuned, 45-72°	£5.70
Rotary valve, tuned, 45-72°	Rotary valve, 45-65°	£5.00
Rotary valve, 45-65°		£5.00

ALUMINIUM COMPONENTS

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

KOMET ENGINE PARTS

K77, K88TT and K78TT	Iron liner (3-port)	£23.60
Iron liner (3-port)	Iron liner K80	£32.17
Iron liner K80	Iron liner TT	£30.85
Iron liner TT	Cylinder comp., (3-port)	£49.00
Cylinder comp., (3-port)	Cylinder comp. TT	£70.78
Cylinder comp. TT	Cylinder comp. K80	£77.13
Cylinder comp. K80	Cylinder head, K88, K88TT, K78TT	£29.94
Cylinder head, K88, K88TT, K78TT	Piston, bare, K77, K88	£6.00
Piston, bare, K77, K88	Piston, bare, TT	£7.00
Piston, bare, TT	Double ring set, Super	£6.00
Double ring set, Super	Gudgeon pin (lightened)	£2.75
Gudgeon pin (lightened)	Crankcase comp., K88	£59.89
Crankcase comp., K88	Crankcase comp., K80	£59.89
Crankcase comp., K80	K88TT, K78TT	£69.87
K88TT, K78TT	Crankcase set comp., K80	£79.86
Crankcase set comp., K80	Valve cover, Tillotson	£12.65
Valve cover, Tillotson	sloping	£12.65
sloping	Oil seal	£5.50
Oil seal	Crank with rod assy.	£63.50
Crank with rod assy.	Crank comp., K88TT	£68.95
Crank comp., K88TT	Crank comp., K80	£72.60
Crank comp., K80	Half crank (mag. slide)	£21.12
Half crank (mag. slide)	K88	£21.12
K88	Half crank (mag. slide)	£23.59
Half crank (mag. slide)	K80	£23.59
K80	Crank big end pin	£2.50
Crank big end pin	Connecting rod (bare), std.	£22.00
Connecting rod (bare), std.	Big end cage & rollers (Super)	£4.12
Big end cage & rollers (Super)	Rotary valve locator	£4.95
Rotary valve locator	Rotary valve	£4.23
Rotary valve	Exhaust bend	£6.60
Exhaust bend	Exhaust stud	£3.50
Exhaust stud	Exhaust flex	£2.25
Exhaust flex	Silencer	£9.50
Silencer	Crankcase complete	£47.25
Crankcase complete	Oil seal (ROLF high RPM)	£5.50
Oil seal (ROLF high RPM)	Valve cover (sloping)	£9.50
Valve cover (sloping)	Crank complete	£65.60
Crank complete	Crank pin	£2.75
Crank pin	Cage & rollers (steel/silver plated)	£3.75
Cage & rollers (steel/silver plated)	Connecting rod, bare	£19.00
Connecting rod, bare	Big end spacer washer	£6.00
Big end spacer washer	Small end rollers, 2mm x 13.8mm	£9.00
Small end rollers, 2mm x 13.8mm	Small end washer (aluminium)	£6.50
Small end washer (aluminium)	Small end washer (steel)	£2.00
Small end washer (steel)	1mm thick	£2.00
1mm thick	Crankcase main bearing shims	£24.00
Crankcase main bearing shims		£24.00

VALVE LOCATOR

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

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(CIK) 11-4.50x5	moulded wets	£2.50
moulded wets	11-6.00x5 (German)	£2.50
11-6.00x5 (German)	11-4.50x5 (German)	£2.50
11-4.50x5 (German)	11-3.50x5 large 10A	£6.50

PISTONS

TKM pistons, complete with circlips and rings, for all makes e.g. Parilla, TG14, SS20, TT22, Arrow, Komet, K77, K88, DAP, Manx etc.		£10.00
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Slick 11.350	Slick 11.450	£12.00
Slick 11.450	Cut wet 350 (fine cut)	£12.00
Cut wet 350 (fine cut)	Cut wet 450 (fine cut)	£14.00
Cut wet 450 (fine cut)	600 tubes	£4.50
600 tubes	450 tubes	£3.50
450 tubes	Class I Motoplat	£3.00
Class I Motoplat	with coils	£20.00

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

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

BEARINGS

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

AXLE BEARINGS

Axle bearings 25mm	Axle bearings, 1 inch	£2.50
Axle bearings, 1 inch	Stub axle bearings, 15mm	£1.00

GENERAL PRODUCTS

Castrol R chain lubricant	Castrol EP90	£2.00
Castrol R chain lubricant	Castrol T.Q.F.	£2.00
Castrol T.Q.F.	Triflon (small)	£1.50
Triflon (small)	Triflon (large)	£4.00
Triflon (large)	Goofy Juice	£2.25
Goofy Juice	PJ chain lubricant	£2.00
PJ chain lubricant	DAG heat dispersant	£2.50
DAG heat dispersant	Shell R oil	£2.75
Shell R oil	Stirling brake fluid	£8.00
Stirling brake fluid	PH grease	£6.00
PH grease	Castrol R 20	£2.50
Castrol R 20	Castrol R 40	£2.50
Castrol R 40	Trackside hand cleaner	£2.00
Trackside hand cleaner	ILC Vari-clear demister	£2.00
ILC Vari-clear demister	Hermetite Instant Gasket	£1.75
Hermetite Instant Gasket	In-line petrol fillers	£1.00
In-line petrol fillers	large or small	£1.00
large or small	Mazda tyre gauges	£11.50
Mazda tyre gauges	Chrome exhaust ends	£4.50
Chrome exhaust ends	NGK plug caps	£7.50
NGK plug caps	PVC tank tape (large)	£4.00
PVC tank tape (large)	Steeleprocket Class IV (1"	
Steeleprocket Class IV (1"	or 25mm or 30mm)	£2.75
or 25mm or 30mm)	Steering wheels	£7.50
Steering wheels	Class IV rear sprocket carrier	£5.00
Class IV rear sprocket carrier	210 pistons o/w rings	£12.00
210 pistons o/w rings	210 Motoplat o/w coil	£37.00
210 Motoplat o/w coil	Class I Motoplat	£20.00
Class I Motoplat	with coils	£20.00

CHAIN AND SPROCKETS

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

BRITAIN'S LARGEST STOCKIST OF TKM ENGINES

TKM FF99 3-PORT ROTARY VALVE 100cc - bore 48.0mm x 53.8mm. Engine complete with exhaust system, sprocket and Motoplat ignition - £200.00		
TKM FF99 3-PORT ROTARY VALVE 100cc - bore 48.0mm x 53.8mm. Engine complete with sprocket. No ignition or carburettor		£210.00
TKM FF99 3-PORT ROTARY VALVE 100cc - bore 48.0mm x 53.8mm. Engine complete with sprockets. No ignition or carburettor		£229.00

RACING PLUGS

Motocraft AG603	Motocraft AG403	£1.20
Motocraft AG603	Motocraft AG403	£1.20
Motocraft AG403	NGK 8EV, 9EV, 10EV	£1.50
NGK 8EV, 9EV, 10EV	Special rubber plug caps	£6.00
Special rubber plug caps	Plastic plug holders, 6 plug	£2.00
Plastic plug holders, 6 plug	NGK B8EN, B9EN, B10EN	£1.75
NGK B8EN, B9EN, B10EN		

NEW ITEM!

10 tooth sprockets to fit Arrow Motors		£3.75
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KARTING TALES

by
DAVID COLLIER

100cc karting is often quite funny. Even the accidents are usually more entertaining than dangerous — not the hairy-scary hundred mile an hour cartwheel in your average superkart. My own, oft-interrupted, karting career has certainly produced its far share of stories since it began a few years ago.

For the novice one of his major preoccupations is staying on the track and his first shot in a full-blown racing kart is an event he will probably never forget. It certainly bears no resemblance whatsoever to putting around on those seaside lawnmower contraptions!

I have vivid and painful memories of my first attempts at Fletchers kart school (RIP) which I made the mistake of attending with a hangover. Anyone who's gone karting with a hangover and survived probably won't do it again! Fifteen thousand revs of screaming Parilla and seventy miles an hour of head-jangling stomach-churning vibration is just *no* substitute for an Anadin. To be sure, it is not a good idea on your karting debut!

The first thing I noticed as I whacked the throttle to the stop, was an immediate paralysis of my whole body in fear and shock. The experience was absolutely terrifying, so much so that my brain failed to react properly to the rapid approach of the first corner. A few seconds after my first experience of driving a kart I had my first experience of shunting one — straight into the tyre barrier. This seemed to happen very quickly and amid a whirl of rubber tyres, sky, track and snapping neck muscles. As kart and I bounced sorrowfully back onto the circuit I began to wonder what the hell I was doing ever wanting to take up kart racing.

That day I did manage to go on and complete something like twenty-five laps although I still managed to clock up two more alterations with the tyre barrier, about ten spins and a collision with another kart (which somehow ended up perched on top of my steering wheel and head!). Nigel Edwards proved to be as good at push starting as he is at racing — he must've been cursing me something wicked! The session certainly made quite an impression not only mentally but also to my poor body, which by evening had changed from its normal pinky hue to a mottled black and blue — ouch!

Once one has overcome the initial shock most novices go out and enter their first race as soon as they possibly can, determined to prove to the world that they are the next James Hunt. I was not exception. Having recovered from my ordeal and partly as an apology to Fletcher's, I armed myself with an ex-Nicola Fletcher Sprint, an untuned Komet K88 and various sundary spares for £500. I also acquired an ancient, rusting Viva Estate to carry it in for half the price. All truly street-credible competitors have immaculate karts but really shambolic transport, whether it be a Mini van held together with Plastic Padding or an old omnibus looking like an escaped refugee from World War One. You can tell who are the spectators — the ones in the three litre Capris and the Ferraris, the "Oh no, I'd like to but it's too expensive!" brigade. Anyway the first race I entered was at Wombwell.

Prior to the race my only experience of the track

had been two and a half laps the weekend before in pouring rain. Trying to practise on slicks in the wet is about as useful as trying to practice sprint running on ice. I was really chuffed to find that I was on pole for heat one and I conveniently ignored the fact that it was only because I had the lowest competition number! Starting on pole for your first race is slightly nerve-wracking especially if you know there's a reasonable chance that you'll cause the first corner pile-up. Somehow I managed to avoid that inevitability but this only delayed the action to the second corner. At the hairpin I spun and ended up sitting in the middle of the track facing the rest of the field of eighteen novices charging down what must be the longest and fastest straight in Britain. Frantically I waved my arms about and said my prayers. Miraculously everyone missed me. Actually this turned out to be one of my best meetings in terms of results for a long time — 7th out of fifteen starters in the final. At least I finished!

Shortly after my debut I had to return to my parents home in Edinburgh after failing to get a job in the South, but despite lack of funds I continued karting.

Scotland is to karts what India is to trains — a bit of a backwater. My arrival boosted the number of karts north of the border to 143 and that became my competition number. At the time Scotland had three circuits — Larkhall near Glasgow, Crail near Saint Andrews and Boyndie near Inverness. Visiting the latter was out of the question. Not only was it 150 miles away but the compression on one of the Vivas' cylinders was fast disappearing under the influence of my unsympathetic right foot.

I made one trip to Larkhall and that was enough for anyone! The track was built in an old gravel pit and had two straights with a corner at each end. Such was its state of decay that it was a bit difficult to distinguish the track from the pit and driving on it was a bit like riding a bucking bronco. My main memories are of the chicken soup can, full of lead, bolted to the front of the kart coming loose at one particularly vibrant corner and the 10lb can bouncing onto my throttle foot causing me to shoot off across the gravel pit, much to the amazement of the spectators. Someone else had the nerve to take Louis di Resta off on one of the straights. This was not a wise move! Louis is pretty well built and it was a brave RAC steward who intervened in the fisticuffs afterwards! All good clean fun.

Crail on the other hand was a pretty decent circuit and even had a club house cum snack bar. With my chicken soup can relocated to the centre of the kart my handling improved enormously and I was well on the way to a fifth place (out of 15 greenies and 4 of us novices), when the chain broke one lap from home. Jeez, was I angry! My bad luck didn't end there however. Driving out of the pits after the meeting the Vivas' exhaust chose its moment to clatter to the ground amid clapping, cheers, hoots and toots from my fellow competitors.

The end was nigh. Next time out (September 13th) my Komets' con rod expired comprehensively destroying the internals (*do* get your engine checked regularly all you novices). This was followed shortly afterwards by the Vivas' MOT failure. I had to retire. I kept the kart. The car I sold to a guy for £50 who later turned out to be a crook. The police later found the poor thing burnt out and wrapped around a tree. Oops! Forgot to tell him about the leaking brake cylinders!

It was over a year before I could afford a new engine and a return to karting. I'd now got a job in London and arranged to share a novice drivers' van in exchange for petrol money and advice. I also got a new novice licence with no signatures on it so in a sense I had an unfair advantage and should have been at least picking up a few trophies. My team mate, Len, was pedestrianly slow to start with although he did improve significantly later.

Len's local track was Blackbushe. This is a superb circuit, quite unlike the mickey-mouseness of Rye and Tilbury, the squalor of Larkhall, the bleakness of Crail or the dilapidation of Wombwell. It is set in an old sand quarry and the track rises and falls around its rim through the pine, shrubs, bracken and gorse that characterises the heath. It has a beautifully smooth surface and is fast and swooping with only a small chicane to break the flow — a really exhilarating drivers circuit. Like the Nurburgring, with all its scenic beauty, mistakes can cost you dear. If you don't end up sitting in a bush you'll almost certainly be sliding around totally out of control in the sand.

I had one of my more spectacular accidents practising there one day. Rounding the corner at the end of the short pits straight, just before entering the chicane, I slid wide and got onto the sandy film lying on the edge of the track. Normally I should have been able to correct it and either spin harmlessly or miss the chicane, but in this instance there was some goof standing fiddling with his kart with his back towards the circuit right in my path. I had a simple choice — either break this guys legs and have twelve stone of idiot fall on top of me or turn left straight up the side of the sand pit. This bank is quite frighteningly high and steep as anyone who's been to Blackbushe will know — all the spectators stand on top of it and get a magnificent panormaic view of the track. Thirty miles per hour on tarmac may not seem very much but when you doing it up a near vertical bank, not quite sure whether you're going to topple over backwards, and bouncing about like a pea in a rattle, it's positively hair-raising. Eventually the kart thudded itself to a stop in a protrusion of sand, balanced precariously at about 40° to the vertical. (Anyone get a photo?). As I dragged my machine off the bank my friend, still standing with his back to the track, hailed me with a "I didn't see you until I heard this great big thud behind me!". No kidding, mate! — he's probably still standing there now. ▶



At Crail just before the engine blew up!



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That same corner was also the scene of one of my greatest triumphs — the day I overtook Kevin Warner (ex 100 National champion). Admittedly he'd already lapped me when I let him through the corner before. Sitting on his tail, my normal line into the next corner was totally different from his. Turning in early I suddenly found myself in front of him again without at all meaning to! I can imagine he must have been livid, especially as he was leading the race and I held him up through the chicane where I was painfully slow. Can't have done his pride any good either!

"To win first you must finish". This could not have been more true at Len's first race. There were seven novices amid a field of about 25 Nationals. I spun off from second novice slot midway through the final, trying to keep up with Giddings (who had just lapped me). Trying to restart I had my only blood-letting kart injury to date when I ran over myself. The pvc suit I was wearing was about as effective as a bin liner when it came to protection — if you really want to save your skin wear leather! Expensive, but then so are private skin grafts! Meanwhile Len, lapped at least twice by everyone stayed on the track to take the second novice trophy (only two novices finished). I think he was more than a little embarrassed at the presentation but everyone took it in good humour. In

fact Len improved dramatically thereafter and in the end was lapping as fast if not quicker than me which did my morale no good at all.

We also visited Rye and Tilbury. One particularly spectacular and amusing incident occurred at Rye when two guys in the same team were racing each other. At the end of the back straight the leader seemed to brake ridiculously early (trying to put off his team mate?) whilst the guy behind appeared to accelerate into him (attempting to punt the leader off?) and was launched into the air, right over the leaders head, turning a somersault and landing upside down amid the hay bales. Spectators rushed across from all directions but amazingly the driver crawled out in one piece despite very nearly being the first karter to go into orbit. Another time I did the same to Len at Tilbury though not as spectacularly. I didn't mean to (honest Len!) but as the rear end slid out at the hairpin I was amused to suddenly find my team mate flying through the air by my left shoulder. He wasn't quite so amused.

Bad luck can be a matter of poor preparation or just being in the wrong place at the wrong time. Len and I had a bit of both at our last meeting as team mates. First my seat collapsed as I chuffed up the straight resulting in a bit of a sore bum and

then in the next heat, at the end of the straight, my chain broke and sent me sailing off towards the tyres — no final for me. Len got to the final but during the race span through 180. Of the two karts directly behind him one went left and one went right but unfortunately there wasn't quite enough room. The left hand driver neatly took off Len's right hand front wheel while the other driver did likewise to the left hand front leaving poor Len sitting there, facing the wrong way, with no front wheels on his kart!

After that race our relationship as team mates was rather strained. My engine also needed a rebuild, not to mention a new engine sprocket (which Hewland seemed to have temporarily stopped making!) and my only means of transport, a ratty motorcycle, was on its last legs. We went our separate ways and again I had to retire. Plans are however afoot for a second comeback — either in Formula Ford motor racing (bigger, more exciting, more expensive accidents!), if I can find sponsorship, or in 100 Britain karting. So if next year you espy a novice (again) kartist with a yellow helmet with a red lion on it spinning off into the bushes give us a wave!

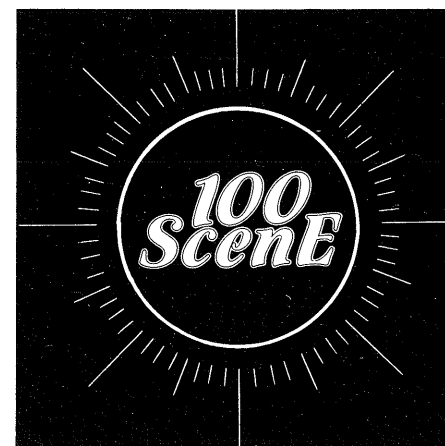
PS: Anyone want to sponsor me? Guaranteed publicity!

As the season draws to a close, and one curls up in front of the fireside, our thoughts seem split in two directions. One is to look back over the '83 season and reflect on who won what, and what might have happened *if* only!! The other is to look forward to the new year; what does it hold; who will be front runners? What Championships will there be? What tyres will the RAC decide to run and, more to the point, what will the clubs decide to use? Surely it is at this point that the governing body should step in and enforce the tyre rules. (As they do with helmets and other safety items). If, for an example, the situation continues as in 1983, then how do the RAC know what the drivers want if they are being artificially protected by individual clubs. Also we would have continuity throughout the country — How many times have you visited a new track and found you have the wrong tyres??? Not exactly the best way to encourage people to support other clubs, or the sport of karting.

On a slightly different note, but still connected with tyres, one reflects on another K & SK event this year sponsored by "Bridgestone". Although perhaps not as successful as in previous years, due to either the clashing Super One 100 National Series, or the continuing recession, the 6 events still provided a stage for a 'Who's Who' in Britain's most popular short circuit class. Numerous of the *old* campaigners took part in this year's event and were supported by newcomers and local circuit drivers.

Wombwell, Dunkeswell, Snetterton, Rissington, Kimbolton and Fulbeck were the chosen venues, with as usual the drivers best 4 scores to count. After the season long event, I could attempt a drivers top ten or similar, but rather than upset individuals I will comment on each driver, in turn, as he finished in the Bridgestone K & SK Series.

Derek Higgins — overall winner. Derek has all the qualities of potential champion in motor sport — perhaps his only down fall is his volatile nature, but without doubt he is a "natural" with bags of aggression and will to win. The K & S event saw Derek using DAP/DAP JM equipment at 5 rounds with a move to Dart/Dart TKM at the 6th. The indications are that Derek has settled with the Dartford karting equippe and will continue to be a dominant force in '84.



Gary Prior — runner up, but what an effort. Gary is another natural and is one of the characters in British karting. Some lean years have befallen GP recently but 1983 was his year. Besides numerous club wins Gary won the prestigious Global Cup event at Rye, and more importantly the RAC British Champs at the same venue. Assuming he continues with Dartford Gary can be as quick as anybody — but he must have support form his team!! Now stabled alongside Mr Higgins things could become a little fraught. Let's hope not as GP is the genuine racer's racer.

Andrew Colson — ex 100 Britian graduate. Andrew has had a remarkably successful year, his consistency has been very good and has shown his potential as a front runner. A quiet, reserved type of person off the track, Andrew sometimes hides the aggression he shows on it, and has unfortunately come to grief on occasions. No doubt he will mature in stature in 1984 which should be beneficial.

Norman Box — A true karting enthusiast, from Rissy country. Always there or thereabouts — generally consistant rather than ultra quick. This is probably one of his best results in the K & S Series but has somewhat reduced his bank balance — a little bird tells me this may have been Boxies

last National event as he is considering retirement — however old soldiers die hard!!

Gary Moynihan — with assistance from Simon Wright. Gary has been the quickest and most consistant driver in '83. He had his back up team work long and hard in preparation for their races, also spending time "sorting" equipment. All in all a very professional set up headed by young Mr Moynihan. A very pleasant gentleman, and a very capable driver. Gary should remain at the front in '84.

Neil Hann — despite advancing years Neil Hann continues to impress. He is another driver who sorts equipment, but has often been let down by preparation on the day — a clean kart may also help!! With trusty Hewland engines and Neil's long karting experience he is someone you can also expect to pull something out of the bag.

Gary Till — A change to PCR engines and his usual Zip frame have helped Gary to some fine performances in '83. He has campaigned the K & S Series from the beginning but has looked more complete this year than before. If this continues Mr Till will be in with a shout in the new season.

Andy Buchan — ex British Champion. Scotsman Andy Buchan has shown his full potential this year, and has only been let down by mechanical problems. His DAP/DAP equipment is always well presented, and suits his style of driving. More testing would benefit him, but is an obvious difficulty living so far north.

Steve Tillet — from the end of 1982 when Steve had Fullerton engine power he would always be up front, however he was still learning the art. 1983 was a little disappointing as he did not develop as expected. The threat however is still there, and Steve could just step up a gear and surprise us all.

Paul Fletcher — A seasoned campaigner. P.F. has seen it all before, never the less he still gets immense pleasure from competing, and can still tune a "quickie".

Well there we are — a short resumé of the 1983 100 National year. News is also about that the series will continue in 1984, again with the support of Bridgestone. The venues have not yet been finalised, but let's hope that the event gives us as much competition and entertainment as it has in previous years. Have a Happy Christmas and a successful New Year — Happy Karting.



Higgins the champion.

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Advertising on leathers will help.

would gain from motor racing involvement, which cannot be excelled in the field of Public Relations.

You should also devote a good deal of space to a career brief, listing your karting achievements to date, with ample action photogrpahs to help give the sponsor an indication of how much advetising space could be devoted to the promotion of his company and its products. Include, if available, any newspaper cuttings highlighting achievements. Along with the expenditure tables that will complete the package.

It is important to remember that presentation of a sponsorship package should be professional, so it will pay you dividends to ensure that everything is typed neatly and accurately. For those who find it difficult to 'project' themselves when faced with such an imposing personage as a potential sponsor, a well-prepared and thought out package will do a lot to help convince him that you are worth spending money on.

HOW TO FIND A POTENTIAL SPONSOR

Assume you have a blank sheet and are wondering where to start. Wherever you live, every area has its fair share of local 'rags'. Local 'rags' come in two varieties; the free issues and those you must pay for. In each instance these papers carry heavy advertising, offering the seeker a good deal of scope. The secret is to correctly screen the companies advertising. The ones to aim for are the young, high growth technology companies, such as those in electronics and, would you believe, those in the printing industry, paying special attention to companies providing motor-type related products or services. An important point to remember is that companies devoting a lot of time to advertising already have allocated fixed budgets for this sole purpose, budgets they must adhere to if they are to stay on top of very progressive industry markets.

How do I set about 'screening' a company you may be asking. Firstly it will pay you to travel round the local area on the lookout for new companies which might have been missed when scanning the papers. The actual sight of a place will more readily register in the brain than if merely noted in a paper, though the papers will provide more detailed information than that often given on a hoarding. As mentioned earlier, be on the watch for motor related and electronics companies new and keen on expansion. You may come across something like: 'Joe Bloggs Garage to invest £20,000 on redevelopment.....' This is the sort of thing you should be after.

Once you having identified or 'screened' what you consider to be good propositions, the next step is to establish the name of the top man, a fact not always given in advertisements. This is easily achieved by a short telephone call to the company concerned. Never write to simply the company, address it to someone personally, perhaps marked 'private and confidential'. It is always better to have a name, otherwise the chances are the letter will finish up in the waste paper bin. Initially you should think about screening about twenty companies and be prepared to write to them all.

The next step is to plan out the letter which should indicate how the company can promote itself through active association with motor racing. Here you can refer to the section headed: 'The Package' to list the benefits a forward-looking company can expect to gain from such an association. No indication should be given at this stage of the proceedings, of costings. Leave that until you reach the meeting table where you will be in a stronger position to put your case personally. However, it may be that you are asked to do so by letter at a later date. If so that is a good sign, it shows you have stimulated interest in your proposals.

Once the letters have gone, allow around 7 to 10 days before chasing, if a reply has not been received. Again a telephone call would be best and quickest. You could ask: "Did you receive my letter..... When would it be convenient to talk to you?" Of all the letters sent to companies, maybe only one or two will sound interested enough to want to see you, but one or two may be all you need.

Once you have captivated the interest and got as far as 'horse trading' across the conference table, the rest is up to you to project the image of dedication for the sport and keenness to give the sponsor value for money. He won't regret it and neither will you. Remember, once you have obtained a sponsor, it is your obligation to look after him and his interest, because, no matter how small the amount might be, if he reaps benefit from the exercise, he can always be approached the next season and may just come across with all the cash you need.

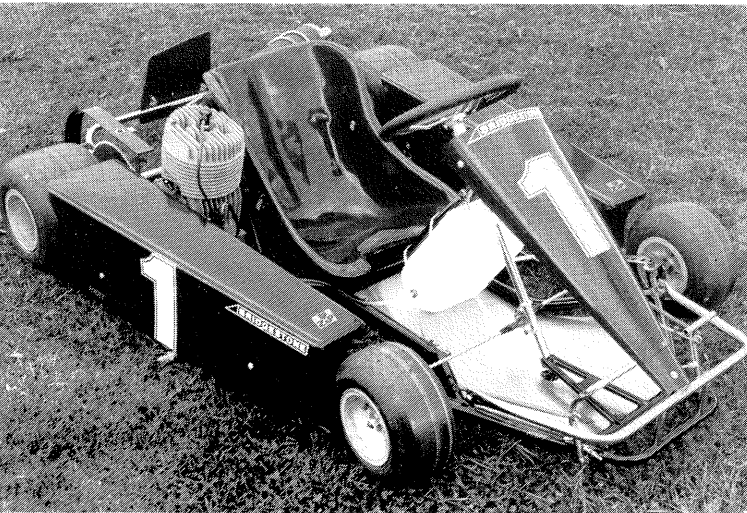
Be prepared for disappointment because there will be plenty, as many of you can no doubt bitterly report. The secret is never to give up, no matter how despondent you might feel. Someday.....

To Summarise:

- 1) The package should be prepared in a professional manner, be eye-catching and attractive but, above all *sell* the idea that it is in the sponsor's best interests to back you through the sport. He stands to gain as much, if not more, than you, so make sure you stress that point.
- 2) Identify and screen all companies carefully, paying particular attention to young, high technology growth concerns and motor-type related businesses.
- 3) Having selected initially about twenty potential companies, prepare an introductory letter outlining how sponsorship can promote the company and its products, itemising the ways motor sport sponsorship can help advertise and increase revenue for the business.

With the festive season almost upon us and with plenty of time to relax, this is the ideal opportunity to put your sponsorship package together, ready to begin approaching companies *immediately* in the New Year. Good luck.

Those who have already obtained sponsorship for the 1984 season are invited to write giving details for inclusion in the magazine. It would be an idea to explain how the problem was tackled as it could provide valuable help for others. Also it will be good for the sponsor and you. It's all good P.R.



The 'Re-vamped' 100cc machine greatly increases advertising potential.

SPONSORSHIP

Sponsorship is the word on everybody's lips. In this article we try to establish guidelines on the best way to present your 'package' to a potential sponsor. Grateful acknowledgement must go to Des Page of Print Scene, who has provided a wealth of information, based on first hand experience, of the difficulties involved. Sponsorship, more appropriately the lack of, is a very critical issue, one involving all classes of karting. Because each driver is an individual, the case circumstances must differ and it should be appreciated that the following can only be a generalisation. Those with particular problems are invited to contact the Editor.

GENERAL

Let's take a quite brutal approach, because that's the sort of market you're walking into. So, you're after sponsorship? First of all take a look at yourself, a careful look. What have *you* got to offer a potential sponsor which will make him part with his money? Have you a commodity to sell, one that will be worth his investment? That's what he will be looking for to justify the cash outlay. The old adage: 'better to give than receive' can be varied. If you're willing to give something, (not just your driving expertise, but more, such as dedication to promotion of a given company or product), you stand more chance of getting something (cash support) in return. It's a bit like going to a bank manager for a loan. Apart from the interest he will earn from the loan, he will demand from you something from you in return, be it a cast-iron guarantee or a pledge to meet him halfway on the proposal with some form of collateral.

In karting however, such guarantees cannot be given. The only thing a karter can offer is himself and his ability and enthusiasm to help promote a company or a product. The product may be anything from pink elephants to matches, it doesn't matter. It may be nationally or internationally marketed. Whatever the case, it will be promotion your prospective sponsor is interested in. Therefore your 'package' must be tailored accordingly.

THE PACKAGE

It is important before you consider any kind of approach to a company, that you have some idea what sort of money you require to actively compete for a full karting season. Once the calculations are complete and you have arrived at the final figure, it would be unwise to directly approach a company, saying: "Look, this is the amount of money I need Mr Smith to race next season. So how about it, can you help?" If the prospective sponsor is faced with a total sum of £5,000,



Illustrates potential for advertising.

he will probably read into your letter that he is expected to dip into his pocket and come up with the readies all at once. This is where you are bound to meet with reluctance. It would be a far more sensible approach to examine the £5,000 total and calculate how much you will need for immediate or initial expenses, then project a budget or cash flow chart for the whole of the racing season, which would then give the sponsor some idea of the money required on a monthly basis. For example:

March	April	May	June	July	August	September	October
£1,500	£250	£450	£600	£600	£600	£500	£500

It must be stressed that the above figures are only examples. It will be up to you to tailor your monthly requirements to meet the periods of peak racing intensity. Additionally, if the sponsor is expected the meet the full costs of purchasing a race prepared outfit, it should also be stressed that there will be an end of season equipment sale, the proceeds from which would be paid to him, thus reducing his total budget figure. Another point to bear in mind is that whatever figure the potential sponsor is to provide, he will be able to offset a proportion against tax. So the table of costs could be summarised as follows:

Total Outlay	£5,000.00
Recover End of Season	£1,000.00 (sale of Kart/Spares)
	£4,000.00
Less Tax Benefit	£2,000.00
Net outlay to Sponsor	£2,000.00

When broken down in this form it will present a more attractive and acceptable proposal. Additionally you would be wise to itemise individual expenses, such as: kart, spares, engine rebuild, tyres, circuit fees, petrol, etc. It is also important to remember that if you show willingness to put up some cash yourself, it will add weight to your proposal, because it will demonstrate eagerness and goodwill. The 'bulk' of your package should contain the following information, in detail. By far the most important subject will be what kind of exposure the sponsor can expect for his company and its products.

- a) The kart will be entered in all events under the chosen name or trading mark of the company.
- b) The kart, where possible, will carry the appropriate logos.
- c) Driver's leathers will also carry the appropriate logos.
- d) Mechanics/Team will wear promotional outfits.
- e) Banners at circuits advertising company/products.
- f) Transporter or trailer to carry logos.
- g) Stress Commentator information/adverts about company products.

Though he will probably be aware, it can do no harm to mention that all forms of motor racing rank among the leading high interest sports, such as: football, horse racing, show jumping and so on and that the circuits where the racing takes place are spread throughout the country and that the season lasts approximately nine months. There will be coverage of meetings in the U.K. karting publications and the motor-ing press, along with coverage in the local press. The sponsor would have the opportunity of advertising his products in the racing programmes and would be at liberty to invite clients to events to meet you, the driver and the team, to learn about karting, why it can play such an important part in advertising. This may include, at major championship events, hospitality facilities. At such events company employees could be invited, sporting hats, stickers, teeshirts, etc., which would help promote the company and its products. At such events there is also the probability there will be radio and television coverage; an important point not to be forgotten when compiling your package. You can also stress the prestige that the company

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- Seats £10.50
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- Class 1 kart trolley £3.50
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- Equipment bags £5.00
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